



7277 Perimeter Road S., Seattle WA 98108

Meeting: Roundtable Advisory Committee

Date: July 14, 2025

Time: 5 - 6:30 p.m.

Location: Conference Room 110, Airport Terminal Building, Zoom Webinar

Time	Topic	Lead
5 p.m.	Welcome	Erik Utter
5:05 p.m.	Roll Call	Ayako Shapiro
5:10 p.m.	Approve Last Month's Meeting Minutes	Erik Utter
5:12 p.m.	Public Comment	Erik Utter
5:22 p.m.	Housekeeping <ul style="list-style-type: none">• New Meeting Format• August Meeting• Roundtable Member Highlight	Ayako Shapiro
5:30 p.m.	Presentations <ul style="list-style-type: none">• Vision 2045 Airport Plan Alternatives Development Process and Next Steps• Insurance Requirement• Parcel Update – Community Engagement	KCIA staff
6:00 p.m.	Discussion <ul style="list-style-type: none">• Advocacy for RNAV Procedure (Presented in June 2025)• Vision 2045 - PAC Meeting No.6• Parcel Update (Presented May – July 2025)	Erik Utter
6:15 p.m.	Airport Staff Report and Updates	KCIA Staff
6:20 p.m.	Roundtable Chair Report	Erik Utter
6:25 p.m.	New Business	Erik Utter
6:30 p.m.	Adjourn	Ayako Shapiro

Roundtable members

Name	Representing
Erik Utter	Renton/ Kent/ South King County
Ali Lee	Magnolia/ North Seattle
Brian Algiers	Labor (SPEEA)
Dalan Angelo *	Rainier Valley
Matt Hayes	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
Ken Moninski	Off-site Business
Evan Nelson	Small General Aviation
Takashi Nelson	FAA (ex-officio)
Guido Perla	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Kelly Ronan-Hafner	West Seattle
Ryan Tomasich *	Boeing Company
Velma Veloria	Beacon Hill
<i>Vacant</i>	South Park

- These members are non-voting and do not count towards a quorum.



Department of Executive Services -- Airport Division
Roundtable Meeting Minutes for June 9, 2025

Meeting called to order by Erik Utter at 5:05 p.m.

Welcome was led by Erik Utter (Roundtable Chair).

Roll Call was led by Ayako Shapiro (PRR). The Roundtable had a quorum.

The Roundtable approved May 2025 meeting minutes by unanimous consent.

Public comments

- John La Porta sent an email to be included in the public comment. The email is attached to the meeting minutes.

Housekeeping

- Introduce Roundtable Member Highlight (Jenny Thacker, PRR)
 - Jenny Thacker introduced the Roundtable Member Highlight, sharing that if anyone is interested in contributing, they should email Jenny or Ayako Shapiro (PRR) with their highlight.
 - Jenny shared that several people have had trouble accessing their King County email. I King County is working on an instruction sheet that will be sent out to the Roundtable following the meeting.

Chair Updates (Erik Utter, Chair)

- Vision 2045 Subcommittee Report Out
 - Erik Utter shared that there is nothing new to report out, as the subcommittee has not had their first meeting yet.
- Rules and Regulations and Airport Minimum Standards Subcommittee Report Out
 - Erik Utter shared that the updated Rules and Regulations and Airport Minimum Standards document and related comments are posted on the KCIA website under [Planning](#). He asked everyone, specifically subcommittee members, to review the document. In the next two weeks, Erik will ask the subcommittee to review the updates in preparation for the subcommittee meeting.

Airport Updates

- Land Use Compatibility Presentation (David Ison, WSDOT Aviation Division)
 - David Ison gave a presentation on land use compatibility as it relates to both Washington State and Federal regulations. The presentation focused on how land use around airports should be managed to minimize conflicts and ensure safety and operational efficiency.
- Land Use Compatibility Discussion
 - Erik Utter asked if the FAA requires cities or counties to actively discourage incompatible land uses near airports. Specifically, how are local jurisdictions expected to

implement such requirements? If they fail to comply, could this put FAA grant assurances at risk?

- David Ison explained that the FAA typically only intervenes in land use matters if an airport has violated its grant assurances. If an airport has not accepted FAA grant funding and therefore has no associated obligations, the FAA does not have legal authority to enforce land use compatibility. As a result, addressing incompatible land use becomes a case-by-case issue, dependent on the specific circumstances and whether grant assurances are in place.
- Erik Utter asked if the City of Seattle has ultimate authority to allow or disallow a building height or permit at a certain height adjacent to the airport.
 - David Ison responded that yes, the City of Seattle does have ultimate authority, assuming the City controls the zoning and land use regulations in that area.
- Erik Utter asked whether, if Form 7460 is submitted to FAA and if the structure is deemed a hazard, would the airport still be compliant?
 - David Ison responded that if a structure is deemed a hazard—particularly at a major airport like Sea-Tac—the FAA is likely to get involved. A similar response could be expected for KCIA. In such cases, the FAA may request a mitigation strategy. This could involve negotiating the building’s height or dimensions, or ensuring it meets FAA painting and lighting requirements. The FAA may notify local jurisdictions by sending letters to inform various parties of the proposed hazard and its potential implications for aviation safety.
- Holly Krejci (Georgetown) asked in the meeting chat: *How frequently do the parameters of the FAA zones change?*
 - David Ison answered that the FAA does not control compatibility zones. Those are developed by WSDOT according to Washington State guidelines. They were first developed in 1996 and have not changed significantly since then.
- Mark McIntyre (Corporate Aviation) said that while reviewing the meeting packet, he thought about the airport’s property acquisitions and how that relates to community concerns about more flights and possible airport expansion. He explained that it makes sense for the FAA to keep airspace around runways clear to avoid obstructions. He said that if the airport had not acquired certain properties and a large building had been constructed instead, it could have pushed arriving aircraft to fly higher over Georgetown, increasing noise impacts in the community. Currently, the loudest aircraft noise is centered over the runway during climb-out.
- Ken Moninski (Off-site Business) asked whether the Growth Management Act has legal authority over aviation impacts and land use around airports. He noted that it heavily influences land use decisions and wondered if buying surrounding land is the airport’s best option to manage compatibility.
 - David Ison responded that the Growth Management Act is the strongest legal basis for promoting compatible land use near airports. Cities and counties are expected to protect airports from incompatible development. Owning nearby land is often the most effective way for an airport to ensure compliance.
- Holly Krejci (Georgetown) commented that the airport talks about land use compatibility as a safety issue, which everyone supports. However, people are concerned that the airport is expanding into neighborhoods by buying land. She questioned whether buying land is the best way to improve safety, especially since Georgetown homes and

- businesses were there before the airport. She also raised concern that airport growth is being prioritized over protecting a historic neighborhood. She asked:
- What's the best way to ensure safety for both pilots and residents?
 - What other tools can be used instead of buying more land?
 - What properties does the airport plan to buy next in Georgetown north, east, and west)?
 - Can the airport share a map of future purchases?
 - What does the airport lose if it doesn't buy those properties?
- Erik Utter requested an update on the parcel purchase.
 - John Parrott (KCIA) shared that Gil White (King County) would be best person to give an update on the parcel purchase. He shared that they have made an offer and are discussing environmental factors to ensure due diligence. He believes the property has not been purchased but is in the process of being purchased.
 - Erik Utter (Chair) opened the floor to other discussions around the parcel and invited Laura Carney and Heather Carney, representatives from the Georgetown Community Council, to ask questions and share their concerns.
 - Ali Lee (Magnolia/North Seattle) asked if the Georgetown parcel is owned by WSDOT.
 - David Ison (WSDOT) replied that WSDOT Aviation doesn't own the parcel. If it were WSDOT property, it would be handled by their real estate division, not aviation.
 - Heather Carney (Georgetown Community Council) shared she lives in the Georgetown neighborhood and wants the community and the Airport to discuss potential uses for the parcel. She invited Airport staff to present about it at a future meeting.
 - John Parrott (KCIA) agreed that the airport and neighborhood groups should collaborate on identifying a compatible land use for the parcel. He shared that there are no development plans, but there is a preference not to put a building on the parcel.
 - Laura Wright (Georgetown Community Council) asked two main questions: If the airport won't allow multi-story housing on the parcel, does that go against the One Seattle plan, which aims to increase urban density in the area? If the airport buys the land, what kind of commitment will there be to use the space in a way that benefits the neighborhood—not just allowing people to access it?
 - John Parrott responded that in regard to the One Seattle plan, the airport's main responsibility is to protect airspace, not to promote urban density. He added that there have been no real discussions yet about what the parcel would be used for. While the airport can't give away land, it could lease it or use it in a way that aligns with both airport needs and community interests.
 - Holly Krejci (Georgetown) asked what uses are allowed on the parcel, and what is mutually compatible?
 - David Ison shared that because the parcel is classified as Zone 1, residential uses would not be allowed. Additionally, the airport would want to avoid uses which may cause birds to be present on the runway. Uses like fairgrounds or stadiums would not be compatible. Automotive-related uses such as parking or storage would be an option as well as some retail and green spaces.

- Jenny Thacker repeated her understanding that the Airport has expressed a desire to work with the community to understand what is mutually compatible, but the purpose of today's presentation was to provide context about land use compatibility first.
- Updated Rates, Charges and Fees (Matt Sykora, KCIA)
 - Matt Sykora referenced the meeting packet and shared proposed changes to the airport's rate and fee structure. He said that most of the airport's money comes from rents. The goal is to spread out fees more fairly among all users of the airfield—not just people who keep planes there—to create a more balanced and diverse revenue stream.
 - Erik Utter (Chair) asked when these changes would take effect.
 - Matt explained the changes are part of the regular city budget process and won't start until 2026. They also need City Council approval and will go through a public comment period before they are finalized.
- Insurance Requirements (Matt Sykora, KCIA)
 - Matt Sykora shared that the airport has received many questions related to insurance requirements for general aviation agreements. To help clarify, someone from the airport's risk management team will attend a future meeting—likely in July. Matt said he has asked the team to create an insurance matrix that lists business types alongside standard insurance requirements for each—similar to what other airports use. The goal is to make the matrix easy to read, simple to update when insurance limits change, and a quick reference for airport users and businesses.

New Business

- RNAV (Aviation Navigation): Mark McIntyre requested a discussion on prioritizing the RNAV (Area Navigation) approach over the ILS (Instrument Landing System) approach at King County International Airport. The current ILS approach routes aircraft over the Magnolia neighborhood, while the RNAV route would direct flights over Elliott Bay, closer to the shoreline and away from residential areas. Prioritizing RNAV would could help reduce aircraft noise and emissions impacting Magnolia. Since pilots can choose their approach, Mark suggested increasing awareness of the RNAV option. One possible method is to include the RNAV approach on the ATIS (Automated Terminal Information System), which provides key flight information to pilots. Mark shared this idea with FAA leadership at KCIA, who encouraged him to seek consensus from the Roundtable. If there is agreement, a formal letter of support could be submitted to the FAA.
- Mark McIntyre formally requested that the Roundtable entertain a motion to compose and submit a letter requesting the RNAV approach be prioritized and included on ATIS recordings.
 - Erik Utter (Chair) clarified that the RNAV approach is designed to reduce neighborhood noise and involves a turn to move traffic away from neighborhoods.
 - Stephen Ratzlaff (Pilots' Association) shared support for the motion.
- Holly Krejci asked if this approach only impacts Magnolia.
 - Erik Utter clarified that RNAV would realign planes over Elliott Bay, therefore there is no change besides impacts to the Magnolia area.
- Holly Krejci asked why the RNAV approach isn't already adopted.
 - Mark McIntyre shared that ILS is a 50-year-old technology that is ground-based. RNAV generally uses space-based or satellite-based navigation to generate a glide path and lateral path to the runway. While RNAV has been available for 20 years, ILS may have a greater legacy and therefore is the approach most people default to. He shared that

adopting RNAV requires a mindset shift to prioritize an approach that is already available and can be flown by most aircraft and pilots with little to no additional expense or retraining. While RNAV has received lukewarm reception, the airport is trying to be a good neighbor, and the approach has no barriers and many benefits.

- Ken Moninski asked how many aircraft are RNAV-approved that are not using that approach, noting that RNAV is often the default at other airports.
 - Stephen Ratzlaff responded that while ILS has the lowest weather minimums and is often seen as the better option, RNAV uses more advanced technology. He added that pilots tend to stick with ILS out of habit, even when RNAV might be a good alternative.
- Holly Krejci asked what kind of Magnolia community support a shift to RNAV would have.
 - Erik Utter shared that as early as the beginning of the Roundtable meetings, there have been noise complaints in Magnolia. Therefore, he believes this motion would be supported by the Magnolia community.
 - Dave Decoteau shared that the Airport paid to develop this approach. The airport can't control who uses the approach, but they would like to encourage more pilots to use it.
- Ali Lee (Magnolia) asked if Mark approached the Chamber or other communities in Magnolia, and if they signed a letter of support.
 - Mark McIntyre said he has not reached out since he is relying on his familiarity with Magnolia's history and his lived experience as a resident, as well as knowledge of local community concerns.
- Jenny Thacker and Ayako Shapiro asked what kind of pushback might come from the Magnolia community regarding changes to the RNAV route.
 - Ali Lee clarified that her concerns are specifically about the RNAV route and asked which other communities it might impact. She mentioned hearing concerns from residents in the University District and North Seattle. Ali emphasized the importance of seeking broader community consensus, even if the change is generally viewed positively.
 - Mark McIntyre responded that he is open to engaging with the Magnolia community and reiterated that the intent of the RNAV route is to stay over the water as much as possible to reduce noise impacts.
 - Ali Lee expressed a desire to include public input from North Seattle communities beyond Magnolia in this discussion. She also committed to helping to connect Mark McIntyre with members of the Magnolia community.
 - Mark McIntyre and Ali Lee agreed to provide an update on the RNAV discussion at the next Roundtable.

Motion to adjourn was passed at 6:37 p.m.

Roundtable members

Name	Representing
Erik Utter	Renton/ Kent/ South King County
Ali Lee	Magnolia/ North Seattle
Brian Algiers	Labor (SPEEA)
Dalan Angelo	Rainier Valley
Matt Hayes	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
Ken Moninski	Off-site Business
Evan Nelson	Small General Aviation
Takashi Nelson	FAA (ex-officio)
Guido Perla	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Kelly Ronan-Hafner	West Seattle
Ryan Tomasich	Boeing Company
Velma Veloria	Beacon Hill
<i>Vacant</i>	South Park

Roundtable members in attendance: Erik Utter, Ali Lee, Brian Algiers, Holly Krejci, Lisa Krober, Ed Lutgen, Mark McIntyre, Ken Moninski, Evan Nelson, Takashi Nelson, Stephen Ratzlaff

Absent Roundtable members: Dalan Angelo, Matt Hayes, Morgan Kaivo, Guido Perla, Kelly Ronan-Hafner, Ryan Tomasich, Velma Veloria

King County staff in attendance: John Parrott, David Decoteau, Matt Sykora, John Parrott, Cameron Satterfield, Gil White, Derek Doell, Troy Chen, Sean Moran

Facilitators and support staff: Emily Aoki Yamashita, Ayako Shapiro, Jenny Thacker (PRR)

This meeting was attended via Zoom and in person. This meeting was recorded.

Email from John La Porta, sent Monday, June 9, 2025 and read into public comment. Copied and pasted from the original email.

Request all comments and questions submitted be read during Public comment period up to 2 minute limit before you allow any answers or comments.

1. Why did King County Management add the Minimum Standards and Rules and Regulations to May 2025 agenda without meeting the 72-hour notification requirement?
2. Why did King County Management go around Erik [Utter] and Ali [Lee], who set Roundtable meeting agenda, and go directly to meeting facilitator to add Minimum Standards and Rules and Regulations to May 2025 Airport Round Table Committee meeting agenda?
3. Why is [the] Airport Roundtable Advisory Committee subservient to King County Management?
4. Why did King County Management not inform [the] Airport Roundtable Advisory Committee they were purchasing land next to Boeing Apartments until after the purchase was in process?
5. Can purchase of property next to Boeing Apartments be placed on hold until land use is agreed upon by Airport Roundtable Advisory Committee?
6. Why did King County Management skip the hangar waitlist at KCIA and provide Rainier Flight Service (RFS) with [] a hangar at KTIW that allows up to 10 airplanes to simultaneously be in maintenance?
7. KCIA Management Chain of command. Please use as you need to.

Matt Sykora works [for] Dave Decoteau.

Dave Decoteau works for John Parrott

John Parrott works for Lorraine Patterson-Harris (lorraine.patterson-harris@kingcounty.gov(206)477-7748)

Lorraine works for Dwight Dively (dwight.dively@kingcounty.gov (206)263-9687).

Dwight works for Shannon Braddock county executive (contact information to be added).

Thank you.

John R. La Porta
Save General Aviation at King County International Airport (KBFI) LLC
20718 7th Ave. S.
Des Moines, WA 98198
Success2us@msn.com
206-595-9012



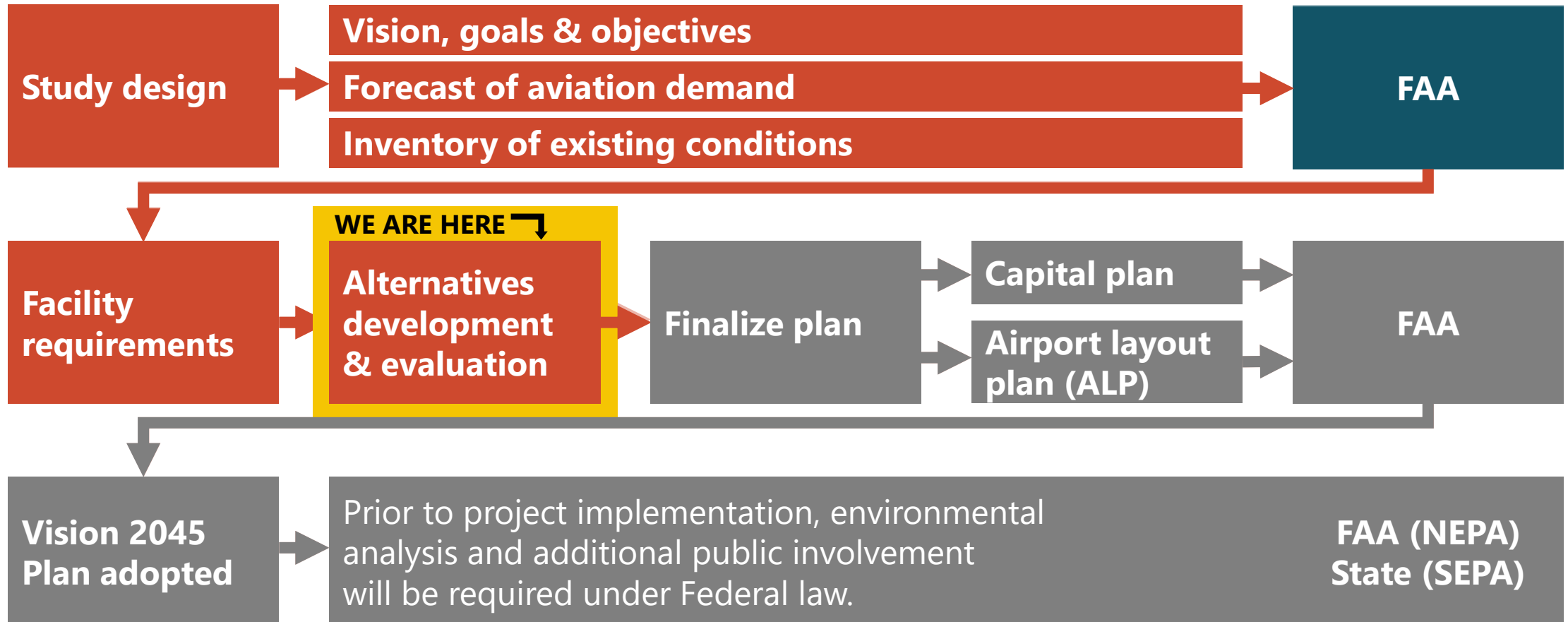
King County
International Airport
Boeing Field

KCIA Vision 2045 Update

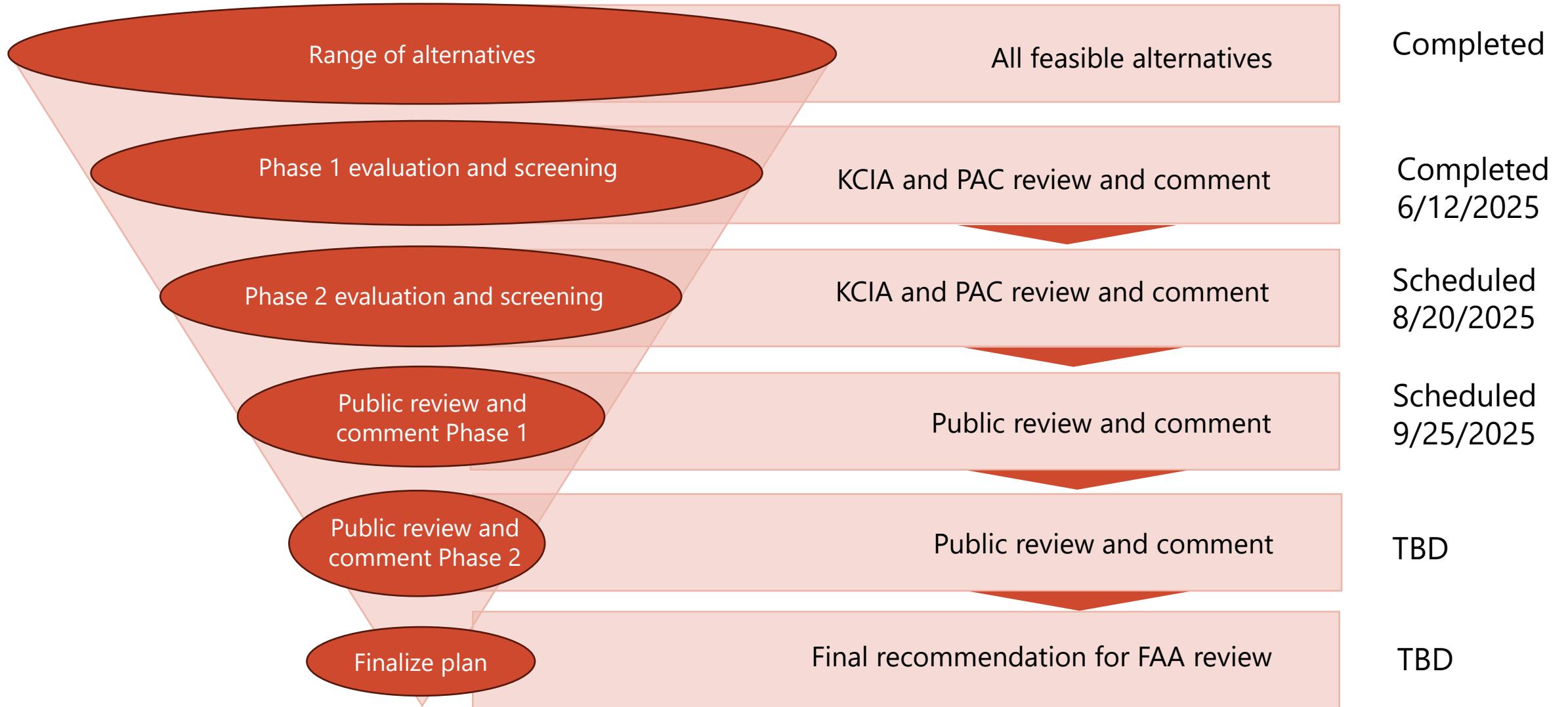
Airport Round Table Presentation

July 14th, 2025

Study process



Refining Vision 2045 alternatives



Goals

- Broad statements about what KCIA hopes to achieve through the Vision 2045 process
- Primary drivers of Vision 2045
- Analyses, alternatives, decisions evaluated against the goals

Communication

Efficiency

**Environmental
Stewardship**

Fiscal Sustainability

Land Management

Resilience

Safety

Preliminary concepts

Category	# of Concepts	Purpose
Non-Standard Airfield Conditions	3	Resolve non-standard runway to taxiway separation distances for Primary Runway
Visibility Minima Improvements	3	Improve Airport's instrument approach capabilities
Hot Spot Mitigation	2	Address remaining airfield hot spots Provide replacement small aircraft run-up areas
Terminal Apron	3	Increase usability of the terminal apron and reduce dependencies
Land Use / Airside	4	Identify additional space potential for GA aircraft, cargo, eVTOL/AAM aircraft
Multimodal	1	Identify multimodal opportunities along airport perimeter

Project Advisory Committee

- Ronan Engler, Aircraft Owners and Pilots Association
- Lisa Krober*, Allentown neighborhood representative
- Angela Castaneda, Beacon Business Alliance
- Maria Batayola, Beacon Hill Community Council
- Paul Campo, Boeing
- Armen Papyan, Councilmember, City of Tukwila
- Mia Ayala-Marshall, Duwamish River Community Coalition
- Tim House, Federal Aviation Administration
- Stephen Ratzlaff *, Friends of Boeing Field
- Debra Broz and Lizzie Schultz, Georgetown Business Association (invited)
- Randy Eatherton and Holly Krejci *, Georgetown Community Council
- Richard Jackson, IAM District 751

** Member of the Airport Roundtable*

Project Advisory Committee

- David Gudgel, Kenmore Air Express
- King County Immigrant and Refugee Commission (invited)
- Velma Veloria * and Sameth Mell, King County International Airport Community Coalition
- Eric Schneider and Matt Dill, Modern Aviation
- Chirag Vedullapalli, Office of Representative Adam Smith
- Mark McIntyre *, Pacific Northwest Business Aviation Association
- Rainier Beach Action Coalition (invited)
- Kenni Brioso, Signature Aviation
- Scott Helms, Sky Service
- Brian Algiers and Brian Anderson, Society of Professional Engineering Employees in Aerospace
- Robin Schwartz, South Park Neighborhood Association (invited)
- Morgan Kaivo *, UPS

** Member of the Airport Roundtable*

Share input with the study team



Visit the project study website

KCIPlanning.com

Email the KCIA project team

KCIACommunityOutreach@kingcounty.gov

External Relations Team Monthly Report

June 2025

Meetings & Events Attended:

1. Raisbeck High School Tour – May 7th, 2025
2. KCIACC Meeting – May 8th, 2025
3. Spring Airport Way Clean up – May 14th, 2025
4. Roosevelt High School Tour – May 29th, 2025

Upcoming Meetings & Events:

1. Beacon Hill Council Meeting – June 3rd, 2025
2. Vision 2045/Part 150 Project Advisory Committee 6 – June 12th, 2025
3. Georgetown Carnival – June 14th, 2025
4. Georgetown Community Council Meeting – June 16th, 2025

Resources:

[Vision 2045 / Part 150 Website](#)

[Projects - King County, Washington](#)

KCIA Revenues 2025

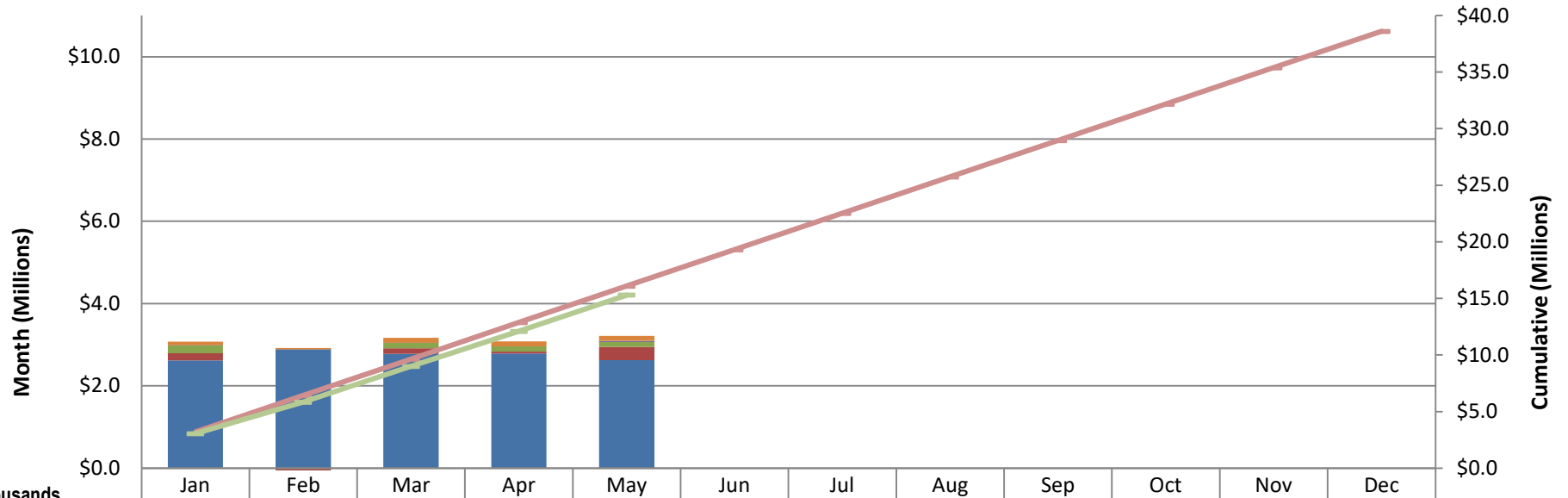


Table in Thousands

Other	88	28	120	122	121							
Transient Parking		3	2		8							
Interagency Rent	2	2	2	2	17							
Landing fees	192	-32	128	124	120							
Fuel Fees	171	-115	138	46	325							
Lease	2,619	2,884	2,777	2,788	2,624							
Cumu Budget	3,218	6,436	9,655	12,873	16,091	19,309	22,527	25,746	28,964	32,182	35,400	38,618
Cumu Total	3,072	5,843	9,010	12,093	15,308							

KCIA Expenditures 2025

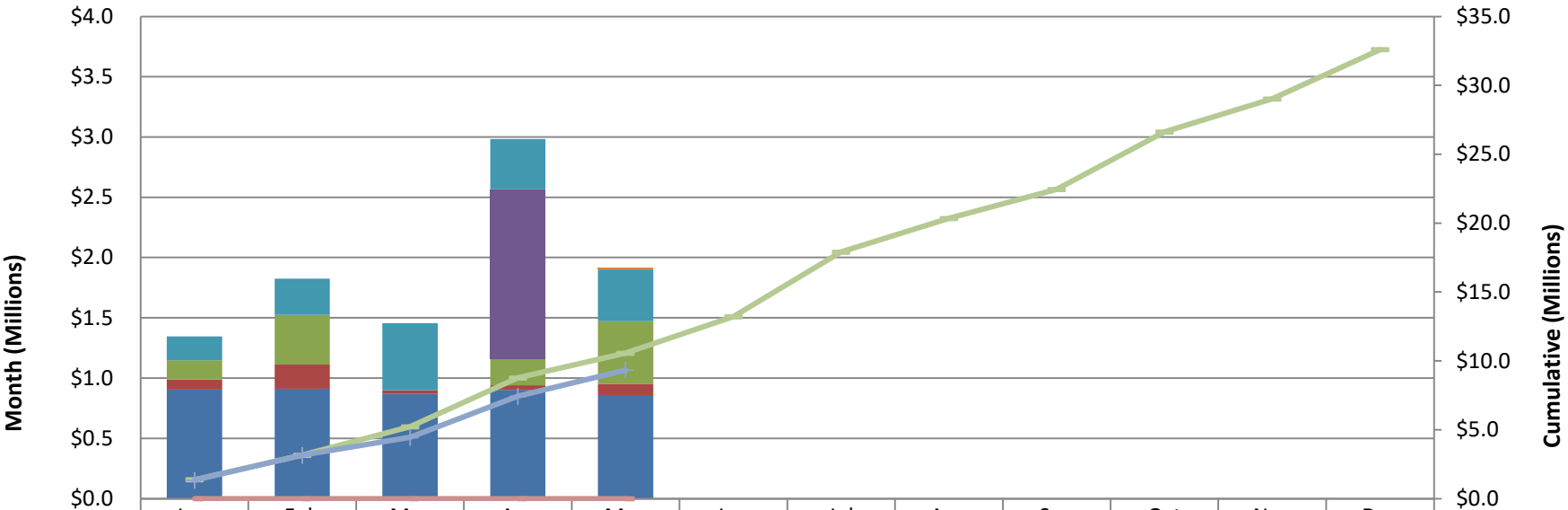
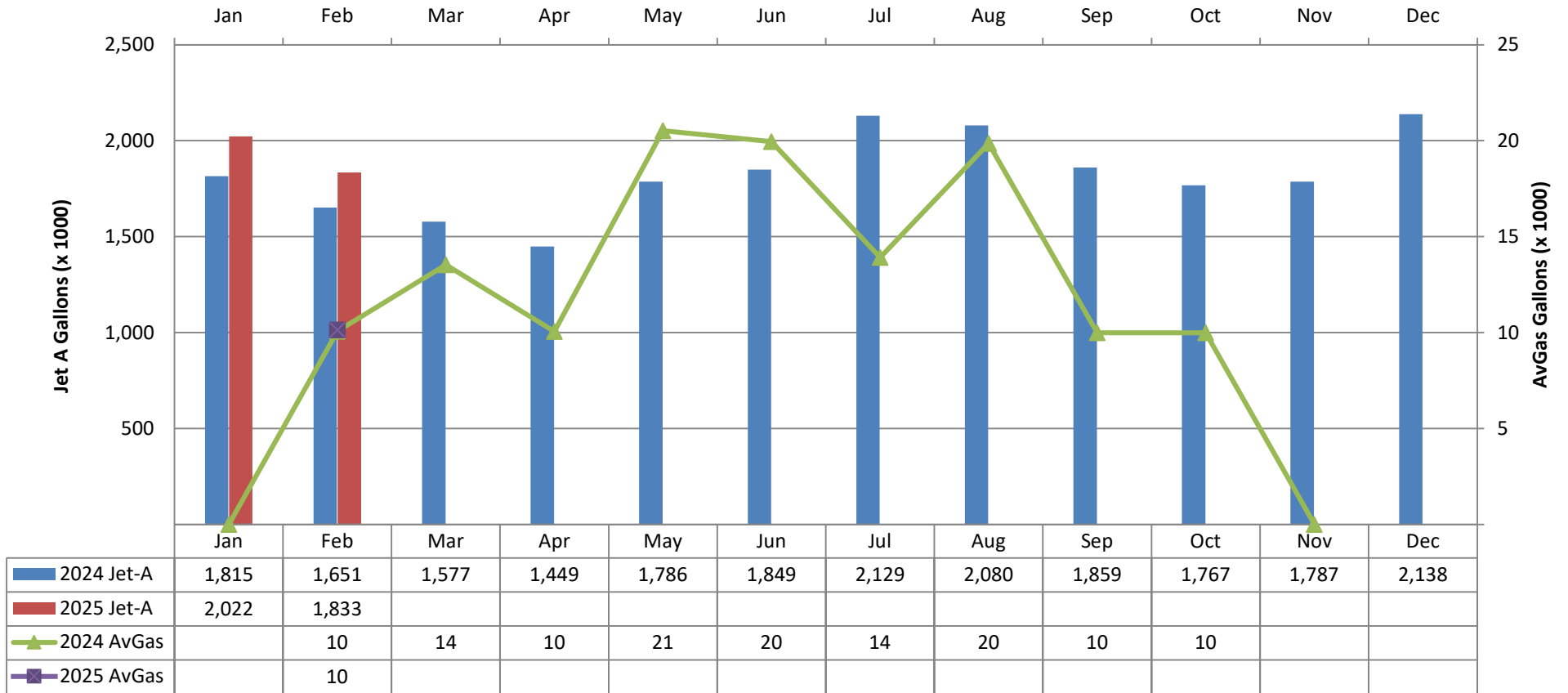


Table in Thousands

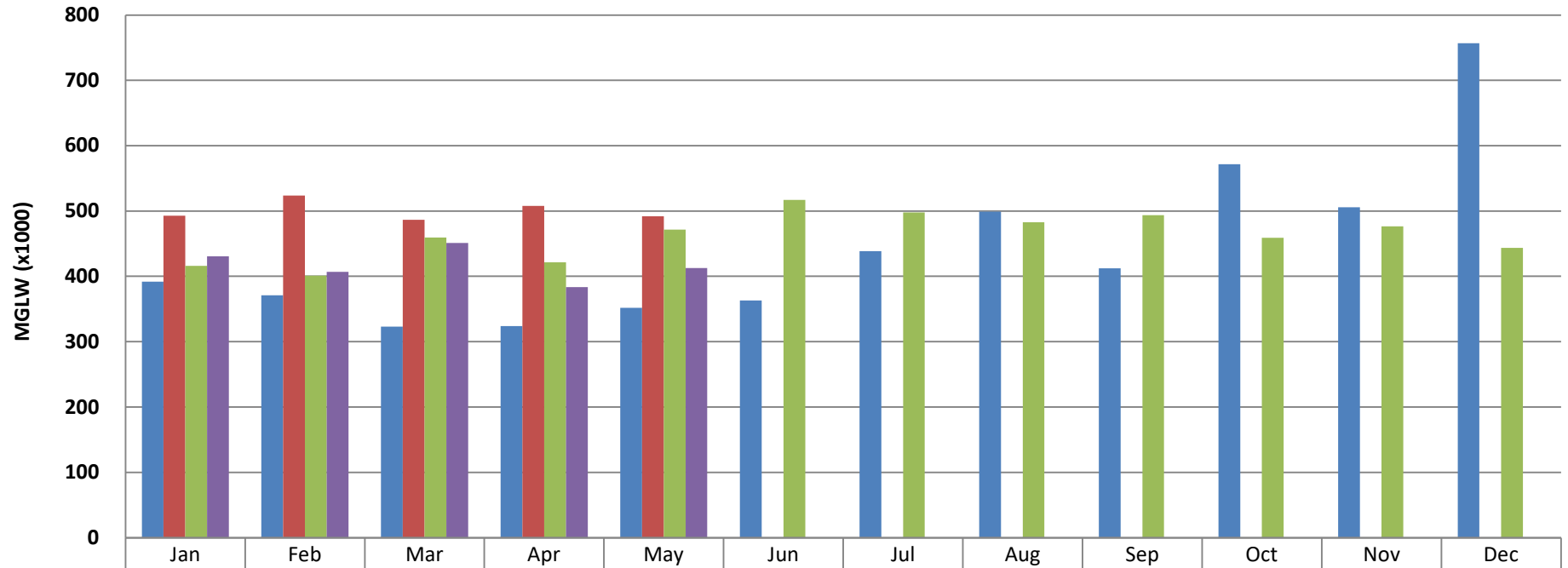
Capital Outlays					10							
Intergovernmental	198	298	556	417	429							
Seattle SWM Fee				1,407								
Services	159	412	-173	219	519							
Supplies	84	202	31	37	93							
Salaries/benefits	904	911	868	903	860							
Debt Service												
Cumu Budget	1,383	3,162	5,226	8,780	10,569	13,217	17,899	20,341	22,442	26,619	29,021	32,606
Cumu Total	1,345	3,169	4,450	7,434	9,346							

KCIA Fuel Volumes

2024-2025



Billable Landed Weight 2024-2025



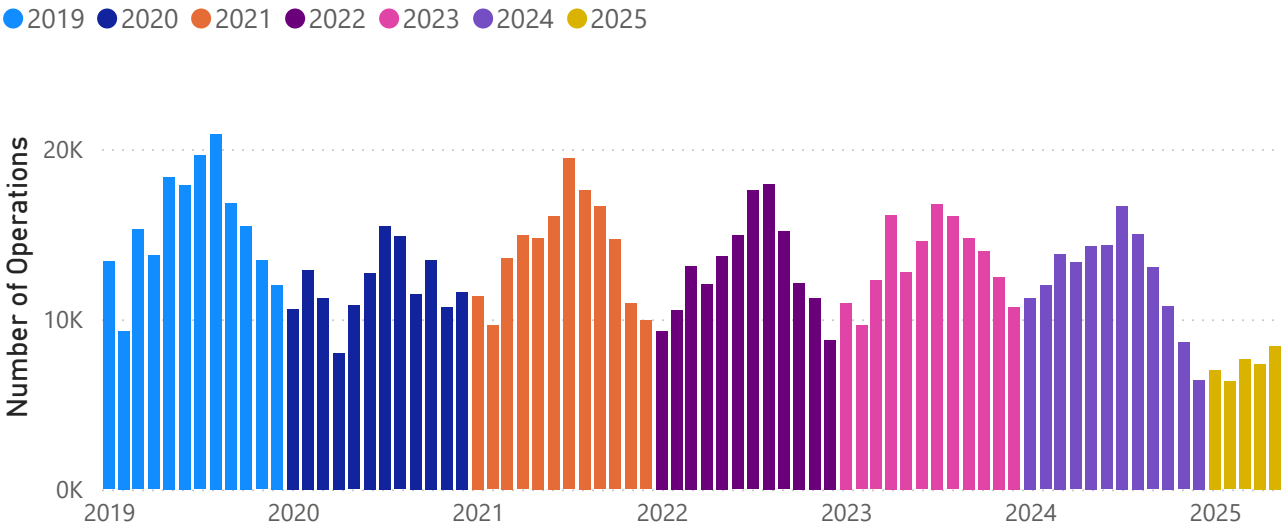
2024 Cargo	39,199	37,102	32,298	32,369	35,174	36,292	43,837	49,912	41,216	57,158	50,573	75,697
2025 Cargo	49,283	52,378	48,640	50,798	49,178							
2024 Non-Cargo	41,584	40,099	45,931	42,145	47,168	51,698	49,787	48,293	49,359	45,890	47,659	44,347
2025 Non-Cargo	43,068	40,706	45,119	38,333	41,286							

Number	Name	PM	YTD Actuals	\$ Annual Variance	nual Forecast % Vari	Key Activities - Current Quarter	Key Activities - Next Quarter	Closely Monitored Issues and Key Risks
1028654	LOOP BLDG REMEDICATION	Cracknell	\$46,135	\$17,100	1.88%	A JOC contract is the preferred contractual method for demolition. Bids will be solicited for demo, Hazmat abatement and excavation for remedial action. Consultant will provide bid support and sampling of excavated sites. NEPA services is expected to be complete, and pen and ink change obtained by FAA to proceed with building demo.	Securing construction contract for Demo. Site remediation and abatement completion	Building is contaminated with asbestos and lead, sites planned for excavation are contaminated with petroleum hydrocarbons.
1028662	NORTH BOEING FIELD MTCA	Dumaliang	\$0		0%	Project Agreed Order Work	Project work Agreed Order	Key risk is Ecology request for additional work as PLP. Current request is PFAS Investigation.
1119982	AIRPORT REDEVELOPMENT	Dumaliang	\$0		0%	Ongoing projects. Quarterly Activities managed through sub projects The ART Permitting continues. The FSS HVAC Repl & Solar is slated to complete this quarter.	Ongoing projects. Quarterly Activities managed through sub projects The ART Permitting continues. The FSS HVAC Repl & Solar is slated to complete this quarter.	Ongoing program. Risks managed through sub projects. For FSS, stakeholders have requested the design team to assess the feasibility of having the solar array feed the car chargers, the design team is currently reviewing this. This would cost the project additional funds and add additional days to the design schedule.
1120212	NBF GTSP REMEDIAL ACTION	Dumaliang	\$1,715		0%	Completion of RI and start of FS.	Completion of RI and PFAS Work Plan.	The scope of this project is dependent on the north Boeing field remedial investigation and feasibility study. Cleanup operations to occur after in a separate order.
1120731	AIRPORT FLEET	Bartley	\$2,921,340		0%	Ongoing program. Scope, schedule, cost managed at the annual basis through sub project	Ongoing program. Scope, schedule, cost managed at the annual basis through sub project	Ongoing program. Risks managed through sub projects
1135085	RUNWAY 14L-32R REHAB	Miller	\$5,942,691		0%	Complete work within Phase 1, 1A, 1B and begin work within Phase 2, 2A, 2B and 3.	Begin and continue work in Phase 2, 2A, and 2B.	FAA has not previously submitted timely reviews, if timely responses are not received this could further delay the project. Invoices from RS&H have been severely delayed, Ginny and I met with RS&H to clarify their responsibilities and chart out a path to get back on track. RS&H will be required to submit monthly invoices for each month to catch up.
1139512	TAXIWAY B RELOCATION	Miller	\$424,454		0%	Finalize the environmental reports and draft the section 743, documented CATEX for the NEPA process, and continue the Section 7 consultation process. Coordinate with the FAA to finalize the program schedule and work towards a federal funding plan, and begin the preliminary stormwater design efforts.	Finalize the environmental reports and other required Section 7 documentation, continue developing the preliminary stormwater design.	Coordination with tenants for work on their leaseholds will require the project team to incorporate the tenants standards into the project. If the tenant is not willing to coordinate or does not provide timely feedback the project could be delayed. This project will require very close coordination with the FAA which can cause delays if their reviews exceed the standard timeframes.
1141114	A11 CONNECTOR RECONST	Miller	\$48,887		0%	Evaluate the construction bids for responsiveness & responsibility, issue notice of intent to award, and execute the contract.	Hold pre-construction conference, review submittals, RFI's, and other construction documents. Coordinate with Airport Operations to finalize Taxiway A11 closure and then begin construction once the taxiway is closed.	Central Procurement was delayed in reviewing the documents, and if this pattern continues it will delay the project.
1141122	STRMWTR PIPE REPLCMT PH III	Khalili	\$223,671		0%	Construction to be completed. Start of closeout procedures with asbuilts, warranty and O&M delivery. Closeout to be completed by the 4th Q.	Closeout to be completed by the 4th Q.	FAA 7460 received.
1141128	AIRPORT WAY STORMWATR INPUT	Khalili	\$12,361		0%	Implement design with 60% and 90% Design	Implement design with 60% and 90% Design	Permitting reviews may delay approvals. Planning to submit to permitting at 60% and work with the ART team on expediting reviews.
1141139	AIRPORT IT COMP PLAN	Harris	\$662			Using captured information on applications to determine duplicated processes and efficiency improvements. Create Project plans for consideration by KCIA.	Starting interviews with departments to determine IT needs. Create Projects from interviews for consideration.	Delays in reviews of scope causing schedule impacts and thus impacting CIP budget timelines for next biennium On old contract, ends sep. must have all invoices paid within 6 months We decided that the "Phased" contracting mechanism will not be continued and this project was put on hold for now. Work order is terminated. New work will be performed in house.

1141154	CARBON ACCREDITATN STUDIES	Dumaliang	\$34,740		0%	Project to complete this quarter.	Project may continue thru this quarter to complete Level 3 Application.	Schedule for third party verification is monitored to ensure completion by end of work order in June 2025. WSP contract ends by 6/27 and completion of Level 3 application plans to be complete by that time.
1141157	CLIMATE PREPARDNSS STUDIES	Dumaliang	\$66		0%	USGS Quarterly Monitoring	USGS Quarterly Monitoring	None.
1141164	AIRFD ELEC SYS UPGDE PH III	Khalili	\$78,584		0%	Complete Bravo 1 and ALCMS commissioning work. Start closeout process with as-builts, O&Ms and warranty submittals.		FAA weekly reports to be submitted weekly.
1143915	RUNWAY 14R-32L REHAB	Miller	\$233,197		0%	Continue to work on the the NEPA and planning phase documents. Begin negotiations for the Phase 2 Design contract and submit to the FAA for approval. Proceed with stormwater design services for the recommended alternative. Phase 2 of the contract may be delayed to align with the NEPA determination,	Continue developing the preliminary stormwater design, NEPA documentation, and alternative analysis documentation.	FAA ADO review is required at various points throughout the project, which can sometimes take months, which would delay the project. Timely responses from the FAA ADO are required. Timely responses and review from the King County Department of Permitting are also required, or the project will face delays.
1143917	WANG SITE REHAB	Sanchez Yubero	\$15,426		0%	Seismic Assessment for 201 Building.	Seismic Assessment Final Report. Expected to be completed on 12/22/2025	This project was originally planned for the 2026-27 budget and we need to appropriate additional funds to start the work now. The current plan is for FMD to take over project management and delivery. Managing this relationship will be key to the projects success. We are currently performing a soil Liquefaction analysis, pending the results of the analysis the project will move forward or the project will need to be modified to fix the issues.
1143948	VISION 2045/PART 150 STUDY	Bartley	\$623,610		0%	Draft Alternatives Start NCP Review Facility Requirement Chapter	Continue to develop alternatives Select final alternative Develop NCP Hold NCP public hearing	Community and Tennent Engagement will be a major focus of this project. There will be high visibility with the Executive's Office and Council on this project. Will need to work closely with the FAA ADO on the aviation forecast and ALP approval to stick on schedule. Short staffing at FAA may result in extended delays for NEMs, NCP and ALP approvals.
1143950	AIRPORT PLANNING/SUPPORT	Bartley	\$0	-\$77,750	-8.89%	This is a program Scope/Schedule/Cost are managed at sub project level.	This is a program Scope/Schedule/Cost are managed at sub project level.	Most of the budget is contingency for "pop-up" projects so project spend is unknown.
1143954	KCIA CLIMATE VULNERABILITY	Dumaliang	\$0	-\$77,750	-39.84%	Plan and approve extreme heat gap study.	Project to delay to next year after master plan alternatives analysis completed.	Electrical resiliency to be conducted by master plan project.
1146188	FSS HVAC SYS REPL & SOLAR	Sanchez Yubero	\$49,913		0%	-Procurement ESPC Program cancelled -New approach: ITB Procurement process -Design and ITB documentation update is needed for the new ITB process	- Bid process - Contract award	
1146512	PAVEMENT REHAB 2023 2024	Sanchez Yubero	\$81,136		0%	- Implementation: 1.- VSR Repair (next to MOF/B9) 2.- VSR Repair (next to A1-A2) - Main Terminal Parking Lot Pavement Repair and LAP East will probably be standalone projects		Lack of bidders - central procurement recommended the time and materials approach to attract more bidders the next time Procurement delays - because this is a similar scope and tech specifications to the last time we hope to minimize procurement delays due to reviews.
1146794	AIRPORT STRATEGIC PLAN	Bartley	\$150,176		0%	Finish Annual report - baseline report Update website Finalize community engagement	project closeout	Tight schedule to meet all requirements and be delivered in close coordination with Vision 2045. There will be a lot of overlapping community engagement for both these projects at the same time.
1147373	DIGITAL ASSET STANDARDS	Harris	\$0			Need more budget to create work order.	Execute Work order and proceed with requirements gathering. Complete first draft of standards and templates Incorporate corrections for standards document and templates. Deliver final product and close.	Delivery of standards Lack of budget is creating issue with consultant selection.

1148966	KENMORE HANGAR DEMO	Bartley	\$1,123		0%	Finish NEPA	Finish NEPA Start Demo	Appropriations are very close to initial cost estimates. NEPA services was more expected than anticipated If construction is more expensive than anticipated, we will need to go request funds at gate 3b
1150067	HARDY ST FENCE RPLCMNT	Harris	\$265			Ordering Materials Creating construction schedule and work plan.	Start demolition existing fence. Install temporary fence. Install new fencing.	Need to have project completed in six months as the contract has expired.
1150069	ELEVATOR UPGRADES 2025	Bartley	\$802			Work with Ginny and Central P&P to determine procurement approach. Have had calls with TK E and Central P&P to pre authorize the work	Execute the service contract or JOC contract	If p&p determines we can not use TK Elevators we will need to go with an alternative delivery approach, likely JOC.

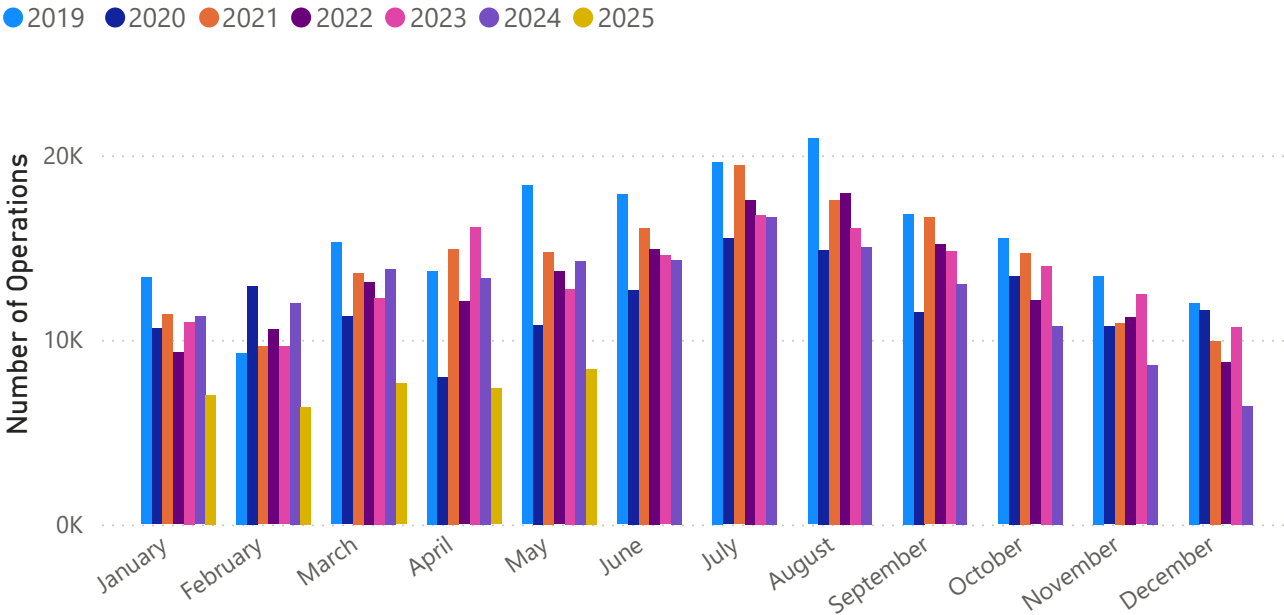
Total Flight Operations 2019 - Present



Total Flight Operations 2019 - Present

Month	2019	2020	2021	2022	2023	2024	2025
January	13,382	10,614	11,362	9,309	10,971	11,262	6,995
February	9,287	12,908	9,635	10,556	9,634	11,981	6,344
March	15,280	11,254	13,612	13,142	12,268	13,846	7,634
April	13,740	7,996	14,925	12,067	16,106	13,334	7,362
May	18,365	10,797	14,774	13,700	12,760	14,283	8,432
June	17,876	12,715	16,072	14,919	14,562	14,338	
July	19,629	15,497	19,449	17,567	16,763	16,657	
August	20,903	14,869	17,575	17,955	16,045	15,017	
September	16,830	11,489	16,625	15,160	14,780	13,029	
October	15,486	13,467	14,686	12,126	14,003	10,763	
November	13,445	10,729	10,925	11,251	12,463	8,625	
December	12,005	11,581	9,929	8,770	10,698	6,424	
Total	186,228	143,916	169,569	156,522	161,053	149,559	36,767

Total Flight Operations Comparison



Year

All

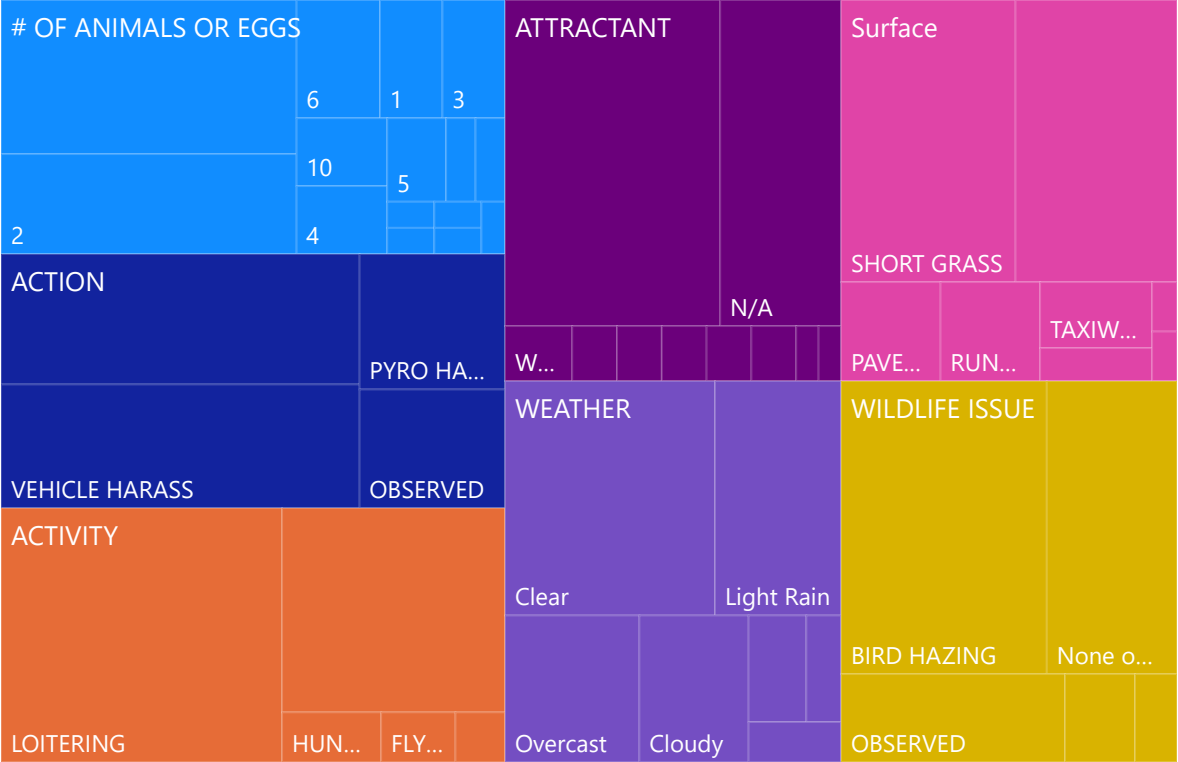
Quarter

All

Month

All

Count of REQUESTID by CUSTFIELDNAME and CUSTFIELDVALUE



INITIATEDBY

▼

All ▼

CATEGORY

▼

Wildlife Issue ▼

CUSTFIELDNAME

▼

Multiple selections ▼

DATETIMEINIT

▼

Last ▼

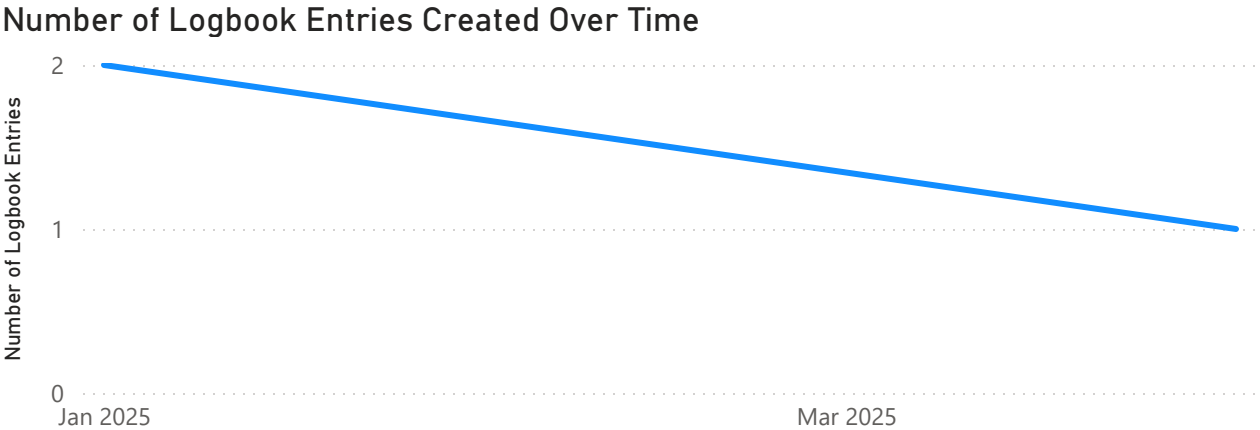
6

Months ▼

1/3/2025 - 7/2/2025

104

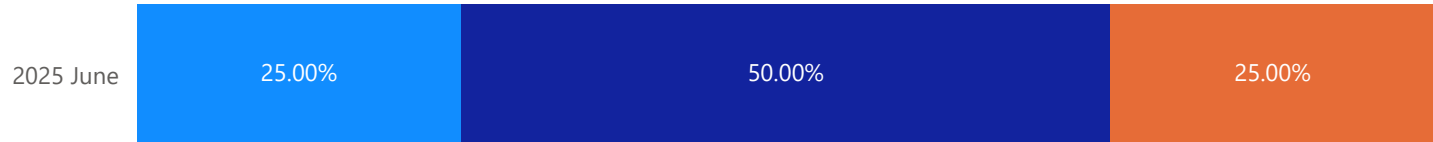
Count of REQUESTID



REQUESTID	# OF ANIMALS OR EGGS	ACTION	ACTIVITY	ATTRACTANT	Surface	WEATHER	WILDLIFE ISSUE
13991						Clear	None observed
13987	6	OBSERVED	LOITERING	N/A	SHORT GRASS	Clear	OBSERVED
13982						Clear	None observed
13975	10	VEHICLE HARASS	LOITERING	VEGETATION	SHORT GRASS	Overcast	MAMMAL HAZING
13971	1	PYRO HARASS	FLYING LOCAL	PREY SPECIES	RUNWAY	Clear	BIRD HAZING
13965	6	OBSERVED	LOITERING	N/A	SHORT GRASS	Overcast	OBSERVED
13962						Overcast	None observed
13960						Clear	None observed
13956	1	VEHICLE HARASS	LOITERING	N/A	SHORT GRASS	Clear	OBSERVED
13955	10	OBSERVED	LOITERING	N/A	SHORT GRASS	Clear	OBSERVED

Inspection Types by Month as a Percentage

Inspection Type ● Part 139 Continuous ● Part 139 Day ● Part 139 Special



INITIATEDATE

Last

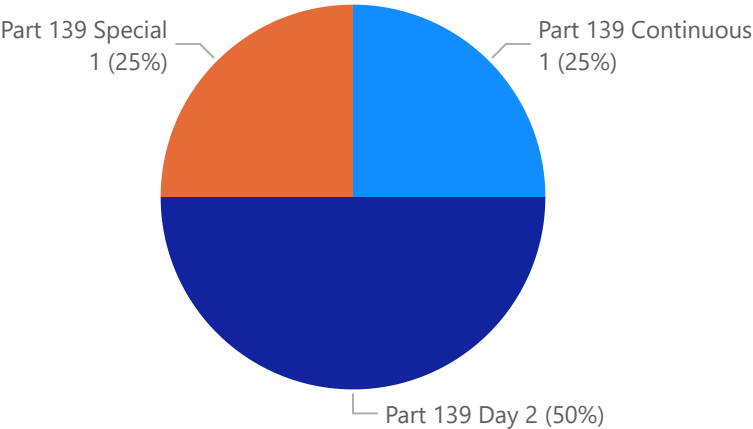
1

Months

6/3/2025 - 7/2/2025

4
INSPECTIONID

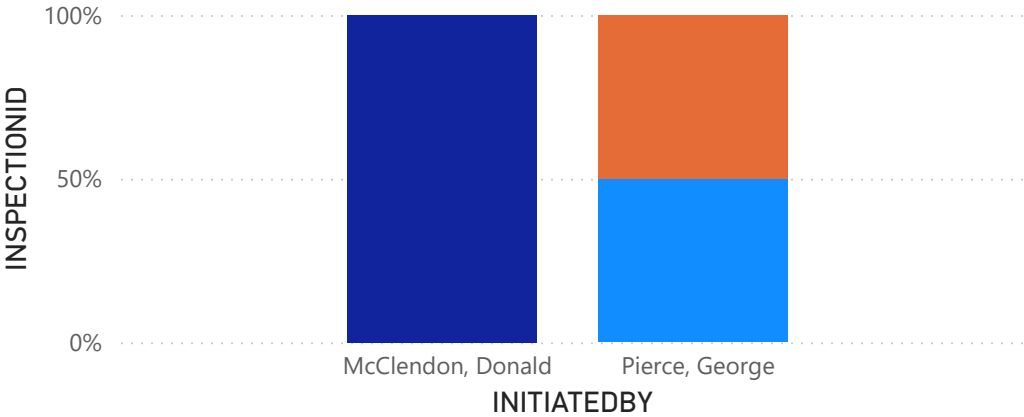
Part 139 Inspections by Type



INSPECTIONID	INITIATEDATE	INSPTEMPLATENAME	INITIATEDBY	INSPECTEDBY	CLOSEDBY	STATU
7805	06/03/2025	Part 139 Day	McClendon, Donald	McClendon, Donald	McClendon, Donald	CLOS
7804	06/03/2025	Part 139 Day	McClendon, Donald	McClendon, Donald	McClendon, Donald	CLOS
7803	06/03/2025	Part 139 Special	Pierce, George	Pierce, George	Pierce, George	CLOS
7802	06/03/2025	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOS
Total						

Inspection Types by Employee as a Percentage

Inspection Type ● Part 139 Continuous ● Part 139 Day ● Part 139 Special



All Logbook Entries

How To Use This Report:

- 1. Set the Date Range Below.
- 2. Use the Logbook Drill Down arrows (V) to refine the visuals.
- 3. Use Ctrl+ to select multiple values.
- 4. Click on the 'Reset Slicers' button above to clear all filters.

Date

Last

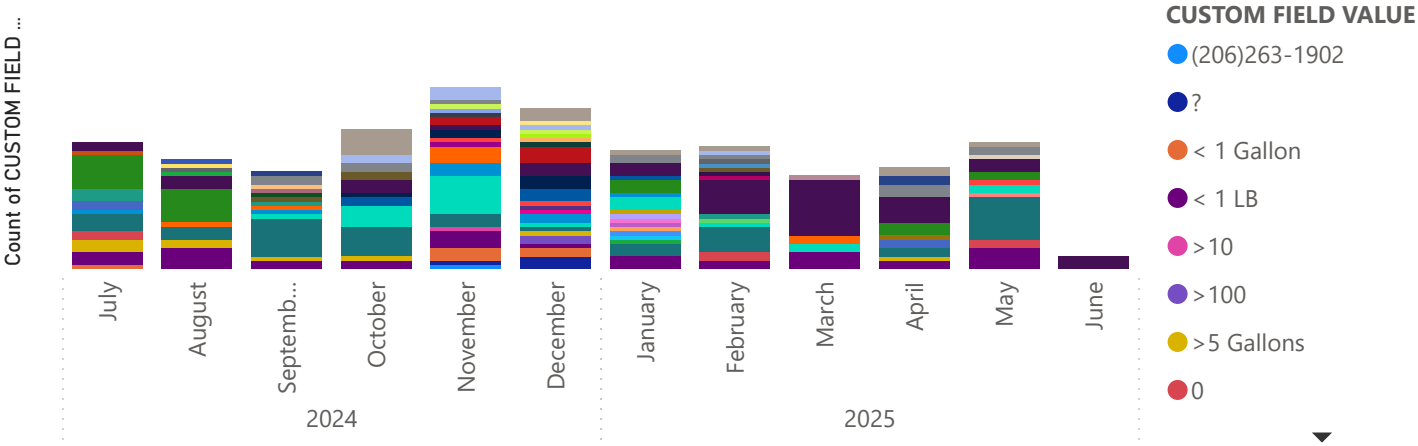
1

Years

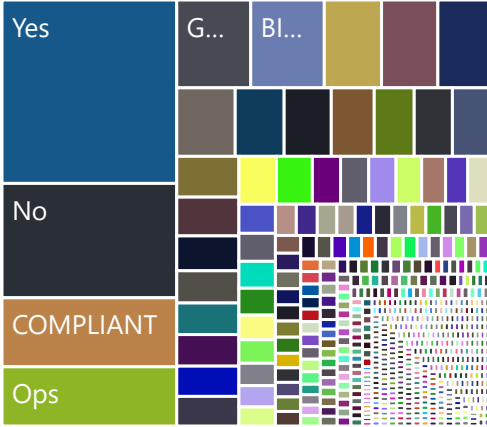
Logbook Drill Down Slicer

- ☐ Aircraft Alert
- ☐ Aircraft Incident / Accident / D...
- ☐ Communications
- ☐ Engine Run-Up
- ☐ Escort
- ☐ Fire Alarm - Airside
- ☐ Fire Alarm - Landside
- ☐ FOD
- ☐ Fuel Spill
- ☐ Gate Usage

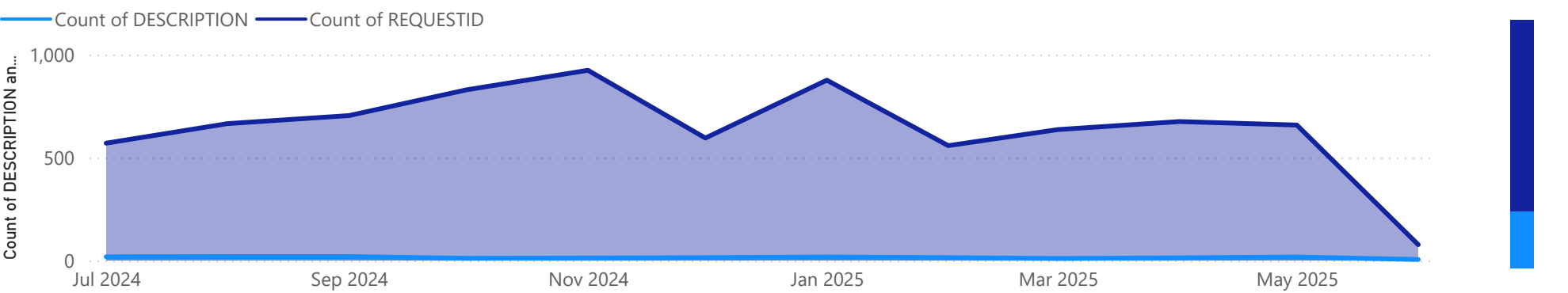
Count of Custom Field Name and Custom Field Values Over Time



Count of Custom Field Value and Logbook Entry



Count of Logbook Description and Logbook Entries Over Time



Logbook 'Custom Fields' Details

(only Logbook Entries with Custom Fields values will show here)

Count of Logbook Entries with CF values: 914

REQUESTID	# Birds Seen	# Birds Struck	# OF ANIMALS OR EGGS	# of Crew	# of Crew (archived)
13992					
13991					
13990					
13989			2		
13988					

General Details Based on 'Description'

(this table will not update based on 'Custom Field' selections)

Count of Logbook Entries based on Description: 964

REQUESTID	DATETIMEINIT	DESCRIPTION	STATUS	DETAILS
13992	06/03/2025	Gate Usage	OPEN	Piolet was let out this m stated they will return a
13991	06/03/2025	Wildlife Issue	OPEN	Patrolled , inspected for observed.
Total				