

## 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 Trimborn (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	Duwamish River Cleanup Coalition (DRCC)	Community group
18	Duwamish 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

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2	John La Porta
3	David Tennesen