



King County
King County International Airport – Boeing Field
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Supporting Information Packet – Draft Supplemental Rules and Regulations

King County International Airport – Boeing Field

King County

May 2, 2025

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1. OVERVIEW

In early 2023, King County International Airport – Boeing Field (ICAO airport code KBFI), hereinafter referred to as “KCIA” or “Airport”, began a process to update the *Supplemental Rules and Regulations* consistent with Federal Aviation Administration (FAA) regulations and guidance. This document helps ensure the safety of Airport tenants and users and detail enhancements to the overall operation, management, and administration of the Airport. KCIA hired Aviation Management Consulting Group (AMCG) to update KCIA’s existing *Supplemental Rules and Regulations* in compliance with federal, state, and county regulations.

By way of background, when an airport sponsor (in this case, King County) obtains a grant for airport improvements under the FAA Airport Improvement Program, the airport sponsor is required to give certain assurances to the FAA known as Grant Assurances. Grant Assurance #22, Economic Nondiscrimination, states “*The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.*”

FAA Airport Compliance Manual - Order 5190.6B Change 3, states that “*Grant Assurance 19, Operations and Maintenance, requires the sponsor to protect the public using the airport by adopting and enforcing rules, regulations, and ordinances as necessary to ensure safe and efficient flight operations.*” Order 5190.6B Change 3 further states that “*One of the most important functions of local regulations is to control the use of the airport in a manner that will eliminate hazards to aircraft and people and structures on the ground.*”

Within this context, it is the desire of KCIA to: (1) protect the safety of Airport tenants and users, (2) foster development and redevelopment of existing Airport property, (3) promote quality aeronautical products, services, and facilities, (4) reduce the potential for conflict with Airport tenants and users, and (4) provide a platform for resolution of complaints. As such, KCIA and AMCG have prepared updated *Supplement Rules and Regulations* that are: (1) relevant to the current (and/or anticipated) general aviation activities, (2) reasonable and appropriate for the airport and market, (3) necessary to meet the type and level of demand that exists (and/or is anticipated) at the airport and in the market, and (4) protects the public health, safety, interest, and general welfare of all users.

The draft *Supplemental Rules and Regulations* were made available for public for review and comment from March 12, 2024 – January 31, 2025.

The following is a summary of the public review process consisting of a Summary of Comment Themes (Section 2), Summary of Changes (Section 3), Comment Response Log (Section 4), and Public Outreach Report (Section 5).

2. SUMMARY OF COMMENT THEMES

The comments received from tenants and community members (detailed in *Section 3. Comment Response Log*) encompassed the following major themes:

- Theme 1: Storage of Materials,
- Theme 2: Aircraft Owner Self-Maintenance,
- Theme 3: Insurance,
- Theme 4: Non-Commercial Flying Club Requirements, and
- Theme 5: Independent Operators.

Theme 1: Storage of Materials – Based on several comments, there was concern expressed that storage of materials in the tiedown area was prohibited. KCIA recognizes the need for aircraft owners to be able to store materials in the tiedown area, while balancing the need to prevent foreign object debris hazards. To simplify the process for approval, KCIA will provide preapproved container requirements to allow tenants the ability to store materials in the tiedown area.

Theme 2: Aircraft Owner Self-Maintenance – Based on several comments, there was some confusion pertaining to ability for aircraft owner’s to perform self-maintenance. As outlined in the FAA Grant Assurances and the FAA Airport Compliance Manual – Order 5190.6B Change 3, the draft *Supplemental Rules and Regulations* allow self-service which is defined in the Appendix as “the servicing of an aircraft (i.e., maintaining, repairing, fueling, etc.) by the Aircraft Owner or the Aircraft Owner’s Employees using the Aircraft Owner’s vehicles, Equipment, and resources.” Additionally, 14 CFR Part 43 Appendix A outlines 31 items identified as preventive maintenance which can be conducted by the holder of a pilot certificate.

FAA Advisory Circular 150/5190-6 *Exclusive Rights at Federally-Obligated Airports* states “An aircraft owner or operator may tiedown, adjust, repair, refuel, clean, and otherwise service his/her own aircraft, provided the service is performed by the aircraft owner/operator or his/her employees with resources supplied by the aircraft owner or operator. Moreover, the service must be conducted in accordance with reasonable rules, regulations, or standards established by the airport sponsor. Any unreasonable restriction imposed on the owners or operators of aircraft regarding the servicing of their own aircraft may be construed as an exclusive rights violation.” This Advisory Circular continues by stating the following three conditions:

- “An airport sponsor may not prevent an owner or operator of an aircraft from performing services on his/her own aircraft with his/her own employees and equipment. Restrictions imposed by an airport sponsor that have the effect of channeling self-service activities to a commercial aeronautical service provider may be an exclusive rights violation.”
- “An airport sponsor must reasonably provide for self-servicing activity but is not obligated to lease airport facilities and land for such activities. That is, the airport sponsor is not required to encumber the airport with leases and facilities for self-servicing activity, and”
- “An airport sponsor is under no obligation to permit aircraft owners or operators to introduce equipment, personnel, or practices on the airport that would be unsafe, unsightly, or detrimental to the public welfare or that would affect the efficient use of airport facilities by the public.”

The Advisory Circular concludes this section by stating “Safety concerns are not limited to aeronautical activities but may include Occupational Safety and Health Administration (OSHA) standards, fire safety standards, building codes, or sanitation considerations. Restrictions by airport sponsors for safety must be reasonable. Examples of reasonable restrictions include restrictions placed on the handling of aviation fuel and other flammable products, including aircraft paint and thinners; requirements to keep fire lanes open; weight limitations placed on vehicles and aircraft to protect pavement from damage; and other similar safety based restrictions.”

As such, the draft *Supplemental Rules and Regulations* allow self-service aircraft maintenance while creating a distinction in location between an aircraft hangar tenant and aircraft tiedown tenant based on safety, infrastructure, and regulatory considerations.

Theme 3: Insurance – Several comments were received concerning the insurance requirements and potential insurance limits. Consistent with existing practices, insurance coverage and requirements are set by an independent division within the County (not by KCIA). As such, the language outlined in the draft *Supplemental Rules and Regulations* was reviewed by necessary parties to ensure applicability and consistency with current practices.

Theme 4: Non-Commercial Flying Club Requirements – Several comments were received questioning (1) the prohibition of Non-Commercial Flying Clubs providing compensation and waived or discounted membership dues for flight instructors or aircraft mechanics and (2) the requirement to provide past members in a Non-Commercial Flying Club. Section 3.12 of the draft *Supplemental Rules and Regulations* pertains specifically to non-commercial flying clubs and has been developed consistent with FAA Airport Compliance Manual – Order 5190.6B Change 3. As stated in the Airport Compliance Manual, “a flight instructor may receive monetary compensation for instruction or may be compensated by credit against payment of dues or flight time; however that individual may not receive both compensation and waived or discounted dues or flight time concurrently” and “The mechanic may receive monetary compensation for such maintenance work or may be compensated by credit against payment of dues or flight time; however that individual may not receive both compensation and waived or discounted dues or flight time concurrently.”

Theme 5: Independent Operators – Several comments were submitted questioning the application of Independent Operator requirements as well as the outlined limitations. The draft *Supplemental Rules and Regulations* and draft *Minimum Standards* create a framework for independent operators which is defined in the Appendix as “an entity offering aeronautical service(s) but without an established place of business on the Airport.” The nature of this aeronautical activity is commercial. As such, the requirements to be an approved Independent Operator are outlined in the draft *Minimum Standards*.

The Independent Operator concept, while optional from the FAA perspective and not included in the existing Airport Minimum Standards (dated March 1, 2007), is outlined in Section 6.5 (Independent Aircraft Maintenance Operator) and Section 6.6. (Independent Flight Training Operator) of the draft *Minimum Standards*.

Independent Operators (and all commercial aeronautical operators) are required to comply with the General Requirements outlined in Section 4 of the draft *Minimum Standards* as well as having a Commercial Operator Permit (outlined in Section 3.2 of the draft *Minimum Standards*).

3. SUMMARY OF CHANGES

Based on the comments received from tenants and community members (detailed in Section 3. Comment Response Log), revisions were made to the draft *Supplemental Rules and Regulations* (dated February 1, 2024). These changes include allowing utilization of a preapproved container for storage of materials in the aircraft tiedown area (Theme 1) and removing the requirement to provide past members in a Non-Commercial Flying Club (Theme 4). Changes pertinent to Independent Operators (Theme 5) have been incorporated into the draft *Minimum Standards*. The rules pertaining to insurance (Theme 3) and Non-Commercial Flying Clubs (Theme 4) are compliant with existing practices and FAA requirements which did not result in a change.

4. COMMENT RESPONSE LOG

This section contains a compilation of 51 comments received during the comment period along with KCIA’s response to each comment pertinent to the draft *Supplemental Rules and Regulations* (inclusive of 22 general comments).

Each comment submitted has been addressed in this document. Each comment is represented by a “C” and the Airport’s response is represented by an “R”. The numbering is utilized only as a method to identify and organize the submitted comments.

Also, if a comment leads to a change in the documents, the deleted language is identified using ~~striketrough~~ and added language is identified using **red** highlight. Any language identified in *italics* is taken verbatim from the draft documents.

General Comments

C1	How were the tenets, users, pilots, notified that the meetings on Rules and Regulations and Minimum Standards were taking place in 2023?
R1	The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023. Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.
C2	You mentioned when we met on February 22, 2024 there would be an additional meeting besides the Public meeting, when is that scheduled for?
R2	Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023. Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.
C3	I have been teaching at KBFI since after getting my certificate in 2001 and have been at the KBFI airport at an average of at least 5 days a week every week and did not know the meetings in 2023 were taking place. How can this happen?
R3	Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023. Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.
C4	What is the demographics of the tenants and users at KBFI?
R4	Demographic data was not developed as part of this project.
C5	Who were the 6 tenants who were met with?

R5	<p>Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023.</p> <p>Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.</p>
C6	Who were the 26 people who attended the 2 meetings?
R6	<p>Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023.</p> <p>Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.</p>
C7	Were these 26 people pilots, airport users, tenants, Georgetown community representatives, etc.
R7	<p>Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023.</p> <p>Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.</p>
C8	Can you please provide the contact information for both the tenants and the 26 people who attended the meetings?
R8	<p>Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023.</p> <p>Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.</p>
C9	Who are the Aircraft Maintenance Operators (SASO)?
R9	Aircraft Maintenance Operators include Duncan Aviation, Immaculate Flight, Nano Flow, Northwest Helicopters. Other companies may have leases or subleases that allow aircraft maintenance operations.
C10	Is Galvin and Helicopters NW part of this group? Are these two companies the only ones?
R10	Helicopters NW is operating under a commercial lease with KCIA for flight training and maintenance. Galvin Flying was operating under a SASO permit for flight training and were a sublessee to Signature Flight Support.
C11	Who are all the Aircraft Rental or Flight Training Operators (SASO)? Galvin and Helicopters NW were identified in the meeting yesterday.
R11	Same response as R10: Helicopters NW is operating under a commercial lease with KCIA for flight training and maintenance. Galvin Flying was operating under a SASO permit for flight training and were a sublessee to Signature Flight Support.

C12	Are these two companies the only ones?
R12	Galvin Flying and Helicopters NW were the only flight training companies at the Airport with the approved leases and or permits for the associated operation.
C13	I just learned that the comment period is being extended to 12/31. Is this because another version is coming out before then? If so, please discard the previous comments. Would this timing be related to there being no flight training on the field at all now that Galvin is closing?
R13	The comment period was extended to permit the public additional time to comment on the draft documents.
C14	Where can I go to purchase a set of the documents that are being changed?
R14	<p>Same response as R1: The KCIA outreach team emailed meeting invitations to 20 community organizations and 43 airport tenants two weeks before the meetings. Meeting information was also posted on the KCIA Community Outreach project page, emailed to all airport tenants and leaseholders, shared on KCIA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 9, 2023.</p> <p>Information pertinent to the documents, notifications, meeting summaries, and attendees is available in the Public Outreach Report in this Supporting Information Packet.</p>
C15	Stop pushing out GA activity from this airport. The airport's purpose is to serve all aspects of aviation including flight training and rental. It's unacceptable to slowly subvert this mission in favor of only jet traffic and large operators.
R15	Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C16	Two of the flying clubs that I was associated with at KBFI have either closed or were forced to move their operations. When and how are you going to assess the actual impact of your new policies and correct them so you don't actually kill small and medium flying clubs on the field? With Galvin closing, you've already done irreparable damage to a piece of Seattle aviation history.
R16	Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C17	Why do you call it KCIA when it's recognized as KBFI? That is the same airport? correct? Why make things more confusing. Pick a name please. the CIA is an agency here in DC
R17	The Supplemental Rules and Regulations and Minimum Standards refer to King County International Airport – Boeing Field as “Airport” or “KCIA” as that is an abbreviation for King County International Airport. The ICAO airport code “KBFI” has been added in Section 1.

C19	<p>As a long time-private pilot flying in and out of Boeing Field, I appreciate the opportunity to comment on the plan and share my concerns. I learned to fly at Boeing Field in the late 80's and continue to rent a tiedown and still fly in and out of the airport frequently. I appreciate the convenience of being close to downtown and the instrument approaches that permit safe year-round use despite our often gloomy weather.</p> <p>When I began my flying career there were several flight schools, maintenance facilities and other resources available to support private pilots and prepare the next generation of professional pilots. Over the years, the number of these facilities has decreased due to a variety of factors including cost and increasing demand for limited space from commercial operators of large turbine aircraft. This has come at the expense of private pilots who see very few options for aircraft maintenance and training. Private pilots have also suffered from waiting lists for hangars and tiedown spots that go to three years or more.</p> <p>Unfortunately, this plan will only accelerate these negative trends; the requirements to service light general aviation aircraft will be so high that operators will likely focus only on turbine and heavy commercial aircraft. The lack of maintenance options, rents and obligations imposed by the standards will make operating a flight school economically infeasible. Furthermore, young pilots and people of modest means who have been able to rent or co-own a small plane will see their options curtailed in favor of the large commercial operators.</p> <p>Instead, I encourage the County to seek ways to preserve competition for small business operators or single operator businesses on the field. Reduce the cost of services by creating self serve fuel facilities and using competition, rather than monopolies, to improve service and reduce cost and increase accessibility.</p> <p>An openness to small operators will hopefully foster improved relationships with the community who will see career opportunities and preserve safety for pilots and residents alike.</p>
R19	<p>Section 2.2 Purpose clearly sets forth the purpose of the Minimum Standards as follows: <i>“The purpose of these Minimum Standards is to encourage and promote: (a) the consistent provision of high quality Commercial Aeronautical Activities at the Airport; (b) the orderly development of land and high-quality Improvements at the Airport; (c) the safety, security, and efficiency at the Airport, and (d) the economic health of Operators at the Airport.”</i> Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.</p>
C20	<p>I support the proposed edits to both the minimum standards and rules and regulations put forth by the KCIA Roundtable. The proposed edits are reasonable, practical and important to ensuring that KCIA remains an airport that supports a broad range of users. Please include the proposed edits in the final documents. Thank you.</p>
R20	<p>Comment noted. No specific alternative language or deletions provided. As such, a change to the documents was not made.</p>
C21	<p>Hello - it is crucial that KBF remain a county asset available to all with an interest in aviation, not just the ultra wealthy and UPS and the Boeing company. I learned to fly at Galvin (now shut down). Many people commute around the Puget Sound on Kenmore. General aviation pilots need access to an airport without having to drive for an hour.</p>
R21	<p>Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.</p>
C22	<p>would like to say i agree with the KCIA Roundtable Subcommittee Report Proposed Rules & Regulations, Minimum Standards</p> <p>1/13/2025. your Proposed Rules & Regulations, Minimum Standards are way to restrictive to allow general aviation to flourish at boeing field. to foster general aviation less restrictions are needed, not more. these regulations will make it much harder to get maintenance, instruction, or rental aircraft available. thank you.</p>

R22	Comment noted. No specific alternative language or deletions provided. As such, a change to the documents was not made.
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Draft Supplemental Rules and Regulations Comments

C23	Section "5.3. Airport Tenant Employee Badge Application Process" is complex, inflexible, does not list any SLAs and lacks transparency. Any and all approvals may not take more than 1 business day and KCC acknowledges receipt of any written communication within a single business day.
R23	Section 5.3 outlines the information required to be reviewed and analyzed prior to an ID Badge being issued. It is deemed not reasonable for an approval and/or acknowledgement of written communication to occur within a single business day. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C24	<p>Section "8.4 Insurance" is in violation of KCC Title 15 and FAA Grant Assurances "22 Economic Nondiscrimination".</p> <ul style="list-style-type: none"> Insurance shall identify the County, individually and collectively, and its representatives, officers, officials, employees, and agents as additional insured. Was the viability of this requirement verified? Which insurance companies allow for such a board list of "Additional insured"? "Additional insured" are listed for the purpose of operating a motor vehicle, in what circumstances are "County, individually and collectively, and its representatives, officers, officials, employees, and agents" intending to operate tenant's motor vehicles? Such a requirement vastly limits the choice of insurance companies, unnecessarily increasing premiums, while serving no valid purpose. Violation of 22 Economic Nondiscrimination.
R24	Insurance policies listing entities and individuals as "additional insured" is recognized as an industry best practice and is common within the aviation industry. As such, a change to the document was not made.
C25	<p>1.21 Possible Grounds for Rejecting Application, Variance, or Exemption</p> <ul style="list-style-type: none"> The County may reject any application, request for variances or exemption, assignment, change in majority ownership, encumbrance, or application for any one or more of the following reasons (as determined in the sole discretion of the County). <p>These Federal obligations involve several distinct requirements. Most important is that the airport and its facilities must be available for public use as an airport. The terms imposed on those who use the airport and its services must be reasonable and applied without unjust discrimination.</p> <p>How is transparency and just treatment assured?</p>
R25	Section 2.2 <i>Right to Appeal Airport Use and Access Restrictions</i> sets forth the procedures to appeal a decision that has been made. As such, a change to the document was not made.
C26	As a tiedown tenant, having some sort of ruggedized storage container secured under the wing is very important – without a hangar it's essentially the only way we can conveniently store supplies and consumables at the field without having to cart boxes back and forth from home (and the need for those supplies may not be evident until after completing a preflight inspection), and if multiple owners are sharing the plane this becomes even more important since it's one of the only convenient ways to have a centralized storage location for such supplies.

R26	In effort to prevent foreign object debris from creating a hazard, as well as damage that may occur to other airplanes and improvements in severe weather, storage containers are not allowed to be stored at an aircraft tiedown unless approved in writing by the County (see Section 3.8 of the draft <i>Supplemental Rules and Regulations</i>). For clarity, Section 3.8 has been revised as follows: “ <i>Storage of materials or equipment, excluding Refueling Vehicles, shall not be permitted outdoors, unless fully contained within a preapproved container maintained in good condition or approved in writing by the County Airport Director.</i> ”
C27	3.8 Storage of Materials and Equipment states: Storage of materials or equipment, excluding Refueling Vehicles, shall not be permitted outdoors, unless approved in writing by the County. Non-hazardous items can be stored in a fully enclosed and secured container on the Leased Premises as long as such storage fully complies with Legal Requirements. This wording is unclear and the two bullet points seem to contradict each other. The first point seems to imply that no outdoor storage is allowed. Can you clarify the wording and make it clear
R27	Section 3.8 has been revised as follows: “ <i>Non-hazardous items can be stored in a fully enclosed and secured container on the Leased Premises within a facility as long as such storage fully complies with Legal Requirements.</i> ”
C28	Section 8.4 “Insurance” is in violation of KCC Title 15 and FAA Grant Assurances “22 Economic Nondiscrimination” Insurance shall identify the County, individually and collectively, and its representatives, officers, officials, employees, and agents as additional insured. Was the viability of this requirement verified? Which insurance companies allow for such a broad list of “Additional insured”? “additional insured” are listed for the purpose of operating a motor vehicle, in what circumstances are “County, individually and collectively, and its representatives, officers, officials, employees, and agents” intending to operate tenant’s motor vehicles? Such a requirement vastly limits the choice of insurance companies, unnecessarily increasing premiums, while serving no valid purpose. Violation of 22 Economic Nondiscrimination.
R28	Section 8.4 pertains specifically to insurance requirements for landside transportation service (LTS) providers and reflects industry best practices. As stated in Section 8.4, insurance coverage shall be set by the County. As such, a change to the document was not made.
C29	1.21 Possible Grounds for Rejecting Application, Variance, or Exemption The County may reject any application, request for variances or exemption, assignment, change in majority ownership, encumbrance, or application for any one or more of the following reasons (as determined in the sole discretion of the County). These Federal obligations involved several distinct requirements. Most important is that the airport and its facilities must be available for public use as an airport. The terms imposed on those who use the airport and its services must be reasonable and applied without unjust discrimination. How is transparency and just treatment assured?
R29	Section 2.2 <i>Right to Appeal Airport Use and Access Restrictions</i> sets forth the procedures to appeal a decision that has been made which ensures transparency and just treatment regarding the rejection of an application, or request for variance or exemption. Section 1.10 <i>Non-Discrimination</i> ensures that the airport and its services shall be applied without unjust discrimination. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.

C30	<p>§3.6 (bottom of page 9) says “Aircraft Maintenance may be conducted on Tenant’s owned Aircraft within Tenant’s premises, provided such individuals are permitted to conduct such Aircraft Maintenance in compliance with FAA regulations.”</p> <p>Contrast that with §3.7: “If performed in Full Compliance with Legal Requirements, preventive Aircraft Maintenance, as defined in 14 CFR Part 43, excluding Aircraft Maintenance involving fuel, oil, lubricants, hydraulic fluids, or paint, may be performed on the aircraft listed in the Agreement of their Tiedown space.</p> <p>Why wouldn’t the wording in 3.6 should apply to both Hangar and Tiedown Tenants, therefore the entire bullet point in 3.7 (“If performed...”) should be deleted. There should be no difference between Tiedown Tenants and Hangar Tenants ability to perform maintenance.</p> <p>Why is the word “preventative” present in 3.7 and not 3.6? Why is it that Hangar Tenants may perform “Aircraft Maintenance” but Tiedown tenants may only perform “preventative Aircraft Maintenance?”</p>
R30	<p>The distinction in permitted aircraft maintenance activities between an aircraft hangar tenant and an aircraft tiedown tenant stems from safety, infrastructure, and regulatory considerations. More complex maintenance tasks are permitted in hangars which provide the necessary shelter and workspace to safely accommodate both preventative and permitted maintenance tasks. Section 3.7 excludes “<i>Aircraft Maintenance involving fuel, lubricants, hydraulic fluid, or paint</i>” as the necessary environmental considerations are not available in the Tiedown area (e.g., oil/water separators, etc.). Aircraft tiedowns are exposed to the weather, jet and propellor blast, and are in close proximity to adjoining aircraft posing a significant safety risk if conducting more complex maintenance tasks. As such, a change to the document was not made.</p>
C31	<p>When would maintenance ever be performed that is not in compliance with FAA regulations? Therefore, everything in 3.6 after “provided that” should be deleted....unless BFI wants to get in the business of reviewing all aircraft maintenance performed on the field. Again, the bullet point in 3.7 should be deleted in its entirety.</p>
R31	<p>Maintenance occurring that is not performed in compliance with FAA regulations may include, but is not limited to, maintenance tasks being conducted by individuals not authorized or certified to perform such tasks, usage of unauthorized parts or materials, or conducting improper repairs without adhering to procedures specified in FAA-approved maintenance manuals or technical data. Ensuring compliant aircraft maintenance is consistent with the purpose of the draft <i>Supplemental Rules and Regulations</i> to “<i>protect the health, safety, interest, and general welfare of the Public and the Tenants, Operators, Permittees, and users of the Airport and to restrict or prevent activities or actions that would negatively interfere with the safe, orderly, and efficient use of the Airport.</i>” As such, a change to the section was not deemed necessary.</p>

C32	<p>If §3.7's bullet point is not deleted, then it needs to be carefully reviewed as it carves out certain activities ("excluding") which are prohibited in tiedowns but not hangars. The prohibition of this section would render almost all tiedown aircraft non-flyable as it prohibits the following 14 CFR Part 43-permitted activities:</p> <ul style="list-style-type: none"> • The proposed regulation prohibits maintaining a fuel system. Is draining fuel while sumping fuel tanks during preflight prohibited? It is the maintenance of a fuel system. • The proposed regulation prohibits "Aircraft Maintenance involving...oil." Is adding a quart of oil to an engine during preflight prohibited? • Is a routine oil change prohibited? Pilots have been performing that maintenance procedure on their aircraft for over 100 years. Why the distinction between hangar tenants and tiedown tenants? It's the exact same procedure. • Is adding oil to a brake or landing gear reservoir prohibited? . • Is spot spraying of WD-40 or CorrosionX prohibited? <p>Again, contrast these sections with MINIMUM REGULATIONS Appendix A (Aircraft Service by Owner or Operator of Aircraft): "No right or privilege granted herein shall operate to prevent any person or persons, firm, or corporation operating aircraft on the Airport from performing Self-Services (including, but not limited to, fueling, maintenance, or repair) specifically utilizing the Aircraft Owner or Operator's Employees, vehicles, equipment, and resources."</p>
R32	<p>Reasonable and common pre-flight inspection activities are not prohibited and are not identified in 14 CFR Part 43 Appendix A which conveys permitted preventive maintenance activities by the aircraft owner. Maintenance tasks beyond common pre-flight activities (i.e. fuel draining for weight and balance purposes and not testing fuel quality) shall occur only in hangars properly rated for such activity. Airport sponsors are permitted to establish reasonable rule and regulations governing self service activities to safeguard the public and to conform with Legal Requirements for the contemplated activity. These safeguards do not limit the right of the activity, but rather dictate where aircraft owners can conduct these activities. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.</p>
C33	<p>§3.12 – This needs to distinguish that a non-profit entity need not necessarily also be a 501(c)(3).</p>
R33	<p>This section does not limit or specify the Internal Revenue Service code that a non-profit entity may be constituted under. It does not preclude any IRS statutes used by non-profit entities, therefore a change to the document is not deemed necessary.</p>
C34	<p>§3.12 – Bullet 2 requires "all members past and present." Providing information about past members is not a requirement of FAA 5190.6B §10.6. Including a requirement for information about past members is over-burdensome, serves no purpose, and, in many cases, is not available.</p> <p>§3.12 – The requirements of Bullets 3 and 4 are over-burdensome, provide no useful/actionable information, and could place private and confidential information into the public domain. This information request is not a requirement of 5190.6B §10.6.</p>
R34	<p>Bullet point #2 has been changed to read as follows: <i>...each member including a record of all current members (past and present)...</i></p> <p>FAA recognizes that airport sponsors may establish reasonable rules and regulations governing flying clubs and reaffirms that policy in FAA 5190.6B §10.6c, Policies para (6) as follows: "A flying club at any airport shall comply with all federal, state, and local laws, ordinances, regulations and the rules and regulations of the airport."</p>

C35	§3.12 – Both paragraphs addressing Aircraft Instruction and Aircraft Maintenance should be deleted in their entirety as the decision to use a particular CFI or A&P is a private decision. The corporate FBOs at BFI focus on jets and have little interest in or, more importantly, the skills and experience, to maintain single-engine piston aircraft. If at some time in the future such FBOs decide to support single-engine piston aircraft, the free market can, if it chooses, patronize such services. Failing that, please allow Tenants to maintain aircraft as they may choose. Better yet, please support general aviation at BFI by enabling one or more John Reed-like A&Ps to set up shop in BFI hangars.
R35	Section 3.12 conforms with FAA policy including 5190.6B §10.6c, Policies para 3 & 4. It is necessary to state the operational requirements for Flying Clubs regarding flight instruction and aircraft maintenance to ensure that the Flight Instruction and Aircraft Maintenance SASOs are not placed at an unfair business disadvantage. As such, a change to the document was not made.
C36	§3.12 – At a minimum, the last sentence of both paragraphs beginning “Members may...” and “A Qualified Mechanic...” should be deleted as they interfere with private non-commercial activities. It also makes no sense that compensation may take one of two permitted forms but may not simultaneously take both forms. BFI has neither the resources nor interest in involving itself in the inner workings of non-commercial flying clubs.
R36	<p>Same response as R35: Section 3.12 conforms with FAA policy including 5190.6B §10.6c, Policies para 3 & 4. It is necessary to state the operational requirements for Flying Clubs regarding flight instruction and aircraft maintenance to ensure that the Flight Instruction and Aircraft Maintenance SASOs are not placed at an unfair business disadvantage. As such, a change to the document was not made.</p> <p>A flight instructor may not receive both compensation and waived or discounted dues or flight time concurrently to not create an economic advantage towards on-Airport Flight Training SASOs. As such, a change to the document was not made.</p>
C37	<p>§9.14 – Aircraft can become non-airworthy for many reasons. Such status often extends beyond 90 days for reasons beyond the control of the aircraft owner:</p> <ul style="list-style-type: none"> • An engine might be removed for overhaul. • Parts and/or a qualified mechanic might not be available. • Repairs could be delayed due to insurance coverage issues.
R37	Section 9.14 allows non-airworthy aircraft to remain beyond 90 days, provided written authorization is received by the Airport Director. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C38	As drafted, a Tiedown Tenant would need to move the unairworthy aircraft to a hangar. Why is this necessary? How would this be handled if no hangers were available? If the intent here is to prevent the storage of unrepairable aircraft, then restate this provision accordingly.
R38	A non-airworthy aircraft undergoing major renovation or restoration shall be stored in a hangar which will not only protect the aircraft from weather exposure and potential physical damage, but will also alleviate the operational hazards and safety concerns (i.e. FOD) that are associated with conducting maintenance in a tiedown space or ramp. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C39	<p>Section 3.12 of the Supplemental Rules and Regulations refer to the term "social flying club" which is never defined. What is the value having that sentence? Looks to me like having a good definition of what a "non-commercial flying club" IS should suffice.</p> <p>Speaking of the definition of a "non-commercial flying club", the section goes beyond the definition and narrowly applies to clubs where partnership share is EXACTLY equal between members. This rules out many aircraft partnerships and clubs I know. By having that insidious provision you're making impossible for small clubs to operate out of KBFI. Please reconsider.</p>

R39	The term <i>social flying club</i> is defined in the sentence as follows: <i>groups who do not jointly own or operate aircraft</i> . As such, a change to the document was not made.
C40	The proposed Rules and Regs will have a severely detrimental impact to the quality of services currently being provided by maintenance and flight instruction personnel at the airport. It is the small shops and independent operators in these two spaces who provide the expertise and level of competence that make the KCIA unique, desirable, and above all safe. Requiring these providers to obtain FAA part 145 (Repair Station) and part 141 (Flight School) is beyond reason. In fact, it is these providers who are in a position to provide BETTER service and instruction because they are not burdened by the regulatory and paperwork requirements of 145 and 141. They are still highly regulated and certificated by the FAA. It is in fact the more competent and skilled of these people who can strike out on their own and successfully provide maintenance and flight instruction to the general aviation public. There are no incidents at KBFI to point to that refute these statements
R40	There is no requirement for flight instruction (through a Flight Training Operator or Independent Flight Training Operator) to operate under 14 CFR Part 141 standards. A 14 CFR Part 145 certification, issued by the FAA, signifies that a maintenance facility or avionics facility meets stringent safety standards for performing aircraft maintenance, inspections, and alterations, providing benefits like enhanced customer confidence, improved operational efficiency, access to a wider market, and a reputation for high-quality, reliable aircraft maintenance by demonstrating a commitment to rigorous quality control procedures and qualified personnel. The requirement for an FBO or Aircraft Maintenance Operator to be certified as a 14 CFR Part 145 Repair Station has been removed.
C41	The proposed rules do not allow independent maintenance or CFIs. to be paid, which is ridiculous. What kind of "quality" do you think people providing free services to the general public provide?
R41	The draft Rules and Regulations do not prohibit Independent Maintenance Operators nor Independent Flight Instructors from receiving compensation for their work. However, independent operators must conform with the Airport's Minimum Standards for the commercial activity contemplated. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C42	Rules are anti-competitive by giving a first right to based operators. This provides based operators with unfair protections.
R42	As stated in Section 1.1 of the Rules and Regulations, " <i>The purpose of these Supplemental Rules and Regulations (Rules and Regulations) is to protect the health, safety, interest, and general welfare of the Public and the Tenants, Operators, Permittees, and users of the Airport and to restrict or prevent any activities or actions which would negatively interfere with the safe, orderly, and efficient use of the Airport.</i> " Providing protections to based operators is not deemed unfair but in the spirit and intent of Rules and Regulations and Minimum Standards for commercial aeronautical activity. No specific alternative language or deletions provided. As such, a change to the document was not made.
C43	Rules & Regulations 4.2: Requiring all providers of aeronautical services to be authorized by the County prevents mechanics, flight instructors, etc. from travelling to BFI to provide services which are not available at the airport. It is in the airport's interest for AOG situations to be resolved as quickly as possible, which may require a mechanic to travel to BFI to do repairs. Flight instructors often fly from multiple airports, and it is not reasonable to expect them to get authorization from multiple airports in order to operate there.

R43	Section 1.1 Purpose establishes the purpose of Rules and Regulations as follows: <i>The purpose of these Supplemental Rules and Regulations (Rules and Regulations) is to protect the health, safety, interest, and general welfare of the Public and the Tenants, Operators, Permittees, and users of the Airport and to restrict or prevent any activities or actions which would negatively interfere with the safe, orderly, and efficient use of the Airport.</i> Section 4.2 conforms with this purpose. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C44	Section 1.14 – An owner should be able to hire an independent maintenance operator. It is unclear if this is allowed. Resolution: Modify to “An aircraft owner or the Aircraft Owner’s Employees, Contractors, or Agents...”
R44	Consistent with Section 1.14 of the Rules and Regulations, An aircraft owner may perform self-services using the aircraft owner’s employees and resources, consistent with the FAA definition of Self-Service in Advisory Circular 150/5190-6 Exclusive Rights at Federally-Obligated Airports. If an aircraft owner wishes to utilize the services of an Independent Maintenance Operator instead of conducting maintenance on their own aircraft, that is permitted in Section 6.5 of the Minimum Standards. As such, a change to the document was not made.
C45	Section 1.20 – Variance or Exemption denials may be arbitrary or capricious. Resolution: Develop and describe an appeal process for denied exemptions.
R45	The appeal process is set forth in Section 2.2 <i>Right to Appeal Airport Use and Access Restrictions</i> . Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C46	Section 3.7 – 1. Owners should be allowed to change oil, top off hydraulic fluids, etc. as allowed under 14 CFR Part 43. 2. AOG events may require a qualified mechanic to address additional maintenance discrepancies. Resolution: All owner maintenance as defined by 14 CFR 43 should be allowed.
R46	Same response as R30: The distinction in permitted aircraft maintenance activities between an aircraft hangar tenant and an aircraft tiedown tenant stems from safety, infrastructure, and regulatory considerations. More complex maintenance tasks are permitted in hangars which provide the necessary shelter and workspace to safely accommodate both preventative and permitted maintenance tasks. Section 3.7 excludes “ <i>Aircraft Maintenance involving fuel, lubricants, hydraulic fluid, or paint</i> ” as the necessary environmental considerations are not available in the Tiedown area (e.g., oil/water separators, etc.). Aircraft tiedowns are exposed to the weather, jet and propellor blast, and are in close proximity to adjoining aircraft posing a significant safety risk if conducting more complex maintenance tasks. As such, a change to the document was not made.
C47	Section 3.12 – 1. There is a lack of approved flight training Operators. 2. Students should be free to choose a flight instructor they feel is most qualified for their individual needs. 3. Many aircraft require specialized instruction or instructors with specific qualifications which may not be available from approved operators. Resolution: Compensating independent flight instructors, regardless of membership should be allowed.
R47	Independent flight instructors are not prohibited from receiving compensation and are governed by Section 6.6 Independent Flight Training Operators (SASO) of the draft <i>Minimum Standards</i> . Regarding flight training being provided as part of a non-commercial flying club, flight instructors are prohibited from receiving both compensation and waived or discounted dues or flight time concurrently as to not create an unfair economic advantage compared to on-Airport Flight Training Operators. As such, a change to the document was not made.

C48	“Aircraft Maintenance within Hangars shall not include the following, unless expressly approved in writing by the Airport Director:” cutting in a way that creates sparks, open flames and torches, servicing any part of a fuel system or transferring fuel” – We do all of the highlighted at least a couple times a year. Sander and grinder in the work shop shaping & sharpening steel. Heating bearings and races in the work shops (wheels and other parts) sumping, transferring, boost pump R&R, fuel pressure switches R&R etc..
R48	Such activities may be allowed providing approval in writing by the Airport Director. If the hangar is approved for these activities, approval on an event-by-event basis is not necessary. No specific alternative language or deletions provided. As such, a change to the document was not made.
C49	In section 11.12 of the Supplemental Rules and Regulations It appears that the Minimum Storage requirements for fuel were raised from 5,000 gallons to 10,000 gallons. This is an unnecessary increase and further raising to bar of accessibility.
R49	The minimum total capacity (gallons) reflects the current industry standard for aviation fuel tanks and operational conditions at the Airport. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C50	Section 9.13 states that run-ups are not allowed in non-movement areas. With the anticipated changes to the existing run-up areas, the airport will need the flexibility to allow run-up in non-movement areas.
R50	Engine run-ups are only allowed in movement areas as an engine-run up occurring in a location under ATC control and line of sight assists in promoting safety. If an exemption is necessary due to Airport construction, the Airport Director is empowered to approve additional areas consistent with Section 1.11 of the draft <i>Supplemental Rules and Regulations</i> which state the Airport Director’s rights and powers including “ <i>designate aircraft operating, parking, and other such areas necessary for the safe, secure, and efficient operation of the Airport</i> ”. Comment noted. No specific alternative language or deletions provided. As such, a change to the document was not made.
C51	I have two concerns I believe the KCIA rules should address: 1) There should be provisions for mobile businesses, such as A&P/AIs who work out of a truck, to enter the airport and work on tenants' aircraft. These could be aircraft in T-hangars or larger hangars, or tied down on the tie-down ramp. It would be reasonable that such businesses would of necessity be registered with KCIA and would have liability insurance, but they must not be prohibited. It would be best for the rules to explicitly identify and account for such businesses. 2) The draft rules address non-commercial self-service fueling but make no provision for commercial self-service fueling. I refer to self-service fuel storage and dispensing as at self-service fuel islands at most general aviation airports these days. Such operations must not be prohibited. It would be best if the KCIA rules explicitly identify and account for commercial self-service business operations of this type.
R51	Commercial aeronautical activity is regulated through the Airport’s <i>Supplemental Rules and Regulations</i> and <i>Minimum Standards</i> . Independent Flight Training and Independent Maintenance Operators are governed by the draft <i>Minimum Standards</i> due to the commercial nature of their commercial aeronautical activities. Commercial fueling is only permitted by an approved FBO consistent with the draft <i>Minimum Standards</i> . A self-serve fuel island, while not a required activity of an FBO, is not a prohibited activity. Comment noted. No specific alternative language or deletions provided. As such, a change to the documents was not made.

5. PUBLIC OUTREACH REPORT

Summary of March 9, 2023 Public Meeting



Airport Rules and Regulations and Minimum Standards Update

Airport Tenant and Community Meeting Summary

March 9, 2023

In-person meeting: 12-1 p.m. | Flight Service Station, 6526 Ellis Ave. S.

Virtual meeting: 6-7 p.m. | Zoom Webinar

Purpose

In accordance with Federal Aviation Administration (FAA) regulations and guidance, King County International Airport (KICA) is updating the Airport Rules and Regulations and Minimum Standards documents. These documents enhance the overall operation, management, and administration of the Airport and help ensure the safety of Airport tenants and users. KICA hired Aviation Management Consulting Group to update KICA's existing documents in compliance with federal, state, and county regulations.

On March 9, KICA hosted in person and online meetings for Airport tenants and community members to get an introduction about the background, role, and purpose of these documents as well as provide early input to help inform these documents. These meetings were led by AMCG. A public review and comment period to provide input on the revised drafts of the updated documents will be held in Summer 2023.

Notification

The KICA outreach team emailed meeting invitations to 20 community organizations two weeks before the meetings. The AMCG team and KICA outreach team emailed 10 commercial aeronautical entities requests for interviews in February 2023 and March 2024. A total of six commercial and non-commercial entities were interviewed in March 2023. Meeting information was also posted on the KICA Community Outreach project page, shared on KICA social media channels (Facebook and Instagram), and an announcement was made at the King County International Airport Community Coalition monthly meeting on March 7, 2023. See Appendix for contact list.



March 9 afternoon meeting.

Format

The in person and online meetings were held on the same day at different times. The information was identical at each meeting which included a presentation and a question-and-answer session. A recording of the Zoom Webinar is available on the project website.

Attendance

Eight people attended the in-person meeting and 18 people attended the online meeting. See Appendix for full list of attendees.



Airport Rules and Regulations and Minimum Standards Update

Question and answer

A question was asked if any of the rules and regulations or minimum standards updates will affect local airport tenants?

David Benner (AMCG) responded that they're still looking at the documents, but don't think that minimum standards will apply to those tenants using the hangars, but the updated rules will apply to typical hangar activity and businesses operations.

The commentor followed up to say they heard airport hangars might be removed due to larger commercial business activity taking over space. David Decoteau (KCIA) responded that there will be some operational changes due to fueling on the ground. David added that these changes are related to Vision 2045, and other changes that are aimed at looking at the airport holistically and not specific to rules and regulations.

Stephen Ratzlaff (Friends of Boeing Field) asked if the project team would give some examples to describe what type of rules and regulations will be updated.

Bob Trimborn (AMCG) responded that the team doesn't have specifics yet but that they will review all rules and regulations at the beginning of the review process. Bob said that "Environmental Compliance" as an example of a category that will need to be updated.

Stephen Ratzlaff asked what the next step in the review process will be.

David Benner (AMCG) responded that the team is wrapping up informational meetings with tenants and then they will review all existing documents for language, definitions, and specific details related to airports, aircrafts, vehicles, and terminals that need to be updated. AMCG reviews documents and updates language using best management practices and industry standards.

Rick Lentz asked if the updated rules and regulations will discourage Boeing Field International from inviting new businesses to the airport.

Bob Trimborn responded no.

Next steps

- A public review and comment period will be held in Summer 2023.
- Additional questions and comments can be submitted on the project website at: KCIPlanning.com.
- A recording of the Zoom Webinar held on March 9, 2023, is available online at: kingcounty.gov/services/airport/community-engagement.aspx



Airport Rules and Regulations and Minimum Standards Update

	Affiliation	Name
1	Allentown Advocates	Lisa Krober
2	Beacon Hill Business Alliance	Angela Costaneda
3	Beacon Hill Council	Maria Batayola
4	Climate Reality	Ali Lee
5	Concord International Elementary	Suro Pierce
6	Cultivate South Park	Crystal Brown
7	Duwamish River Cleanup Coalition (DRCC)	Christian Poulsen
8	Duwamish Valley Safe Streets	Peaches Thomas
9	El Centro de la Raza	Estella Ortega
10	Georgetown Community Council	Holly Krejci
11	Got Green	Vera Hoang
12	King County International Airport Community Coalition	Velma Veloria
13	Manufacturing Industrial Council	Dave Gerring
14	Mini Mart City Park	John Sutton
15	Quieter Skies	Sheila Brush
16	South Park Neighborhood Association	Aley Thompson
17	SoDo Business Improvement Area	Erin Goodman
18	Villa Comunitaria	Analia Bertoni
19	White Center CDA	Sili Suvusa
20	350 Seattle	Sarah Shifley

Appendix – Airport Tenants

	Affiliation
1	Air Traffic Control
2	Leading Edge
3	Modern Aviation
4	Non-commercial tenant
5	Non-commercial tenant
6	Signature Flight Support



Airport Rules and Regulations and Minimum Standards Update

In-person meeting sign-in

[illegible]

Online meeting attendee list

	Name	Affiliation
1	Aaron Ison	
2	Alex Fefer	
3	Andrew Ouellet	
4	Bill Ayer	
5	Blair Delaney	
6	David Decoteau	KCIA
7	Evan Nelson	
8	John Parrot	KCIA
9	John Sandvig	
10	Lauren Wheeler	PRR
11	Neal Wilkinson	
12	Rick Lentz	
13	Sean Moran	
14	Stephen Ratzlaff	Friends of Boeing Field



Airport Rules and Regulations and Minimum Standards Update

15	Steven Domino	InterVistas
16	Tom Koney	
17	Tyler Pichette	
18	Mm	

Summary of March 12, 2024 Public Meeting



Airport Rules and Regulations and Minimum Standards Update

Airport Tenant and Community Meeting 2 Summary

March 12, 2024

Virtual meeting: 12- 1 p.m. and 6-7 p.m. | Zoom Webinar

Purpose

King County International Airport (KCIA) held two meetings on March 12, 2024, to share updates on the Airport Rules and Regulations and Minimum Standards projects. The meetings provided airport tenants and community partners an opportunity to hear the project team present on changes made to the documents since the last Airport Tenant and Community Meeting in March 9, 2023. These documents enhance the overall operation, management, and administration of KCIA and help ensure the safety of airport tenants and users.

KCIA hired Aviation Management Consulting Group to update KCIA's existing documents in compliance with federal, state, and county regulations. The updates to the Draft Rules and Regulations and Minimum Standards are made in accordance with Federal Aviation Administration (FAA) regulations and guidance. Participants at the meetings were able to:

- Learn about the purpose of Rules and Regulations and Minimum Standards and learn about key updates proposed in the draft copies available on the project webpage.
- Ask King County International Airport (KICA) and Aviation Management Consulting Group (AMCG) questions.
- Learn how to provide input prior to the official comment period anticipated to start in summer 2024.
- View the Draft Rules and Regulations and Minimum Standards available on the project website.
- Sign up to receive project updates.

Attendance

Thirteen people attended the afternoon and evening sessions. See **Appendix B: March 12, 2024 Meeting Attendees** for full attendee list.

Notification

The following tools and channels were used to advertise the meetings on March 12, 2024:

- Two weeks in advance of the Airport Tenant and Community Meetings, KCIA emailed invitations to 53 representatives from the Airport tenant and community groups listed in **Appendix A: Community Groups and Airport Tenants**.



The project website shares information in multiple languages.



Airport Rules and Regulations and Minimum Standards Update

- Email invites were sent to community organizations and airport tenants (i.e. airport manufacturing, cargo carriers, charter operations, flight schools, and hangar management).
- KCIA shared meeting information on the website three weeks in advance. Project website information is available in English, Korean, Simplified Chinese, Somali, Spanish, Tagalog, Traditional Chinese, and Vietnamese.

Meeting format

Online meetings were held on March 12, 2024, at different times to provide options for meeting participants to attend. The same information was shared at both meetings.

After welcome and introductions, the project team gave a presentation followed by a question-and-answer session. Throughout the meeting,



participants were encouraged to share questions and comments through the Zoom Q&A Tool. Participants also received information on where to view the Draft Airport Rules and Regulations and Minimum Standards documents and submit electronic comments through the project website. A copy of the recorded presentations are available on [KCIA Rules and Regulations and Airport Minimum Standards Update project webpage](#).

The meeting invitation and the website provided information on how to request language access needs for the meeting.

Questions received during the Q&A sessions

The following questions and comments were given during the online meetings:

Who are the six tenants that were part of the process?

David Benner (AMCG) responded that the project team will follow up with that information.

The project team interviewed the following Airport tenants to collect feedback that would inform the Draft Rules and Regulations and Minimum Standards updates:

- Air Traffic Control
- Leading Edge
- Modern Aviation
- Signature Flight Support
- Two non-commercial aeronautical tenants

Where do the Specialized Aviation Service Operations definitions come from?

David Benner (AMCG) responded that the Specialized Aviation Service Operations are defined by the Federal Aviation Administration.



Airport Rules and Regulations and Minimum Standards Update

How are KCIA Minimum Standards created?

David Benner (AMCG) responded that KCIA Minimum Standards are developed through recommendations made by the [Federal Aviation Administration Advisory Update](#). Additional analysis used to update the Minimum Standards comes from existing KCIA airport operations, airports with similar operations throughout the country, and the feedback shared from airport tenants.

If an existing business is negatively impacted by the updated Airport Minimum Standards, what protections will be made to ensure the business is allowed to continue to operate?

David Benner (AMCG) appreciated the question and requested the participant to submit their question again during the public comment period in summer 2024. David reinforced that the updates made in these documents help to ensure safety of airport tenants and users.

What guiding principles were used to update the KCIA Minimum Standards?

David Benner (AMCG) responded that AMCG followed Federal Aviation Administration (FAA) requirements and guidance. David highlighted that the KCIA Rules and Regulations and Minimum Standards have not been updated since 2007 and 2011. The project team updated these documents to align with contemporary FAA standards and requirements and current industry practices.

Aircraft Maintenance Operator require Repair Station certification. This would eliminate nearly all current maintenance shops in KCIA.

David Benner (AMCG) responded that this was correct, and the change is documented in the updated Airport Rules and Regulation and Minimum Standards. David reinforced that the updates made in these documents help to ensure safety of airport tenants and users. David encouraged additional questions or comments about this change to be submitted during the official comment period anticipated to be held in summer 2024.

If there is a request to incorporate community comments or edits, what is the appeal process if they are not incorporated?

David Benner (AMCG) and Robert Trimbora (AMCG) responded that there will be a public comment period later this summer. Comments and questions will be addressed by the team and responses will be provided once the public comment period ends. Following the comment period, additional questions or appeals should be sent directly to KCIA at: KCIACommunityOutreach@kingcounty.gov.

What engagement has been done to collect feedback from Airport tenants and users?

Matt Sykora (KCIA) responded that the KCIA project team engaged Airport tenants, users, and community groups through website and email updates. Notifications were emailed to Airport tenant and community groups in February 2023 and again in February 2024 in advance of the March 2023 and March 2024 meetings. See Appendix A for a list of invited contacts. Announcements were also made on KCIA social media channels and through the King County Internal Airport Community Coalition meetings.



Airport Rules and Regulations and Minimum Standards Update

In addition to the March 2023 meetings, the project team conducted 6 interviews with KCIA tenants and users in 2023 to collect information that could help inform the updates made to KCIA Rules and Regulations and Minimum Standards. To see a recording of the March 9, 2023 Airport Tenant and Community Meeting, please visit the [project website](#).

Who are the aircraft maintenance operators at KBFI?

Matt Sykora (KCIA) responded that KCIA can provide a formal list but have several based out of the FBOs and other commercial spaces.

Who are the aircraft rental and flight training at KBFI?

Matt Sykora (KCIA) responded that commercial leases and SASO permits are currently held by Galvin Flight Training and Helicopters Northwest.

Under the independent aircraft maintenance operators, it says there are limitations. Why was this statement included: "If an aircraft maintenance operator is fully meeting the demand for aircraft maintenance, Independent maintenance operators may be prohibited at the airport."?

Robert Trimborn (AMCG) responded that both draft documents are posted on the project website. Robert requested comments on the suggested edits in the updated drafts be submitted during the public comment period in summer 2024. Each submitted comment will be addressed by the project team.

Why has the Non-Profit Flying Club been eliminated from the standards?

David Benner (AMCG) responded that non-commercial flying clubs have been moved from the Minimum Standards document to the Rules and Regulations document to align with current Federal Aviation Administration recommendations. It was migrated to the non-commercial flying club at section 3.12 of the Rules and Regulations.

It does not look like the section on the Commercial Flying Club has been updated. Why has this section not been updated during this process?

David Benner (AMCG) responded that this is a good comment about the commercial minimum standards, and that this section can be looked at on a line-by-line basis during the formal review process.

Next steps

- A public review and comment period will be held in summer 2024.
- Additional questions and comments can be submitted on the [project webpage](#).
- Meeting recordings of the March 12, 2024, Zoom Webinar are available on the [Rules and Regulations and Minimum Standards Update website](#).



Airport Rules and Regulations and Minimum Standards Update

Appendix A: Community Groups and Airport Tenants

Below is a list of community groups and airport tenants who were emailed meeting invitations on February 20, 2024.

	Organization	Affiliation
1	350 Seattle	Community group
2	Air Traffic Control	Airport tenant
3	Airlift Northwest	Airport tenant
4	Allentown Advocates	Community group
5	Alternate Air	Airport tenant
6	Ameriflight	Airport tenant
7	AOPA	Airport tenant
8	Atomic Helicopters	Airport tenant
9	Aviation Partners	Airport tenant
10	Beacon Hill Business Alliance	Community group
11	Beacon Hill Council	Community group
12	Boeing	Airport tenant
13	CB-Air	Airport tenant
14	Clay Lacy Aviation	Airport tenant
15	Costco	Airport tenant
16	Duncan Aviation	Airport tenant
17	Duwarnish River Cleanup Coalition (DRCC)	Community group
18	Duwarnish Valley Safe Streets	Community group
19	El Centro de la Raza	Community group
20	Erin Air	Airport tenant
21	Executive Jet Management	Airport tenant
22	Friends of Boeing Field	Airport tenant
23	Galvin Flying	Airport tenant
24	Georgetown Community Council	Community group
25	Go Rentals	Airport tenant
26	Helicopters NW	Airport tenant
27	Hillwood Airways	Airport tenant
28	Immaculate Flight	Airport tenant
29	Kenmore Air Express	Airport tenant
30	King County International Airport Community Coalition	Community group
31	King County Jet Center	Airport tenant
32	Lake Washington Partners	Airport tenant
33	Leading Edge	Airport tenant
34	Mente	Airport tenant
35	Modern Aviation	Airport tenant



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36	Modern Aviation	Airport tenant
37	Net Jets	Airport tenant
38	Non-commercial airport tenant	Airport tenant
39	Non-commercial airport tenant	Airport tenant
40	Nordstrom	Airport tenant
41	Pistol Creek	Airport tenant
42	Quieter Skies	Community group
43	Saltchuk	Airport tenant
44	Signature Flight Support	Airport tenant
45	Sky Service	Airport tenant
46	South Park Neighborhood Association	Community group
47	The Flight Academy	Airport tenant
48	The Museum of Flight	Airport tenant
49	UPS	Airport tenant
50	Valkyrie	Airport tenant
51	Vulcan	Airport tenant
52	White Center CDA	Community group

Appendix B: March 12, 2024 Meeting Attendees

Afternoon session

	Name
1	Bradley McNamara
2	Chris Benz
3	Gil White
4	Ian Marks
5	John La Porta
6	Kim Frank
7	Lynda Wong
8	Robert Braunstein
9	Troy Scott
10	Tyler Pichette

Evening session

	Name
1	Bradley McNamara



Airport Rules and Regulations and Minimum Standards Update

2	John La Porta
3	David Tennesen

Summary of October 30, 2024 Public Meeting



Airport Rules and Regulations and Minimum Standards Update

Airport Tenant and Community Meeting 3 Summary

October 30, 2024

In-person meeting: 1-2 p.m. | KCIA Flight Service Station, 6526 Ellis Ave. S.

Virtual meeting: 6-7 p.m. | Zoom Webinar

Purpose

In accordance King County's Department of Executive Services regulations and guidance, acting under the authority of King County Code sections 2.98 and 15.12.010, King County International Airport (KCIA) held two public meetings to provide the airport tenants, community members, and other interested parties an opportunity to review updated draft Airport Rules and Regulations and Minimum Standards, ask consultant and KCIA staff questions, and comment on the draft Rules and Regulations and Minimum Standards documents. The meetings took place with 64 days left in the 85-day comment period (October 6, 2024 - December 31, 2024). The KCIA project team will consider public comments gathered in the development of the final Airport Rules and Regulations and Minimum Standards updates.

Attendance

A total of 38 people attended the meetings; 19 people attended the in-person meeting held in the afternoon, and 19 people attended the virtual meeting in the evening. See Appendix B for the list of attendees.



Figure 1: The project website shares information in multiple languages.

Notification

The following methods were used to notify the public, airport tenants, and interested parties about the public meetings and comment period from October 6, 2024 - November 22, 2024. Due to community interest, KCIA extended the public comment deadline to December 31, 2024.

- Notice in the Seattle Times and Puget Sound Business Journal on October 6, 2024, more than 20-days prior to the public meetings. A copy of the notice is listed in Appendix C.
 - Published in Seattle Times online edition, October 6, 2024 - October 13, 2024.
 - Published in Puget Sound Business Journal print edition, October 11, 2024.
- Notice of extension in the Seattle Times on November 12 - 19, 2024 and in the Daily Journal of Commerce on November 8, 2024. A copy of the notice of extension is in Appendix C.
- Notice emailed to 689 KCIA email subscribers, October 8 - 28, 2024. A copy of the emailed notice can be found in Appendix C. Emailed subscribers are listed in Appendix A.
- Project email bulletin sent on October 17, 2024, to 2,729 KCIA subscribers and community members, airport tenants, and interested parties who were notified and/or participated during previous project meetings on March 9, 2023 and March 12, 2024. Email delivery results listed in Appendix A.



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- Social media posts shared on KCIA Facebook and Instagram accounts, see Appendix C.
- Emailed invitations were sent two weeks in advance to 52 airport tenants and community groups invited to project meetings on March 9, 2023, and March 12, 2024, listed in Appendix A.
- Project website information and links to draft Airport Rules and Regulations and Minimum Standards are available in English, Korean, Simplified Chinese, Somali, Spanish, Tagalog, Traditional Chinese, and Vietnamese.

Format

The Community and Airport Tenant meetings were offered at two different times on October 30, 2024, to provide options for attendees. An in-person meeting was held at the KCIA Flight Service Station from 1-2 p.m. and a Zoom Webinar was held online from 5-6 p.m. The same information was shared at both meetings. Meeting recordings are available on the [project website](#).

The meeting format included welcome, introductions, a presentation led by KCIA project consultants from AMCG, and a question-and-answer session. During the meetings, participants were encouraged to share questions and comments. A comment station was available during the in-person meeting for those who wished to leave hand-written comments. No hand-written comments were received. Following the presentation, meeting participants were invited to share comments and questions with the project team.



Figure 2: Presentation led by David Benner, Aviation Management Consulting Group, at the in-person meeting on October 30, 2024.

During the virtual meeting, attendees could unmute themselves to ask their question or comment or submit questions and comments through the Zoom Q&A Tool for a member of the project team to read out loud. Participants also received information on where to view the Draft Airport Rules and Regulations and Minimum Standards documents and submit electronic comments through the project website or via email sent to KCIACommunityOutreach@kingcounty.gov.

Handwritten comments can be mailed to King County Department of Executive Services – King County International Airport-Boeing Field, Attention: Matthew Sykora, 7277 Perimeter Road South, Suite 200, Seattle, WA 98108.

The meeting invitation and the website provided information on how to request language access for the meeting.

Questions and comments received

The project team received approximately 26 questions and comments at the in-person and virtual meetings on October 30, 2024. Topics received were related to project communications, review



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process, airport operations, and general aviation operations. All questions and comments received by December 31, 2024 will be recorded, logged, and responded to.

Questions and comments received during the in-person and virtual meetings include:

Who were the six airport tenants the project team interviewed between March 2023 and now?

David Benner (AMCG) responded that interviews were held in March 2023 with commercial and non-commercial tenants: Air Traffic Control, Leading Edge, Modern Aviation, Signature Flight Support, and two non-commercial aeronautical tenants.

Did the project team talk with small maintenance operators or independent flight instructors in March 2023?

David Benner (AMCG) responded that the project team invited KCIA airport tenants to two Airport Rules and Regulations and Minimum Standards project meetings on March 9, 2023 and again on March 12, 2024. Meeting summaries and meeting recordings are available on the [project website](#).

How long were your meetings with FBOs and did you have a follow-up conversation with them to share what is being proposed in the updated Airport Minimum Standards?

David Benner (AMCG) recalls the FBO meetings were an average of 30 minutes. The purpose of the meetings was to understand FBO operations at the airport. Following preliminary meetings, airport tenants including FBOs were invited through project email to review updated drafts and attend project meetings held on March 9, 2024, March 12, 2024, and October 30, 2024.

At the KCIA Roundtable Advisory Committee meeting on October 21, 2024, a request was made to make the Rules and Regulations and Minimum Standards easier to read.

David Decoteau (KCIA) responded that the Airport Rules and Regulations and Minimum Standards are legal documents, enforceable by King County code, and are formatted to protect the rights and responsibilities of the parties involved in the agreement. Based on the comments received at the KCIA Roundtable Advisory Committee meeting, KCIA extended the public comment and review period from November 22, 2024, to December 31, 2024. Members from the Airport Rules and Regulations and Minimum Standards project team will attend the November Roundtable meeting to address specific questions and comments. The KCIA Roundtable Advisory Committee meets on the second Monday of each month. Visit the [Roundtable webpage](#) for future meeting details.

Bob Trimborn (AMCG) added that members from the project team are available to help airport tenants, community members, and interested parties decipher the Airport Rules and Regulations and Minimum Standards documents.

Consider conducting additional outreach to inform airport tenants and members of the KCIA Roundtable Advisory Committee about the Airport Rules and Regulations and Minimum Standards Updates.

Matt Sykora (KCIA) shared that this project has been a long process over multiple years. In between Airport Tenant and Community Meetings, the project team has been updating the documents based on input received through project channels, FAA guidance, and industry standards. Matt added that the methods KCIA has used to engage and get input from airport tenants, community members, and interested parties includes sharing project notices and meeting invites through the



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KCIA Everbridge listserv (approximately 696 tenants), KCIA Gov Delivery list (approximately 2,115 recipients); and those who have signed up to be part of the project website (six).

Stephen Ratzlaff (Friends of Boeing Field and KCIA Roundtable Committee Member) is a new member of the KCIA Roundtable Committee. At the last Roundtable meeting, committee members expressed concern that they didn't have enough information on the Airport Rules and Regulations and Minimum Standards project. The Roundtable Committee Chair, Erik Utter, proposed a sub-committee to help him review the Airport Rules and Regulations and Minimum Standards project. Stephen solicited invites from attendees in the room and added that a person does not need to be a Roundtable Committee member to participate. Following the meeting, Stephen connected with Lauren Wheeler (PRR) to get a list of meeting attendees emails he could invite to participate on the Roundtable sub-committee.

Consider extending the public comment review period to 2025 so the Roundtable Committee and airport tenants can have more time to review the documents.

The project team has extended the public comment period from November 22, 2024 to December 31, 2024. Comments and questions received by December 31, 2024 will be addressed by the project team and responses will be provided online once the public comment period ends. Following the comment period, additional questions or appeals should be sent directly to KCIA staff at: KCIACommunityOutreach@kingcounty.gov.

Will the project summarize what changes have been made in the updated Airport Rules and Regulations and Minimum Standards?

Bob Trimborn (AMCG) appreciated the comment and responded that the project team will consider posting a document that summarizes what areas of the Rules and Regulations and Minimum Standards have changed and make it available online.

Can you describe how the Airport Rules and Regulations and Minimum Standards have changed for tie-down tenants?

Bob Trimborn (AMCG) responded that the project team is not prepared to go through specific changes that have been made in the Airport Rules and Regulations and Minimum Standards documents. Bob suggested tiedown tenants and interested parties to review that section of the updated Rules and Regulations and Minimum Standards documents and ask the project team to address your questions and comments.

Matt Sykora (KCIA) gave examples of how the documents have been updated for tiedown tenants. Examples included adding storage boxes for tenants to store oil, rags, etc. in the hangars and updating the Rules and Regulations for when a tenant would need an airport badge to drive -on the airfield.

What are the criteria for evaluating what public input is incorporated into the draft Rules and Regulations and Minimum Standards documents?

David Benner (AMCG) responded that the project team will evaluate input received from airport tenants, community members, and interested parties using the following criteria: Complies with FAA guidelines, compares to industry standards, and complies with KCIA operations. The project team will respond to all comments submitted through the public comment period and describe



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how the input was incorporated. If it wasn't incorporated, the project team will address why. This information will be compiled and shared on the project website.

What opportunities do airport tenants, community members, or interested parties have if they disagree with the outcome of the updated Rules and Regulations and Minimum Standards?

David Benner (AMCG) responded that the project team will respond to all comments and questions received on the draft Airport Rules and Regulations and Minimum Standards following the end of the public comment period on December 31, 2024. Comments and questions received after that date will be considered, but not required to consider for further revision.

Matt Sykora (KCIA) added that the project team is following the rule-making process under the King County's Department of Executive Services regulations and guidance, King County Code sections 2.98 and 15.12.010. The code requires a minimum of a 45-day public comment period and publishing a public comment log of revisions.

What do you suggest airport tenants do when airports tenants can't comply with space needs (e.g. requiring independent contractors to have space for customer waiting areas)?

David Benner (AMCG) responded that there is an independent operator section of the Minimum Standards that addresses maintenance and flight training. David requested the commentor to review that section and submit their comment or question in writing.

What opportunities would a private flying club have if they don't meet the new Airport Minimum Standards?

David Decoteau (KCIA) responded that the KCIA Director has the authority to wave requirements for private businesses that can't meet the Airport Minimum Standards. A private business seeking approval to operate must describe in their application form the reasons they can't meet minimum standards and the KCIA Director will review their application.

Bob Trimborn (AMCG) added that this question and comment is the type of input the project team would find helpful in writing. Bob requested that all public comments page numbers, section numbers, and a description of the recommended change and why.

Can I get a copy of the meeting minutes from the Airport Tenant and Community meetings held on March 9, 2023, and March 12, 2024?

Lauren Wheeler (PRR) responded that she will send them after the meeting. They have since been added to the [project website](#).

Consider meeting with more FBOs to get their input on these documents.

The project team appreciated the comment.

Is KCIA considering what will happen to independent contractors who are now required to have service agreements?

Bob Trimborn (AMCG) responded that the updated Airport Minimum Standards addresses independent contractors, like mechanics and flight instructors. Please submit a public comment if you see anything in those draft requirements you would like to change and the project team will review your request and provide a response.



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Does an independent operator need as a mechanic need to have an office?

Bob Trimborn (AMCG) responded that a “non-based commercial operator” isn’t required to have an office. They can have a mobile van (i.e. for a mechanic) or they can drive onto the airport (i.e. a flight instructor). If you are a fixed operator with a business on the airport, you have to comply with the standards for a flight school or maintenance provider that has a fixed place of business on the airport.

What are the options for independent operators who are required to have a fixed business space at the airport if there is no space available?

Bob Trimborn (AMCG) responded that you have to be part of a hangar in order to comply with the updated Minimum Standard.

The updated Airport Rules and Regulations and Minimum Standards uses language that independent contractors can operate at the discretion of KCIA management. Where does that come from?

David Benner (AMCG) responded that it is within the airport’s discretion to allow independent activities. The language complies with the FAA and advisory circular: 150/5190-8.

Will the slide deck be made available?

Matt Sykora (KCIA) confirmed that the slide deck will be available for the public and that the meeting recordings will be available. Meeting recordings are available on the [project website](#).

Can the questions and answers from the first meeting be shared during this meeting?

Lauren Wheeler (PRR) responded by sharing a high-level overview of the main topics discussed during the early afternoon meeting. The topics included communications with the tenants and community members about the comment period and the length of official public comment period, that it follows King County Code of a minimum of 45 days and that the official period has been extended until the end of the year, through December 31. There was also discussion of the independent operators’ sections on the minimum standards and defining what that is and where the language resides.

There was mention that in the previous version of the documents, independent operators were not covered, have documents have been updated to cover independent operators? If not, when do you expect them to be updated?

David Benner (AMCG) responded that the language has been included in the revised document that is available for review. The sections that reference independent operators are sections 6.5 and 6.6. David also shared that independent operators are an entity that does not have a set place of business on the airport, they do not lease an office, hangar or place on the airport. Thus, any requirements for an office or hangar are not included within independent operators as that is not consistent with the FAA guidance.

Can you address the maintenance prohibition under section 3.7? The availability of maintenance operators on the field has been a significant issue, it can become impossible to use the airport based AMOs to ensure that the aircraft is air worthy at all times if the restriction is enacted.

David Benner (AMCG) suggests that this would be a great comment to submit as the project team can go through that language and provide a specific response.



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If an existing business is directly impacted by the standards, will there be provisions in place to ensure those businesses can continue to operate?

David Benner (AMCG) responded that if there is impact upon renewal of a lease agreement, the variance and exemption section of the Rules and Regulations delineate what the process would be and how that would work.

Will the airport provide a designated area for tie-down tenants to perform routine oil changes?

David Benner (AMCG) responded that this is outside of the purview of the Rules and Regulations and the Minimum Standards, as it is not the purpose of these documents to establish those areas. This comment will be discussed with airport leadership.

How do you deal with non-aviation county officials understanding aviation topics like engine replacement and insurance requirements?

David Benner (AMCG) responded that insurance requirements on a commercial basis are outlined in the Minimum Standards. There are portions of the Rules and Regulations that address types of questions like the length of time for aircraft maintenance within the section of maintenance and hangars. The Rules and Regulations and the Minimum Standards can be used as a reference, but it is outside of their purpose to be used as education materials.

David Decoteau (KCIA) added that insurance requirements are set by King County Risk Management.

Has any consideration been made to better support small business/small operators when drafting the rules and minimum standards?

Bob Trimborn (AMCG) responded that all operators of the airport were considered. David Benner (AMCG) added airport management took consideration by adding sections 6.5 and 6.6 for independent operators, as they created that framework for that type of operation.

Next steps

The public review and comment period ends on December 31, 2024. The project team will finalize Rules and Regulations and Minimum Standards in early 2025. A copy of the final versions and public comment response log will be available on the project website. Meeting recordings of the October 30, 2024, in-person meeting and Zoom Webinar are available on the [Rules and Regulations and Minimum Standards Update website](#).

Comments can be submitted:

- On the [project webpage](#)
- Emailed to: KCIACommunityOutreach@kingcounty.gov
- Mailed to:
King County Dept. of Executive Services – King County International Airport-Boeing Field
Attention: Matthew Sykora
7277 Perimeter Road South, Suite 200
Seattle, WA 98108



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Appendix A: Community Groups, Airport Tenants, and Meeting Attendees

List of community groups and airport tenants emailed meeting invitations on October 15, 2024.

Organization/Name	Affiliation
350 Seattle	Community group
Air Traffic Control	Airport tenant
Airlift Northwest	Airport tenant
Allentown Advocates	Community group
Alternate Air	Airport tenant
Ameriflight	Airport tenant
AOPA	Airport tenant
Atomic Helicopters	Airport tenant
Aviation Partners	Airport tenant
Beacon Hill Business Alliance	Community group
Beacon Hill Council	Community group
Boeing	Airport tenant
CB-Air	Airport tenant
Clay Lacy Aviation	Airport tenant
Costco	Airport tenant
Duncan Aviation	Airport tenant
Duwamish River Cleanup Coalition (DRCC)	Community group
Duwamish Valley Safe Streets	Community group
El Centro de la Raza	Community group
Erin Air	Airport tenant
Executive Jet Management	Airport tenant
Friends of Boeing Field	Airport tenant
Galvin Flying	Airport tenant
Georgetown Community Council	Community group
Go Rentals	Airport tenant
Helicopters NW	Airport tenant
Hillwood Airways	Airport tenant
Immaculate Flight	Airport tenant
Kenmore Air Express	Airport tenant
King County International Airport Community Coalition	Community group
King County Jet Center	Airport tenant
Lake Washington Partners	Airport tenant
Leading Edge	Airport tenant
Mente	Airport tenant
Modern Aviation	Airport tenant
Modern Aviation	Airport tenant



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Net Jets	Airport tenant
Non-commercial airport tenant	Airport tenant
Non-commercial airport tenant	Airport tenant
Nordstrom	Airport tenant
Pistol Creek	Airport tenant
Quieter Skies	Community group
Saltchuk	Airport tenant
Signature Flight Support	Airport tenant
Sky Service	Airport tenant
South Park Neighborhood Association	Community group
The Flight Academy	Airport tenant
The Museum of Flight	Airport tenant
UPS	Airport tenant
Valkyrie	Airport tenant
Vulcan	Airport tenant
White Center CDA	Community group

List of individuals who attended previous meetings on March 9, 2023 and March 12, 2024, and who were sent an invitation to attend on October 15, 2024.

Name
Steven
Steven Domino
Josh
Mikenzie
Neal Wilkinson
Blair
Steve
Jim
Troy
Alex Fefer
Bill Ayer
Tyler Pichette
Randall
John Sandvig
Ron
Evan Nelson
Antoine
Sven
Rick Lentz
Ali



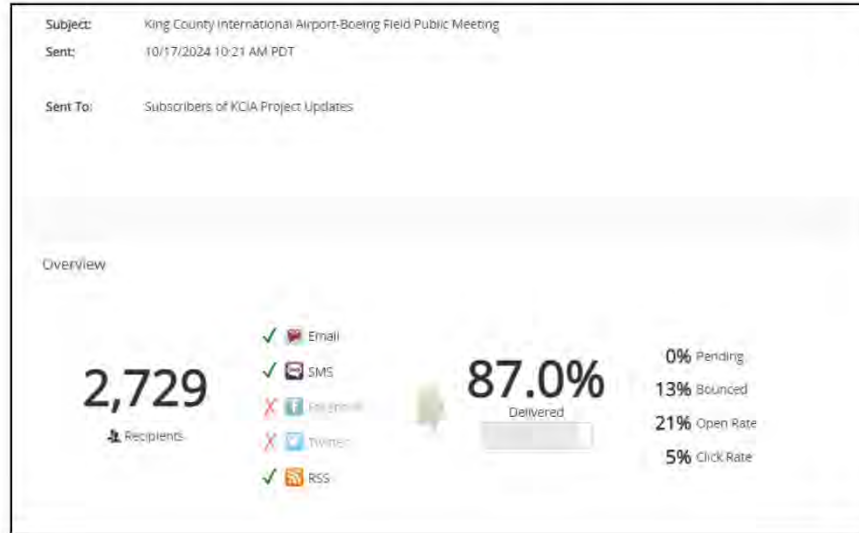
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Tony
Stephen Ratzlaff
Richard Brown; Boeing
Mason
Andrew Ouellet
Tom Koney
Ellen
Aaron Ison
Matthew Sykora
Sean Moran
Mark
Mm
dbp1027
Lauren Lasalle
Greg Thomas
Lynda and Bob Braunstein
Morgan Kaivo
Aaron Chindava
Ryan Johnson
Frank Raymond
Conny Garcia Gaitan
David Benner
Lorenzo Clara
Lauren Wheeler
John Parrott
Robert Trimborn
lynda wong
Bradley McNamara
Kim Frank
Gil White
Ian Marks
Chris Benz
John La Porta
Erik
Farah
Div
David Tennesen



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The image below shows the delivery and open rate statistics of the email bulletin sent on October 17, 2024 to 2,729 KCIA subscribers, community members, airport tenants, and interested parties.



List of KCIA contacts emailed Notices for Rules and Regulations and Minimum Standards on October 8, 21, and 28, 2024.

	First Name	Last Name
1	River	Hatch
2	Kyle	Ferguson
3	Charlie	Footh
4	Hernan	Lara
5	Lance	McAuley
6	Jackson	Collins
7	jonathan	Asuncion
8	Elijah	Morales
9	Matthew	Harris
10	Silvana	Vasquez
11	Noah	Bennett
12	Joshua	Markovich
13	Dan	Holender
14	James	Crawford
15	Brian	Purvis
16	Nikki	Nicholson
17	Trent	Groth



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18	Peter	Dzyubak
19	Nichole	Wolfe
20	Tristan	Gossens
21	Lucas	Bowers
22	Colleen	Harrison
23	Casey	Newman
24	Jared	Waael
25	Colin	Cowger
26	Sonny	Jaber
27	Jayson	Lela
28	Matthew	Prendergast
29	Kari	Edwards
30	Jeff	Coleman
31	Zack	Neff
32	Caitlin	Hunter
33	Kyle	danielson
34	Karl	Larson
35	Ben	Alhadeff
36	Jared	Yanna
37	Brannon	Riceci
38	Richard	Guillen
39	Rosario	Maria
40	Michael	Cline
41	Andrew	Hirsh
42	Aaron	Jensen
43	Aaron	Balog
44	Alec	Chandler
45	Aaron	Chindavat
46	Adam	Crane
47	Adam	Schmid
48	Adam	Ellis
49	Donavin	Yamagishi
50	Aida	Salas
51	Stanley	Kosko
52	Robert	Braunstein
53	Aj	Kleinosowski
54	Aaron	Johnson
55	Andy	Perhach
56	Alyssa	Dean
57	Alejandro	Munoz
58	Alex	Barclay



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59	Alex	Fefer
60	Julie	Wilson
61	Allen	Wilcox
62	Anders	McAllister
63	Amie	Sinfuego
64	Ann Marie	Ward
65	Andy	Greenawalt
66	Andrew	McArthur
67	Andrew	Schumpp
68	Andrew	Ross
69	Andrew	Schiffer
70	Andrew	Ouellet
71	Andy	Wegman
72	Andy	Rottler
73	Anthonee	Gibbs
74	Anthony	Spelts
75	Anthony	Riley
76	Antoine	Leblond
77	Art	Reeck
78	Ashkan	Karimi
79	Ashley	Valent
80	Margarito	Astorga
81	KBFI AA	Flight Options
82	Austin	Wood
83	Brendon	Townshend
84	Michael	Trow
85	Earl	Baker
86	Barbara	Ramey
87	Earl	Barker
88	Bart	Kelly
89	Brian	Bartley
90	Bradley	Boeder
91	Bradley	Tilden
92	Brady	Duros
93	Ben	Pritchard
94	Ben	Ndjami
95	Bernhard	Nann
96	Bert	Shelley
97	Bradley	Falcetti
98	Signature	FBO
99	Modern	Aviation



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100	Signature Aviation	FBO
101	KBFI	NetJets
102	Scott	Lipsky
103	William	Bumback
104	Bill	Seth
105	William	Craven
106	Bill	Ayer
107	William	Schultheis
108	Billy	Muncy
109	Oleg	Glubochansky
110	Bjorn	Benson
111	Brian	Brian
112	Blair	Delaney
113	Brittany	Lee
114	Bryan	Nairn
115	Bo	Lund
116	Craig	Bomben
117	Bradley	McNamara
118	Brandon	Bowersox-Johnson
119	Brandy	Griffth
120	Breannan	-
121	Brenda	Nelson
122	Brian	Davies
123	Brian	Miller
124	Bridget	Neagle
125	Brooks	Dixon
126	Bruce	Williams
127	Bryan	Kaasa
128	Brycen	Lechner
129	David	Nelson
130	Robert	Widdekind
131	Cameron	Satterfield
132	Candice	Bushman
133	Charles	Piecuch
134	Jorge	Sanchez Yubero
135	Carl	Dennhardt
136	Carly	Elrod
137	Chad	Bronson
138	Corky	Culver
139	Christopher	Duros
140	Grant	Smith



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141	Crystal	Garcia
142	Carlo	Gimenez
143	Chad	Kiehn
144	Chad	Lundy
145	Chase	Dolliver
146	Clayton	Chase
147	Chiara	Rose Witt
148	Christian	Holtz
149	Christopher	Carey
150	Christopher	Jones
151	Christian	Poulsen
152	Christina	Rzeplinski
153	Chris	Shea
154	Christopher	Curtis
155	Chris	Mazza
156	Christopher	Saenz
157	Christy	Wilkins
158	Clint	Herman
159	Chad	Mackay
160	Connie	Collingsworth
161	Ben	Buehler
162	Matthew	Cooper
163	Boeing	Fuel Farm
164	William	Hones
165	Christina	Peters
166	Craig	Olson
167	Dagmar	Cronn
168	Craig	Sarber
169	CSR	Skyservice
170	Cindy	Wolanski
171	Cynthia	Grassie
172	David	Baugh
173	Dan	Sarusal
174	Darrell	Anderson
175	Daniel	Gonzales
176	Dara	Harrington
177	Dave	Fryles
178	David	Britton
179	David	Barabo
180	David	Garrison
181	David	Riddle



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182	Dave	Beauchene
183	David	Butler
184	David	Decoteau
185	Derek	Doell
186	Debbie	Morris
187	Debra	Hernke
188	DeVante	Daniels
189	Denise	Stecconi
190	Dennis	Beaver
191	Derick	Gowebis
192	David	Freeman
193	Daniel	Henry
194	Dirk	van der Meyden
195	Airpac	Airlines
196	Erin Air	Dispatch
197	Kenmore	Air Harbor
198	Douglas	Iverson
199	Mente	Airport Notifications
200	David	Longmire
201	Dave	Longmire
202	Donald	McClendon
203	Dave	Merdinyan
204	Donald	Kalbach
205	Doug	Wilson
206	Dennis	Schilling
207	Donald	Tingvall
208	David	Turner
209	Val	Allred
210	Dwayne	Myers
211	Derek	Weber
212	Donald	Gonzales
213	Erick	Araiza
214	Edwina	Sharp
215	Ali	Lee
216	Ernesta	Corcoran
217	Ed	Lutcavich
218	Evan	Elliott
219	Boeing Executive Flight	Operation
220	Ellen	Knowlen
221	Elijah	Barnes
222	Elizabeth	Loveness



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223	Stephen	Elop
224	Jason	Elrod
225	Emiliano	Ciarletti
226	Eric	Miller
227	Emma	Sivesind
228	Emmett	Esmond
229	Erick	Hall
230	Eric	Lynn
231	Erik	Utter
232	Erik	Schumy
233	-	-
234	Eric	Templin
235	Eric	Schneider
236	Evan	Larson
237	Deliz	Bonds
238	Vulcan	Flight Ops
239	Charlie	Fitzgerald
240	Boeing	Flight Dispatch
241	Doug	Davis
242	Reginald	Grantham
243	Francis	Zera
244	Frank	Raymond
245	Frank	Madison
246	Frank	Heffernan
247	Gabriel	De Gaalon
248	Gail	Hollings
249	Garrett	McAulitte
250	Garry	Martinez
251	Gary	Ryan
252	Geoffrey	Coyner
253	George	Pierce
254	Gerald	Stellyes
255	German	Alacron
256	Ghryn	Loveness
257	Ginger	Lake
258	Glen	Wilhelm
259	Glen	Simecek
260	Graham	Golbuff
261	Grant	Sakamoto
262	Graydon	Matheson
263	Gregory	Abbas



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264	Gregg	Allred
265	Greg	Vik
266	Karen	Mitchell
267	Jeffrey	Haas
268	Helen	Cernik
269	H. Hunter	Handsfield
270	Hamed	Khalili
271	Nick	Rios
272	Holly	Krejci
273	Howard	Wolvington
274	Hank	Thompson
275	Hung	Bui
276	Harold	Waxman
277	Ian	McKay
278	Ian	Marks
279	Carl	Huntington
280	Ilich	Vahimi
281	PNBAA	General Email
282	W. Clint	Kenner IV
283	Ivan	Miller
284	Jack	Mermis
285	James	Schultheis
286	Jason	Worbets
287	Jack	Bianchi
288	Jackie	S
289	J	Allen
290	Jamal	McCullers
291	James	Roush
292	James	Miller
293	James	Ward
294	Jim	Oien
295	James	Bush
296	Jamie	Roberts
297	Jamie	Valkyrie Leasing
298	Jesse	Archambault
299	Jason	Brown
300	Jason	Cunningham
301	Jason	Westlund
302	James	Claypool
303	John	DeFoe
304	John	DeFeo



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305	Jeff	Tjernagel
306	Jeff	Harrang
307	Jeffrey	Anthony
308	Jeffrey	McCullough
309	Jeffrey	Turnberg
310	Jeffrey	Larsen
311	Jennifer	Luce
312	Jenny Lynn	Mizner
313	Jeremiah	Lopez
314	Gerald	Spring
315	Jesse	Sorrells
316	Issac	Alexander
317	Chad	Baasch
318	John	Torode
319	Jeffrey	Hoch
320	John	Reed
321	John	Sandvig
322	Jana	Young
323	James	Evans
324	James	Young
325	Jim	Geiser
326	Justin	Julian
327	Jim	Bartley
328	Julie	Kim
329	John	Young
330	James	MacSkimming
331	Jacinda	McFeely
332	Joanne	Price
333	Joel	Eisenberg
334	John	Fennell
335	John	Hullett
336	John	Bryson
337	John	Howard
338	John	Odom
339	John	Pasola
340	John	MacDowell
341	John	Socha-Leialoha
342	John	Fiscus
343	John	Frischkorn
344	Johnny	Bianchi
345	Jon	Clark



Airport Rules and Regulations and Minimum Standards Update

346	Jon	MacKenzie
347	Joseph	Emrick
348	Joseph	Hickel
349	Joshua	Eicher
350	John	Parrott
351	John	Pavel
352	James	Mathews
353	John	Reno
354	John	Hill
355	Jun	Morris
356	Josh	Whittall
357	John	Larson
358	James	Riley
359	Kapil	Vashisht
360	Katy	Asher
361	Kate	Kruller
362	Katherine	Polak
363	Katrina	Stengel
364	Kent	Cook
365	Ken	Koch
366	Kendall	Nolan
367	Ken	Horwitz
368	Kenneth	Tutino
369	Kenni	Brioso
370	Ken	Van Winkle
371	Kevin	Donahue
372	Kevin	Nolan
373	Kevin	Kinerk
374	Kevin	Shoblom
375	Kevin	Kopczynski
376	Kevin	Miller
377	Kevin	Nelsen
378	Kevin	Hughes
379	Kim	Goodspeed
380	Kevin	Hoffmann
381	Karen	Holscher
382	Kiersten	Rogowski
383	Kim	Alexander
384	Kimberly	Grass
385	Kristin	Cline
386	Kevin	Nuechterlein



Airport Rules and Regulations and Minimum Standards Update

387	Kory	Keymer
388	William	Kramp
389	Kristen	Fowler
390	Ken	Snyder
391	Benjamin	Ellison
392	KBFI AA	Boeing Fuel Farm
393	Kurt	Withnell
394	Kevin	Wu
395	Kyle	Hennessey
396	Kylie	Giffin
397	Lance	Robertson
398	Larry	Green
399	Alain	Semet
400	Laura	Hill
401	Laura	Althoff
402	Lauren	LaSalle
403	LaVern	Puddy
404	Lorenzo	Clara
405	Landon	Conner
406	Lyle	Pfeifer
407	Melisa	Lea
408	Lee	Davis
409	Lee	Sterling
410	Lehman	Morris
411	Ted	Sullivan
412	Laurie	Haag
413	Lauren	Homme
414	Lee	Human
415	Liam	Cumming
416	Michael	Hemstey
417	Lynda	King
418	Leslie	Moore
419	Lauren	Maxted
420	Lockie	Christler
421	Lori	Maxfield
422	Lowell	Neal
423	Loy	Leiblie
424	Luke	Lysen
425	Lynda	Braunstein
426	Rosemary	Kanninen
427	Marc	Olson



Airport Rules and Regulations and Minimum Standards Update

428	Mari	Schillios
429	Marie	Alvarado
430	Mark	Jackson
431	Mark	Hurd
432	Mark	Lawless
433	Mark	Robinson
434	Mark	McIntyre
435	Mark	Ranz
436	Marty	Rask
437	Marva	Semet
438	Marvin	Chargualaf
439	Marylynn	Walbaum
440	Matt	Dalme
441	Matthew	Wallitner
442	Matthew	Giese
443	Matthew	Thomas
444	Matthew	Yeazel
445	Matthew	Smith
446	Stefan	Maxfield
447	Maria	Batayola
448	James	McCrum
449	Noel	McDermott
450	Mel	Landquist
451	Michael	Crawford
452	Matthew	Dill
453	Ryann	Gantt
454	Melanie	Jordan
455	Melody	Estes
456	Mente	Scheduling Team
457	George	Coiner
458	Matt	Hayes
459	Mitchell	Hymowitz
460	Mia	Ayala-Marshall
461	Michael	Bol
462	Michael	Dukes
463	Michael	Durkin
464	Michael	Manning
465	Michael	Youens
466	Michelle	Krall
467	Michelle	Brower
468	Mike	Ives



Airport Rules and Regulations and Minimum Standards Update

469	Michael	Lee
470	Michael	Worden
471	Michael	Clements
472	Michael	Steen
473	Michael	Walsh
474	Mikenzie	Matteson
475	Milo	Morelli
476	Miron	Vranjes
477	Kent	Rhodes
478	Mark	Kaehler
479	Morgan	Kaivo
480	Knight	Morgan
481	Mark	Moynihan
482	Manju	Mayachar
483	Marty	Mehl
484	Tracy	Monica
485	Jonathan	Moseley
486	Lynda	Wong
487	Michael	Pecore
488	Mark	Schuster
489	Matthew	Sykora
490	Matthew	Webb
491	Edward	Lansinger
492	Narain	Gambir
493	Nathan	Strachila
494	Nancy	Devito
495	Ned	Landers
496	Neenous	Youhanna
497	Tim	Neill
498	Nathen	Hamill
499	Neal	Wilkinson
500	Nicholas	Cenci
501	Nick	Eberling
502	Nick	Soldin
503	Nick	Elliott
504	Nic	Kowaleski
505	David	Tennesen
506	Jacob	Libby
507	Nate	Spilker
508	Robert (Bob)	Rinker
509	Omo	Esemuede



Airport Rules and Regulations and Minimum Standards Update

510	Stacy	O'Neal
511	Bjorn	Hermann
512	Jetstream	OPS
513	Oscar	Contreras
514	Oscar	West
515	Bridget	Cooley
516	Pam	Kuehl
517	Pamela	Oyanagi
518	Patrick	Courtney
519	Pat	Reightley
520	Patricia	Beckman
521	Patrick	Viehoever
522	Paul	Larson
523	Paul	Duffy
524	Paul	Walton
525	Paula	Cracknell
526	Peter	Dumaliang
527	Peter	Gaylord
528	Peter	Muckleston
529	Patrick	Guilfooy
530	Philip	Cane
531	Peter	Hoffman
532	Joseph	Edwards
533	David	Christiani
534	Paul	Maritz
535	Priya	Gupta
536	Peter	Powell
537	Richard	Kellum
538	Raleigh	Salazar
539	Olay	Louangrath
540	Richard	Bangert III
541	Ron	Davis
542	Vihaan	Maheshwari
543	Chris	Collins
544	Rebecca	Hansen
545	Renato	Salas
546	Ryan	Hubbard
547	Ricci	Coon
548	Dean	Richardson
549	Ricky	Buchanan
550	Richard	Utarnachitt



Airport Rules and Regulations and Minimum Standards Update

551	Richard	Carter
552	Rick	Payment
553	Richard	Fant
554	Rick	Payne
555	Rick	Turner
556	Gina	Bellisario
557	Riley	Wagner
558	Ray	Wallitner
559	Randy	Aspelund
560	Rachel	Manning
561	Rodrigo	Mutchi
562	Robert	Spitzer
563	Rob	Smith
564	Robert	Fishman
565	Rodney	Ragsdale
566	Roger	Hanson
567	Ron	Fincher
568	Ron	Mitchell
569	Ronald	Capalungan
570	Ronald	Darnall
571	Ron	McKune
572	Velma	Veloria
573	Jason	Roth
574	Rowena	Smith
575	Ruth	Mork
576	Ryan	Gingles
577	Saba	Rahman
578	Sameth	Mell
579	Sandy	Angers
580	Sandra	Viall-Watts
581	Sandra	Trevino
582	Sarah	Love
583	Sarah	Feller
584	Scott	Fuller
585	Scott	Magee
586	Scott	Peterson
587	Scott	Vickers
588	Scott	Helms
589	Scott	Schlag
590	Scott	Coomes
591	Scott	Dove



Airport Rules and Regulations and Minimum Standards Update

592	Susie	Cruise-Holloway
593	Scott	Curtis
594	Rebecca	Stankard
595	Geoffery	McKenzie
596	Sean	Bacon
597	Sean	Smith
598	Charlie	Beswick
599	Sean	Moran
600	Seth	Grant
601	Linwood	Robinson
602	Shawn	Flowers
603	Timothy	Heier
604	Shawn	McAuliffe
605	Shawn	Smith
606	Shawn	McDuffy
607	Shafali	Mishara
608	Sheila	Doane
609	Shon	Henshaw
610	Scott	Harrison
611	Stephen	Keyser
612	Roger	Hanson
613	Scott	Muirhead
614	Ryan	Smith
615	Spencer	Oveson
616	William	Phillips
617	Steven	Shestag
618	Stanford	Tran
619	Ron	Stence
620	Stephanie	Dickman
621	Stephen	Atheam
622	Stephen	Ratzlaff
623	Steven	werthwein
624	Steve	Lannen
625	Steve	Carkeek
626	Steven	Derengowski
627	Stephen	Taylor
628	John	La Porta
629	Ed	Sullivan
630	Susan	McKee
631	Susan	Starkey
632	Sanjay	Varma



Airport Rules and Regulations and Minimum Standards Update

633	Sven	Freitag
634	Aaron	Swain
635	Kym	Anton
636	Ted	Tax
637	Takashi	Nelson
638	Boeing	EFO
639	James	Smith
640	Timothy	Carner
641	UW	Transfer Center
642	Tony	Eayrs
643	Terry	Meyer
644	Thomas	Foster
645	Thomas	Morgan
646	Tom	Dynes
647	Thomas	Baksay
648	Tim	Lawson
649	Todd	Loomer
650	Teresa	Mason
651	Tony	Mason
652	Todd	Stabler
653	Todd	Thomas
654	Tom	Chandler
655	Tony	Eayrs
656	Tyler	Peterson
657	Taylor	Worth
658	Travis	Ugaitafa
659	Tricia	Butler
660	Trish	McGuire
661	Thomas	Roberts
662	Troy	Wagner
663	Tingyu	Wang
664	Tyler	Pichette
665	Luke	Martinsons
666	Vanessa	Chin
667	Grant	Bever
668	Victor	Mueller
669	Vincent	Calvin
670	Vitaliy	Shokur
671	Mike	V
672	Raquel	c
673	Warren	Jewell



Airport Rules and Regulations and Minimum Standards Update

674	Ryan	Giles
675	Doug	Weik
676	Wes	Gustafson
677	Wesley	Hebert
678	Joshua	Wevley
679	Bill	Clogston
680	Will	McHugh
681	Zhiyu	Chen
682	Yoichiro	Hibino
683	Zachary	Thomas
684	Zachary	Barborinas



Airport Rules and Regulations and Minimum Standards Update

Appendix B: October 30, 2024 Meeting Attendees

In-person meeting: 1-2 p.m.

Virtual Zoom Webinar: 5 - 6 p.m.

	Name
1	Douglas Iverson
2	Masner Registre
3	Brian Algiers
4	Jun Morris
5	Cohn Douglas
6	John La Porta
7	Jim Young
8	Stephn Ratzlaff
9	Bridget cooley
10	Frank Raymond
11	Jesus Brian Rivas
12	Hernan Lara
13	Brian Pennon
14	Scott Helms
15	Lynda Braunstein
16	Bob Braunstein
17	Maciej Borhowski
18	Jason Roth
19	Sun Koslo

	Name
1	Zach Dugovich
2	Andrew Ouellet
3	Brad Schuster
4	Bradley McNamara
5	Kristen Fowler
6	Cameron Satterfield
7	John La Porta
8	Skip Moshner
9	Ken Moninski
10	brm brm
11	James Mahoney
12	Joe Edwards
13	John Socha-Leialoha
14	jerry spring
15	Erik Utter
16	Bhargav Mistry
17	Bob Franks
18	Alex Barclay
19	Seema Gupta



Airport Rules and Regulations and Minimum Standards Update

Appendix C: Notifications

Asset Name	Image
<p>Notice of Intent; Published in Seattle Times online edition (October 6, 2024 - October 13, 2024) and Puget Sound Business Journal print edition (October 11, 2024)</p>	<p>NOTICE OF PROPOSED ADMINISTRATIVE RULE AND OPPORTUNITY TO COMMENT</p> <p>The director of King County's Department of Executive Services (DES), acting under the authority of King County Code sections 2.98 and 15.12.010, proposes adopting a rule concerning the establishment of Minimum Standards providing minimum qualifications and standards for the issuance of licenses and leasehold interests for commercial aeronautical activities at King County International Airport-Boeing Field (KCIA).</p> <p>In accordance with the Airport and Airway Improvement Act of 1982, 49 United States Code (U.S.C.) § 47101, et seq., and the Airport Improvement Program Sponsor Assurances, the owner or operator of any airport that has been developed or improved with federal grant assistance or conveyances of federal property assistance is required to operate the airport for the use and benefit of the public and to make it available for all types, kinds, and classes of aeronautical activity. The Surplus Property Act of 1944 (as amended by 49 U.S.C., §§ 47151-47153) contains a parallel obligation under its terms for the conveyance of federal property for airport purposes (collectively, the "Federal Obligations").</p> <p>The Federal Obligations require the owner or operator of an airport to make its facilities available for public use for aeronautical activities. The business terms imposed on those who use KCIA and its services must be reasonable and applied without unjust discrimination to any licensee or lessee who has been granted a right by the airport owner or operator to offer services normally offered to aeronautical users of the airport. Key updates to meet current Federal Obligations include changes to:</p> <ul style="list-style-type: none"> • Policy statement and exclusive rights • Agreements and amendments • Commercial Operator Permit requirements • Leased premises and security • Personnel and hours of operation • Licenses and certifications • Independent operators <p>Draft Minimum Standards Availability: The Draft Minimum Standards will be available for public review and comment beginning on October 9, 2024. An electronic copy of the Draft Minimum Standards is available at: https://publicinput.com/Customer/File/Full/f66dd09e-f15a-4de1-af01-008738e7a182. A physical copy of Draft Minimum Standards is available at the Airport Administration Reception desk, located at KCIA Main Terminal Administration Desk, located at 7277 Perimeter Rd. S., Suite 200, Seattle, WA 98108-3844.</p> <p>Public Meeting: A public meeting will be held in person and online to provide an opportunity for airport tenants and community members of the public to receive information on key revisions made in the Draft Minimum Standards and provide public comments. The in person public meeting will be held on Wednesday, October 30, 2024, 1 p.m. to 2 p.m. (Pacific Daylight Time) at the KCIA Flight Service Station, 6526 Ellis Ave S., Seattle, WA 98108. The online public meeting will be held on Wednesday, October 30, 2024, 5 p.m. to 6 p.m. (Pacific Daylight Time) via Zoom Webinar. Register for the online event here: us02web.zoom.us/join/981083844.</p> <p>Comments: Comments on the Draft Minimum Standards will help King County in making an informed decision about the proposed project. Written comments can be submitted by U.S. Mail to Matt Sykora, Airport Business Manager, King County Department of Executive Services – King County International Airport-Boeing Field, 7277 Perimeter Road South, Seattle WA 98108. Written comments may also be submitted through the project website at: https://publicinput.com/u4213 or via email to: kciacommunityoutreach@kingcounty.gov. Handwritten and emailed comments, as well as comments through the project website, must be received by 5 p.m. (Pacific Daylight Time) Friday, November 22, 2024 to be considered.</p> <p>Lorraine Patterson-Harris Director, Department of Executive Services</p>



Airport Rules and Regulations and Minimum Standards Update

Notice of Intent for Rules and Regulations;
Emailed to 689 KCIA contacts on October 8, 21, and 28, 2024.

Title: KCIA Notice of Intent: Rules and Regulations



King County International Airport / Boeing Field

NOTICE OF PROPOSED ADMINISTRATIVE RULE AND OPPORTUNITY TO COMMENT

The director of King County's Department of Executive Services (DES), acting under the authority of King County Code sections 2.96 and 15.12.010, proposes adopting a rule concerning the establishment of Supplemental Rules and Regulations providing standards for facility maintenance and storage and access, badging, and escorting for commercial aeronautical activities at King County International Airport-Boeing Field (KCIA).

In accordance with the Airport and Airway Improvement Act of 1982, 49 United States Code (U.S.C.) § 47101, et seq., and the Airport Improvement Program Sponsor Assurances, the owner or operator of any airport that has been developed or improved with federal grant assistance or conveyances of federal property assistance is required to operate the airport for the use and benefit of the public and to make it available for all types, kinds, and classes of aeronautical activity. The Surplus Property Act of 1944 (as amended by 49 U.S.C., §§ 47151-47153) contains a parallel obligation under its terms for the conveyance of federal property for airport purposes (collectively, the "Federal Obligations").

The Federal Obligations require the owner or operator of an airport to make its facilities available for public use for aeronautical activities. The business terms imposed on those who use KCIA and its services must be reasonable and applied without unjust discrimination to any licensee or lessee who has been granted a right by the airport owner or operator to offer services normally offered to aeronautical users of the airport. Key updates to meet current Federal Obligations include changes to:

- Policy statement and authority
- Self-service and prohibited activities
- Variance and rejection policy
- Facility maintenance and storage
- Aircraft maintenance in hangars
- Non-commercial flying club
- Access, badging, and escorting

Draft Supplemental Rules and Regulations Availability: The Draft Supplemental Rules and Regulations will be available for public review and comment beginning on October 9, 2024. An electronic copy of the Draft Supplemental Rules and Regulations is available at: <https://publicinput.com/Customize/File/Full/ed478952-862f-477d-a460-58c7358ac64d>. A physical copy of the Draft Supplemental Rules and Regulations is available at the KCIA Main Terminal, Administration Desk, located at 7277 Perimeter Rd. S., Suite 200, Seattle, WA 98108.

Public Meeting: A public meeting will be held in person and online to provide an opportunity for airport tenants and community members of the public to receive information on key revisions made in the Draft Supplemental Rules and Regulations and provide public comments. The in person public meeting will be held on Wednesday, October 30, 2024, 1 p.m. to 2 p.m. (Pacific Daylight Time) at the KCIA Flight Service Station, 6526 Ellis Ave S., Seattle, WA 98108. The online public meeting will be held on Wednesday, October 30, 2024, 5 p.m. to 6 p.m. (Pacific Daylight Time) via Zoom Webinar. Register for the online event here: <https://web.zoom.us/join/4213>. No decisions on the Draft Supplemental Rules and Regulations will be made at the public meetings. Official comments on the Draft Supplemental Rules and Regulations must be submitted in writing as described under "comments" below.

Comments: Comments on the Draft Supplemental Rules and Regulations will help King County in making an informed decision about the proposed project. Written comments can be submitted by U.S. Mail to Matt Sykora, Airport Business Manager, King County Department of Executive Services – King County International Airport-Boeing Field, 7277 Perimeter Road South, Seattle WA 98108. Written comments may also be submitted through the project website at: <https://publicinput.com/4213> or via email to: kciacommunityoutreach@kingcounty.gov. Handwritten and emailed comments, as well as comments through the project website, must be received by 5 p.m. (Pacific Daylight Time) Friday, November 22, 2024 to be considered.

Lorraine Patterson-Harris

Director, Department of Executive Services



Airport Rules and Regulations and Minimum Standards Update

Notice of Intent for Minimum Standards;
Emailed to 689 KCIA contacts on October 8, 21, and 28, 2024.

Title/KCIA Notice of Intent: Minimum Standards



NOTICE OF PROPOSED ADMINISTRATIVE RULE AND OPPORTUNITY TO COMMENT

The director of King County's Department of Executive Services (DES), acting under the authority of King County Code sections 2.98 and 15.12.010, proposes adopting a rule concerning the establishment of Minimum Standards providing minimum qualifications and standards for the issuance of licenses and leasehold interests for commercial aeronautical activities at King County International Airport-Boeing Field (KCIA).

In accordance with the Airport and Airway Improvement Act of 1982, 49 United States Code (U.S.C.) § 47101, et seq., and the Airport Improvement Program Sponsor Assurances, the owner or operator of any airport that has been developed or improved with federal grant assistance or conveyances of federal property assistance is required to operate the airport for the use and benefit of the public and to make it available for all types, kinds, and classes of aeronautical activity. The Surplus Property Act of 1944 (as amended by 49 U.S.C., §§ 47151-47153) contains a parallel obligation under its terms for the conveyance of federal property for airport purposes (collectively, the "Federal Obligations").

The Federal Obligations require the owner or operator of an airport to make its facilities available for public use for aeronautical activities. The business terms imposed on those who use KCIA and its services must be reasonable and applied without unjust discrimination to any licensee or lessee who has been granted a right by the airport owner or operator to offer services normally offered to aeronautical users of the airport. Key updates to meet current Federal Obligations include changes to:

- Policy statement and exclusive rights
- Agreements and amendments
- Commercial Operator Permit requirements
- Leased premises and security
- Personnel and hours of operation
- Licenses and certifications
- Independent operators

Draft Minimum Standards Availability: The Draft Minimum Standards will be available for public review and comment beginning on October 9, 2024. An electronic copy of the Draft Minimum Standards is available at: <https://publicinput.com/Customize/Full/1686008e-1159-4d41-a6f1-006739a7a192>. A physical copy of Draft Minimum Standards is available at the Airport Administration Reception desk, located at KCIA Main Terminal, Administration Desk, located at 7277 Perimeter Rd. S., Suite 200, Seattle, WA 98108-3644.

Public Meeting: A public meeting will be held in person and online to provide an opportunity for airport tenants and community members of the public to receive information on key revisions made in the Draft Minimum Standards and provide public comments. The in person public meeting will be held on Wednesday, October 30, 2024, 1 p.m. to 2 p.m. (Pacific Daylight Time) at the KCIA Flight Service Station, 6526 Ellis Ave S., Seattle, WA 98108. The online public meeting will be held on Wednesday, October 30, 2024, 5 p.m. to 6 p.m. (Pacific Daylight Time) via Zoom Webinar. Register for the online event here: https://us02web.zoom.us/join/zoom/register/WN_HkqWli_mQNu4E4AdiQFUCQ. No decisions on the Draft Minimum Standards will be made at the public meetings. Official comments on the Draft Minimum Standards must be submitted in writing as described under "comments" below.

Comments: Comments on the Draft Minimum Standards will help King County in making an informed decision about the proposed project. Written comments can be submitted by U.S. Mail to Matt Sykora, Airport Business Manager, King County Department of Executive Services – King County International Airport-Boeing Field, 7277 Perimeter Road South, Seattle WA 98108. Written comments may also be submitted through the project website at: <https://publicinput.com/v4213> or via email to kciacommunityoutreach@kingcounty.gov. Handwritten and emailed comments, as well as comments through the project website, must be received by 5 p.m. (Pacific Daylight Time) Friday, November 22, 2024 to be considered.

Lorraine Patterson-Harris
Director, Department of Executive Services



Airport Rules and Regulations and Minimum Standards Update

Instagram post;

Published on October 17, 2024



kingcountyairport



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kingcountyairport KCIA is updating Airport Rules and Regulations and Minimum Standards documents to ensure safety in the overall operation, management, and... more

October 17

Instagram post;

Published on October 21, 2024



kingcountyairport



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kingcountyairport Join us at the Draft Airport Rules and Regulations and Minimum Standards Airport Tenant and Community Meeting (in person and online) on Oct. 30. Meeting info and registration are available here: publicinput.com/u4213

October 21



Airport Rules and Regulations and Minimum Standards Update

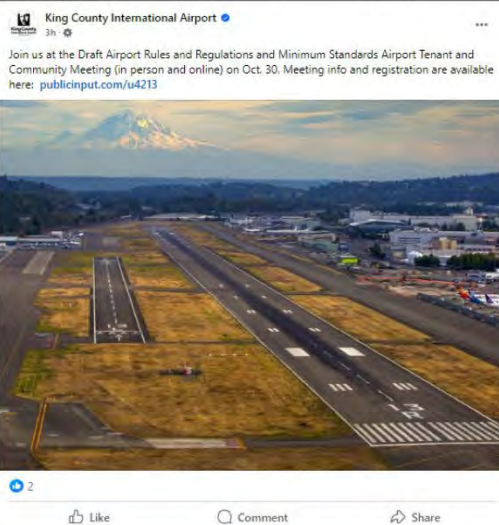
Facebook

post;
Published on
October 17,
2024



Facebook

post;
published on
October 21,
2024





Airport Rules and Regulations and Minimum Standards Update

Notice of Extension of Public Comment Period for Rules and Regulations; Published in Daily Journal of Commerce print edition (November 8, 2024)

DAILY JOURNAL OF COMMERCE ADVERTISING PROOF

Date: 11/08/2024
Adnum: 433373
Custid: 6735

Customer: KING COUNTY INTERNATIONAL AIR.
Ad Title: Rules and Regulations
Lines: 102

NOTICE OF EXTENSION OF PUBLIC COMMENT PERIOD CONCERNING PROPOSED ADMINISTRATIVE RULE

The director of King County's Department of Executive Services (DES) is extending the public review and comment period for a proposed rule concerning the establishment of Supplemental Rules and Regulations providing standards for facility maintenance and storage and access, badging, and escorting for commercial aeronautical activities at King County International Airport-Boeing Field (KCIA).

Under federal law, the owner or operator of any airport that has been developed or improved with federal grant assistance or conveyances of federal property assistance is required to operate the airport for the use and benefit of the public and to make it available for all types, kinds, and classes of aeronautical activity. Federal law requires the owner or operator of an airport to make its facilities available for public use for aeronautical activities. The business terms imposed on those who use KCIA and its services must be reasonable and applied without unjust discrimination to any licensee or lessee who has been granted a right by the airport owner or operator to offer services normally offered to aeronautical users of the airport. Key updates to meet current federal obligations include changes to:

- Policy statement and authority
- Self-service and prohibited activities
- Variance and rejection policy
- Facility maintenance and storage
- Aircraft maintenance in hangars
- Non-commercial flying club
- Access, badging, and escorting

Extension of Public Comment Period: On October 9, 2024, DES made available for public review the Draft Supplemental Rules and Regulations and set a November 22, 2024 deadline for submitting written comments. In response to community interest, DES is extending the public comment period. An electronic copy of the Draft Supplemental Rules and Regulations is available at <https://publicinput.com/CustomerFile/Fulltext418952-824411d-4d90-89c7258ac64d>. A physical copy of the Draft Supplemental Rules

and Regulations is available at the Airport Administration Reception desk, located at KCIA Main Terminal, Administration Desk, located at 7277 Perimeter Rd. S., Suite 200, Seattle, WA 98108-3844. Written comments can be submitted by U.S. Mail to Matt Sykora, Airport Business Manager, King County Department of Executive Services - King County International Airport-Boeing Field, 7277 Perimeter Road South, Seattle WA 98108. Written comments may also be submitted through the project website at <https://publicinput.com/433373> or via email to kingcountyreach@kingcounty.gov. Handwritten and emailed comments, as well as comments through the project website, must be received by 5 p.m. (Pacific Daylight Time) Tuesday, December 31, 2024 to be considered.

Lorraine Patterson-Harris
Director, Department of Executive Services

Date of first publication in the Seattle Daily Journal of Commerce, November 12, 2024.
11/19/433373



Airport Rules and Regulations and Minimum Standards Update

Notice of Extension of Public Comment Period for Minimum Standards; Published in Daily Journal of Commerce print edition (November 8, 2024)

DAILY JOURNAL OF COMMERCE ADVERTISING PROOF

Date: 11/08/2024
Adnum: 433372
Custid: 6735

Customer: KING COUNTY INTERNATIONAL AIR.
Ad Title: Minimum Standards
Lines: 68

NOTICE OF EXTENSION OF PUBLIC COMMENT PERIOD CONCERNING PROPOSED ADMINISTRATIVE RULE

The director of King County's Department of Executive Services (DES) is extending the public review and comment period for a proposed rule concerning the establishment of Minimum Standards providing minimum qualifications and standards for the issuance of licenses and leasehold interests for commercial aeronautical activities at King County International Airport-Boeing Field (KCIA).

Federal law requires the owner or operator of an airport to make its facilities available for public use for aeronautical activities. The business terms imposed on those who use KCIA and its services must be reasonable and applied without unjust discrimination to any licensee or lessee who has been granted a right by the airport owner or operator to offer services normally offered to aeronautical users of the airport. Key updates to meet current federal obligations include changes to:

- Policy statement and exclusive rights
- Agreements and amendments
- Commercial Operator Permit requirements
- Leased premises and security
- Personnel and hours of operation
- Licenses and certifications
- Independent operators

Extension of Public Comment Period: On October 9, 2024, DES made available for public review the Draft Minimum Standards and set a November 22, 2024 deadline for submitting written comments. In response to community interest, DES is extending the public comment period. An electronic copy of the Draft Minimum Standards is available at: <https://publicinput.com/Custom/Files/Pull/ReadRuleFile?id=1401>.

Public Release: A physical copy of Draft Minimum Standards is available at the Airport Administration Reception desk, located at KCIA Main Terminal, Administration Desk, located at 12711 Perimeter Rd. S., Suite 200, Seattle, WA 98108-3844. Written comments can be submitted by U.S. Mail to Matt Sykora, Airport Business Manager, King County Department of Executive Services – King County International Airport-Boeing Field, 12711 Perimeter Road South, Seattle

WA 98108. Written comments may also be submitted through the project website at <https://publicinput.com/4212> or via email to: kciacomcommunityoutreach@kingcounty.gov. Handwritten and emailed comments, as well as comments through the project website, must be received by 5 p.m. (Pacific Daylight Time) Tuesday, December 31, 2024 to be considered.

Lorraine Patterson-Harris
Director, Department of Executive Services

Date of first publication in the Seattle Daily Journal of Commerce, November 12, 2024.
11019(433372)



Airport Rules and Regulations and Minimum Standards Update

Notice of Extension of Public Comment Period; Published in Seattle Times print edition (November 12, 2024)

King County International Airport Boeing Field

NATION & WORLD

Japan PM vows to be tougher on misuse of funding

By NIKKI KAWAGUCHI
The Associated Press

TOKYO — Japan Prime Minister Shinzo Abe vowed Monday to be tougher on misuse of public funds after he was re-elected by parliament.

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Prime Minister Shinzo Abe and his coalition partners won a decisive victory in the 465-seat House of Representatives.

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Take a trip back in time.

Explore Northwest history with our searchable online archive, featuring more than 80 years of pages from The Seattle Times.

The Seattle Times HISTORICAL ARCHIVE

www.seattletimes.com/historicalarchive

PUBLIC NOTICES

To place a legal notice call 206-465-4612 or email legal@seattletimes.com

Public Notice	Public Notice	Public Notice	Public Notice	Request for Proposal
<p>Public Notice</p> <p>NOTICE OF PUBLIC HEARING FOR THE PROPOSED AMENDMENT TO THE KING COUNTY INTERNATIONAL AIRPORT BOEING FIELD RULES AND REGULATIONS AND MINIMUM STANDARDS UPDATE.</p> <p>The King County International Airport Boeing Field Rules and Regulations and Minimum Standards Update is a proposed amendment to the existing rules and regulations and minimum standards that govern the use of the King County International Airport Boeing Field. The proposed amendment is intended to update the rules and regulations and minimum standards to reflect current industry practices and standards, and to ensure the safety and security of the airport and the surrounding community.</p> <p>The proposed amendment is being presented to the public for comment and input. The public hearing will be held on November 12, 2024, at 10:00 AM, at the King County International Airport Boeing Field, 10000 International Blvd, Seattle, WA 98148. The public hearing will be open to the public and will be held in a public hearing room. The public hearing will be held in a public hearing room. The public hearing will be held in a public hearing room.</p> <p>Comments and input from the public will be accepted until November 19, 2024. Comments and input from the public will be accepted until November 19, 2024. 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TO PLACE A LEGAL NOTICE, CALL 206-465-4612 OR EMAIL legal@seattletimes.com



Airport Rules and Regulations and Minimum Standards Update

Notice of Extension of Public Comment Period; Published in Seattle Times print edition (November 13, 2024)

94 Sports | **The Seattle Times** | WEDNESDAY, NOVEMBER 13, 2024

SOUNDERS

Leyva keeping intensity high as Sounders prep for LAFC

Midfielder helps energize club as key players absent for FIFA break.

BY JACOB RAKINS

Seattle Times Staff Writer

RENTON — The Sounders

are preparing for the

upcoming season with

intensity and focus.

Midfielder

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LAFC.

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The image shows a newspaper page with the heading "PUBLIC NOTICES" in a bold, black box at the top. Below this, the page is divided into several columns of dense, small text. In the center of the page, there is a large, white rectangular area that appears to be a placeholder or a redacted section. At the bottom of the page, there are two small, dark rectangular boxes containing text, likely related to the public comment period mentioned in the adjacent text block.