

# *KCIA Draft Master Plan and SEPA Environmental Impact Statement NEPA Environmental Assessment*

*FAA accepted the KCIA Master Plan, Fall 2001  
FAA Approved the Airport Layout Plan, March 2002*



Executive Office Briefing

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# *KCIA Draft Master Plan and SEPA/EIS and NEPA/EA*

- Part 1 - KCIA Introduction
- Part 2 - Draft KCIA Master Plan
- Part 3 - Draft SEPA/EIS and NEPA/EA
- Part 4 - Draft Conclusions

## *Part 1 - KCIA Introduction*

- 594 acre site, five miles south of downtown Seattle, 17 feet above mean sea level
- 290,000 Annual Operations (2001)
- 375,000 Annual Operations (2000)
  - Arrivals and Departures
- Two runways: 10,000' x 200' and 3,710' x 100'
- 479 Based Aircraft
- 150 Tenant Businesses

# *Part 1 - KCIA Aviation Business Activity*

- Aviation operations
  - General aviation and Corporate aircraft
  - Boeing Company, Flight Center, Galvin, Wings Aloft
  - Military Flight Center and military flights
  - Air cargo - UPS, BAX, Airborne, Ameriflight, Airpac, etc.
  - Med-Evac, Airlift Northwest
  - AeroCopter, Airlift Northwest, Classic Helicopters
- Passenger Service
  - Helijet, North Vancouver Air, San Juan Airlines, Charter Services
- Flight Schools
  - Aeroflight, American Flyer, Aviation Training, Classic Helicopter, Galvin Flying Service, Wings Aloft

## *Part 1 - KCIA Direct and Indirect Economic Impacts*

- 4,078 people employed directly at KCIA in 1998.
  - 2,400 in aerospace,
  - balance in air transportation industries, other industrial sectors, and government agencies
  - Revenues of \$976 million and labor income of \$187 million.
  - Indirect job creation is 6,518 in King County, labor income increases by \$362 million

## *Part 2 - Purpose*

### *Draft KCIA Master Plan*

- Inventory of on-airport facilities
- Review and forecasts of aviation activity (base year 1994 and updates, including Part 150)
- Airport capacity analysis and facility requirements
- Identify airport improvements & financial plan
- Guide development & phasing of KCIA assets

## *Part 2 - Inventory of Airport Facilities*

- Airside Facilities
  - Runways
  - Taxiway and ramp system
  - Other
- Landside Facilities
  - Aircraft facilities
  - Industrial aviation facilities
  - Air cargo facilities
  - Terminal facilities
  - Other

## *Part 2 - Activity Demand Forecasts*

### *Aviation Demand Forecast*

- Previous/ revised forecast summaries
- General aviation forecasts
- Military activity
- Air cargo
- Aerospace activity
- Passenger activity
- Air taxi activity
- Forecasts by aircraft type
- Peak period forecast
- Critical aircraft analysis

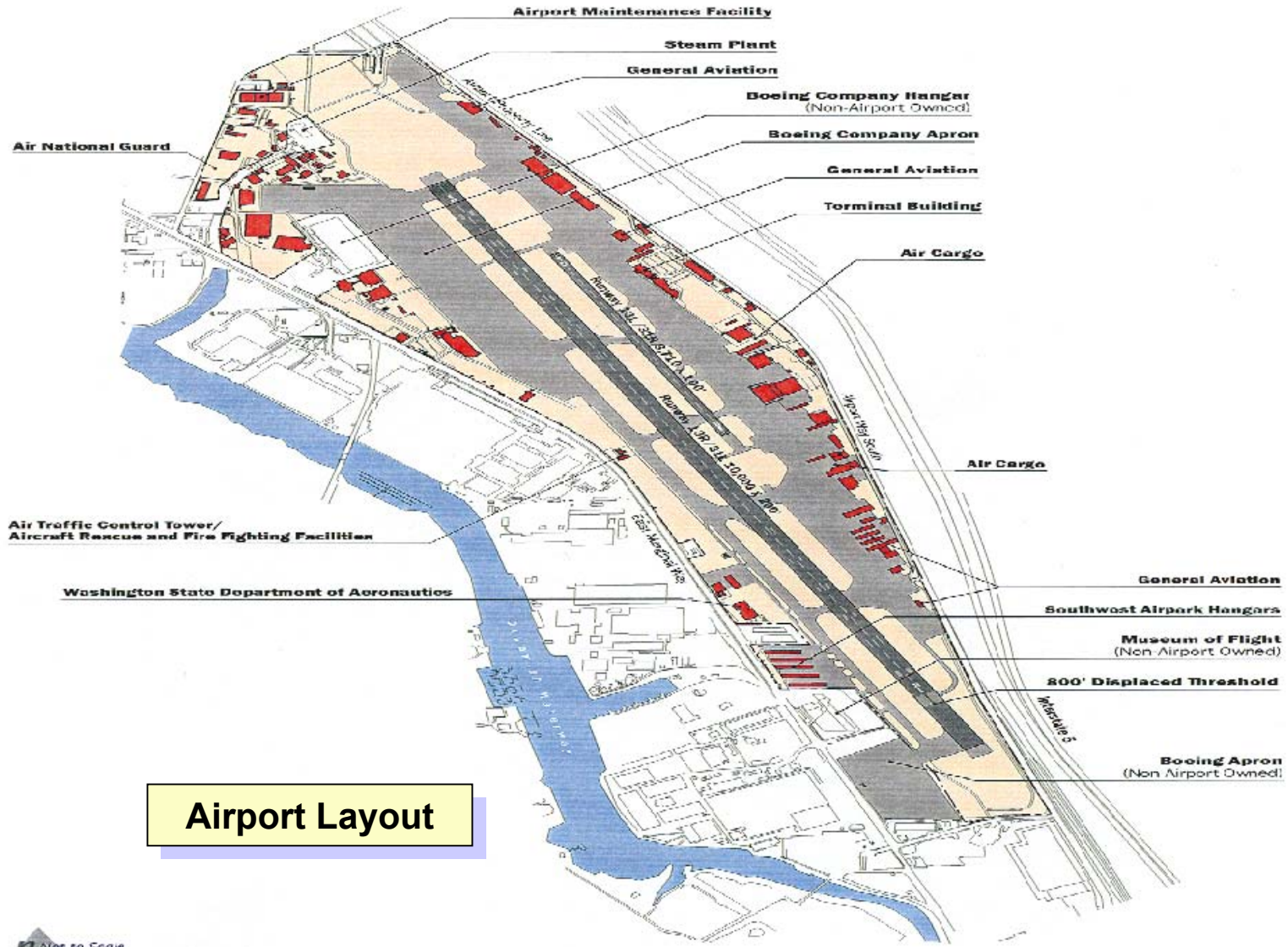
### *Airfield Demand Forecast*

- Airfield capacity analysis
- Facility requirements
  - Airside facilities
  - Landside facilities
  - Support facilities
- Environmental conditions
- Air Traffic Control Tower



## *Part 2 - Draft Master Plan General Recommendations*

- Mix of aircraft to remain the same
- Mix of tenants to remain the same
- No expansion in capacity, although modest operations increase over time
- Capital improvements program



**Airport Layout**

1" Not to Scale

Figure A1 Existing Airport Layout

## *Part 2 - Draft Airfield Development Recommendations*

- Maintain runway capacity, orientation, and length
- Improve runway dimensional criteria-safety areas
- Improve instrument approach capabilities
- Improve taxiway system
- Improve helipads

## *Part 2 - Draft West Landside Development Recommendations*

- Industrial aviation - Maintain Boeing Company and other industrial activity
- Museum of Flight expansion
- General aviation Lots 13/14
- Redevelop former state aero-site
- Maintain and upgrade FAA & Air Traffic Control
- Maintain Northwest development area - Garden Center, National Guard, KCIA Maintenance Shops
- Ground run-up enclosure

## *Part 2 - Draft East Landside Development Recommendations*

- Small general aviation at north & south field
- Large general aviation and corporate FBOs mid-field
  - Air cargo
  - Passenger use areas
- Airport terminal building

## *Part 2 - Capital Implementation Program*

- Runway improvements
  - Runway Shift
  - 13L-31R Overlay and 13R-31L Resurfacing
  - Improved navigation aids
- Terminal Building remodel
- Stormwater drainage system improvements
- Ground run-up enclosure
- Water system upgrades
- Air Traffic Control and ARFF Upgrades

## ***Part 3 - Draft SEPA/EIS & NEPA/EA for Draft KCIA Master Plan***

- Purpose and Need
  - Achieve runway safety area (RSA) compliance (with FAA regulations) while maintaining the airport's existing operational capacity
  - Satisfy existing and future aviation demand in a safe and efficient manner

## *Part 3 - Draft SEPA/EIS & NEPA/EA Alternatives Considered for RSA*

- Achieve runway safety area (RSA) compliance (with FAA regulations) while maintaining the airport's existing operational capacity
  - A-1 Develop the necessary dimensions from the existing threshold (relocate I-5/Airport Way
  - A-2 Shift the runway 880 feet to the north (Shifted Runway) with full operation
  - A-3 Shift the runway 880 feet to the north (Shifted Runway) with special use area 13R procedures
  - A-4 Without Master Plan, do nothing



## *Part 3 - Draft SEPA/EIS & NEPA/EA Alternatives Considered for Demand*

- Satisfy existing and future aviation demand in a safe and efficient manner
  - D-1 Use other modes of transportation
  - D-2 Use other airport
  - D-3 Activity or demand management
  - D-4 Alternatives at KCIA,  
including community alternative
  - D-5 Without Master Plan, do nothing

## *Part 3 - Draft SEPA/EIS & NEPA/EA Preferred Alternative-Balanced Use*

- Preferred Master Plan alternative
  - A-3 Shift the runway 880 feet to the north to maintain 10,000' feet, with special use area 13R procedures
  - Mix of aircraft to remain the same
  - Mix of tenants to remain the same
  - No expansion in capacity, modest operations increase

## *Part 4 - Draft SEPA/EIS & NEPA/EA Environmental Consequences Conclusions*

- Consistency with Federal, State and Local Plans and Policies
  - Master Plan Preferred Alternative is consistent with Federal, State and Local Plans and Policies
- Adverse Environmental Impacts and Mitigation Commitments
  - Master Plan Preferred Alternative is not expected to result in a significant adverse effect on any resource with the exception of the possible vibration effect on the Georgetown Steam Plant windows (MOA 106 Consultation with City of Seattle on windows)

## *Part 4 - Draft SEPA/EIS & NEPA/EA Environmental Consequences Conclusions*

- Short-term Uses and Long-term productivity and Irreversible and Irretrievable Commitment of Resources
  - There would not be a loss of natural environment through implementation of the Master Plan recommendations.
  - There would be no long-term loss of productivity
  - There would be no irreversible and irretrievable commitment of resources
- US Fish and Wildlife Service
  - Concurrence with determinations of “no effect” and “not likely to adversely affect” bald eagles and bull trout

# *Questions and Thank You*

