



7277 Perimeter Road S., Seattle WA 98108

Meeting: Roundtable Advisory Committee

Date: October 6, 2025

Time: 5 - 6:30 p.m.

Location: Zoom Webinar and in person: 7277 Perimeter Road South, Seattle WA 98108, Room 110

Time	Topic	Lead
5 p.m.	Welcome	Erik Utter
5:02 p.m.	Roll Call	Ayako Shapiro
5:03 p.m.	Approve September Meeting Minutes	Erik Utter
5:05 p.m.	Public Comment	Erik Utter
5:15 p.m.	Presentations and Updates • Vision 2045 Airport Plan Alternatives ○ Alternative Categories ○ Timeline and Next Steps ○ How to Provide Feedback	Matt Sykora
5:35 p.m.	Discussion • Facilitation Contract • ICE Flights • Emergency Rule • First Amendment Zones	David Decoteau and John Parrott
6:00 p.m.	Airport Staff Report and Updates • Filling Open Roundtable Seats ○ Process and Timeline • Small Runway Update	Matt Sykora
6:10 p.m.	Roundtable Chair Report • Chair and Vice-Chair Election • Roundtable Bylaws	Erik Utter
6:15 p.m.	Old Business	Mark McIntyre

	• Update on the RNAV Letter	
6:20 p.m.	New Business	Erik Utter
6:25 p.m.	Wrap-Up & Next Steps • Confirm Action Items • Preview November Agenda Items • Adjourn	Erik Utter

Roundtable members

Name	Representing
Erik Utter	Renton/ Kent/ South King County
Ali Lee	Magnolia/ North Seattle
Brian Algiers	Labor (SPEEA)
Dalan Angelo*	Rainier Valley
<i>Vacant</i>	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

Members with an * are non-voting and do not count towards quorum.



Department of Executive Services -- Airport Division
Roundtable Meeting Minutes for September 8, 2025

Meeting was called to order by Erik Utter (Roundtable Chair) at 5:05 p.m.

Welcome was led by Erik Utter.

Roll Call was led by Ayako Shapiro. A quorum was present.

The Roundtable members present unanimously approved the July and August meeting minutes by consensus.

Public Comment

Erik Utter noted that the Airport had received no written comments and asked if anyone present would like to share a comment.

Lisa Krober (Tukwila) apologized for speaking so candidly about her frustrations with the Part 150 Noise Study at the August meeting. She recognized that the process is very formulaic and that the public does not have a lot of room to impact the decisions available to the Airport. She expressed appreciation of the Airport and the Part 150 Study team for being clear about what the study is for, what the results mean, and what the outcomes are. She also noted that she is happy attending the PAC meetings.

John La Porta thanked Matt Sykora and Dave Decouteau for getting the midfield walk-in gate labeled and for looking at the other walk-in gate issues that John had brought to their attention.

Presentations and Updates

RNAV (Area navigation) letter

Mark McIntyre (Corporate Aviation) updated the Roundtable members on steps he had taken, following the recommendations of Velma Veloria and Ali Lee, to get community feedback on the impact of more pilots using the RNAV approach. He noted that none of the individuals or organizations he met with had substantial concerns about more pilots using the RNAV approach. That being the case, Mark, following the direction of the local head of the Federal Aviation Administration (FAA), drafted a letter to the FAA, recommending increased support for the RNAV approach for the Roundtable to consider signing on to. The draft letter was included in the meeting packet. Mark invited Roundtable members to share any questions or concerns before finalizing the letter.



Discussion

Ali Lee (Magnolia/ North Seattle) asked how many additional planes might fly over Puget Sound if the RNAV approach was more widely used. Mark and Stephen Ratzlaff (Pilot's Association) clarified that both the traditional and RNAV approaches already cross Puget Sound, so expanded RNAV use would not increase the number of flights over Puget Sound. Instead, it would reduce flights over parts of Magnolia.

Roundtable members did not express any other concerns. Erik Utter called for a motion to approve the draft letter. Stephen moved, Ali seconded, and Roundtable unanimously approved.

Aircraft Owners Pilots Association (AOPA) presentation: Industry Transition to Unleaded Fuels

Erik introduced Brad Schuster from the Aircraft Owners and Pilots Association (AOPA) to present on the transition to unleaded or lower leaded aviation fuels. The presentation was included in the meeting packet and can be made available upon request. Brad highlighted that while the aviation industry is supportive of the transition to unleaded fuels, there are several challenges. One primary challenge is that many older aircraft still require leaded fuel to generate power needed for a safe lift-off without premature fuel burn. Unleaded or lower leaded fuels will need to achieve that same result across a wide range of aircraft engines. Currently, three manufacturers are working to develop a fully unleaded fuel.

Discussion

Velma Voloria (Beacon Hill) invited Brad to present at the KCIA Community Coalition to discuss practical solutions. Velma said she is interested in the health impacts of leaded fuel. Brad shared that he is not as knowledgeable about health impacts, but that he would be happy to come present to the community coalition.

Lisa asked what factors are slowing down the transition to unleaded fuel. Brad explained that the primary reason is finding a solution that will work for the great variety of airplane engines is complicated, and Stephen agreed. Erik added that even once an unleaded fuel is developed, there are systems that will need to be created, such as manufacturing and distribution.

Lisa asked if airplane manufacturers are currently focusing on engines that do not require lead and Steven confirmed that new aircraft engines do not need leaded fuel to operate safely.

Holly Krejci (Georgetown) emphasized that whatever the Airport and the industry can do to reduce lead exposure will have a big impact on the health of the underinvested-in communities surrounding the Airport. She advocated for the Roundtable to continue to push in the direction of reducing the use of leaded fuels to the extent possible, especially because of compiled impacts of lead levels to which these communities are already exposed.



Airport Facilitation Services Contract

Matt Sykora (KCIA) briefly shared that the facilitation services contract ends at the end of December and asked the Roundtable members to be ready to share their thoughts on what has gone well and what changes Roundtable members would recommend so that the Airport can take that into account in drafting a new facilitation services contract. Erik suggested that he would reconvene the Facilitation Subcommittee to make recommendations at the October meeting. He also invited all Roundtable members to send their thoughts on this topic to him before the next meeting.

Airport Staff Report and Updates

Community Engagement

Vision 2045 Airport Plan Open House - The Vision 2045 Airport Plan Open House is scheduled for Thursday, September 25, 2025, from 5:30 to 7 p.m. at the Flight Service Station, 6526 Ellis Avenue South.

Matt Sykora shared that August included a lot of community engagement and that September is equally as busy, with significant outreach underway to prepare for the open house. Matt encouraged all Roundtable members to attend and asked them to get the word out to the communities they represent. He noted that the meeting packet email included flyers in multiple languages that they could print and distribute. The open house would feature a video, and stations with boards and subject matter experts explaining the proposed alternatives for community members and Roundtable members to give feedback on.

Discussion

Holly asked when information about the alternatives would be available on the KCIA website.

- Matt responded that they expected to be available on September 17 at [/kciaplanning.com](https://kciaplanning.com).

Girls in Aviation event - The Girls in Aviation event is on September 20, 2025 from 10 a.m. to 3:30 p.m. at KCIA, 7277 Perimeter Road South.

- Matt shared that the Airport will host the event and thanked Ali Lee for her instrumental role in organizing it. The event will include STEM and STEAM activities, a facility tour, and guest speakers. Matt encouraged people to sign up at www.waiwashingtonstate.org/girls-in-aviation-day and spread the word.



Airport parcel meeting with Georgetown Community Council

Troy Chen (KCIA) will attend the September 15 Georgetown Community Council meeting to discuss the parcel that the Airport has acquired and get feedback on what the community would like the Airport to do with the parcel.

Short runway grand opening

Matt shared that work on the new short runway is finishing up and that the Airport is planning an event for early October to celebrate the reopening of the runway with the general public. The Airport will share more details via email once they are decided.

Update on new parcel

Matt informed the Roundtable that the Airport has completed acquisition of the parcel. Currently they are repairing the existing fence while working to gather additional feedback from the community on how to use the parcel. As noted, the Airport's Troy Chen and David Decoteau are planning on attending the September 15 Georgetown Community Council meeting to talk to community members about their ideas for the parcel.

U.S. Immigration and Customs Enforcement (ICE) flights

John Parrott shared that ICE flights continue to take place at the Airport, as they have done for years.

Emergency Public Rule

John noted that the meeting packet contained information about a new emergency rule. Some vehicles transporting people at the airport are not clearly marked. Upon review it became clear that some entities are transporting large groups of people, causing safety issues on the Airport.

To improve safety, the Airport is introducing a new emergency rule that:

- Requires motor vehicles to be clearly marked with the organization or company with which they are associated
- Prohibits vehicles or aircraft from obstructing security cameras
- Requires aircraft to be parked on designated lead-in lines
- Requires Fixed-based operators (FBOs) to ensure that vehicles that are transporting passengers to and from flights that they are servicing do not park those vehicles too close to the aircraft so that first responders can access the aircraft in case of emergency.



John noted that the signage required for motor vehicles will create a better situational awareness of what is happening on the Airport. Currently the new rule is undergoing a 120-day review and then they will identify if there are changes or modifications needed.

Airport First Amendment policy

John Parrott brought the attention of the Roundtable members to the information in the meeting packet regarding the Airport's updated First Amendment policy. He said that the Airport has been working on this for some time, and the purpose was to ensure continued safe operation of the Airport while also providing safe and accessible places for people who would like to exercise their rights to free speech to do so. The packet information highlighted the newly designated First Amendment zones at the Airport.

John Parrott asked the Roundtable members to review the emergency rules so that we can have a good rule.

Discussion

Erik asked who manages where ICE flights park and who escorts the buses in and out of the Airport.

- John responded that the Airport manages the Airport-owned spots. The FBO who is operating the chartered flight is responsible for escorting the buses in and out. However, the Airport will paint lead-in lines to help orient the aircraft so that they park in a way that is safe and that the buses park with enough distance to the airplanes to allow emergency equipment in as necessary.

Velma asked if ICE planes parked in Airport-owned areas were considered public spaces.

- John clarified that while the Airport owns both public and private leasehold areas, many parts of the property are not accessible to the general public for safety reasons.

Velma asked if protests could take place inside the terminal.

- John responded that even though the Airport is publicly-owned, it is not a public forum.

David Decoteau (KCIA) emphasized that the Airport has set up several viewing cameras so the people can safely observe activity on Airport property, including ICE flight operations, without interfering with Airport functions. He added that La Resistencia is welcome to observe and document ICE flights at the Flight Service Station, when scheduling permits. When the Flight Services Station is not available, the cameras can be accessed online at [//kingcounty.gov/ice-flights](http://kingcounty.gov/ice-flights)



Lisa Krober asked what level of input the Roundtable could have regarding activities of an Airport tenant. John responded that if leaseholders are using their leases for legal aeronautical purposes, there is not much the Roundtable can do.

Automatic Dependent Surveillance–Broadcast (ADS-B) Privacy Act Impacts

John Parrott shared the Airport’s view of the ADS-B Privacy Act. Automated Dependent Surveillance-Broadcast systems on airplanes use GPS to automatically and continuously broadcast their location, velocity, and identity to other aircraft and air traffic control. Currently, state rules vary in allowing airports to use ADS-B to collect landing or access fees. This new proposed federal legislation would place nationwide prohibition on the use of ADS-B data to assess fees or initiate enforcement actions unrelated to safety.

John Parrott noted that using ADS-B data is the best and cheapest way to get good fee information so that the Airport can efficiently bill Airport users. The Airport also uses ADS-B data to collect information for their noise program, so they know which tenant or pilot to contact in case of noise complaints. John encouraged Roundtable members to look into the proposed legislation - H.R. 4146- PAPA Act 2025 and provide comment.

Discussion

David Schuster (AOPA) said that he was unaware of any part of the legislation that would prohibit the use of ADS-B data for purposes supporting aviation safety and efficiency, like aircraft counts, aircraft responses, noise programs, etc. As far as he is aware, the PAPA Act would only prohibit use in billing, which he understands was being performed adequately by airports prior to the widespread use of ADS-B.

Roundtable Chair Report

Open Roundtable seats

Erik Utter noted that there are a number of open seats on the Roundtable and that the Airport is working on the process for filling those vacancies.

Vision 2045 Subcommittee update

Erik encouraged everyone on the Roundtable to attend the September 25 Vision 2045 Airport Plan Open House and asked anyone who is interested in discussing the alternatives further to reach out to him about joining a Vision 2045 subcommittee.

Report out on Airport 101 training

Erik asked if anyone was able to attend the Airport 101 training. No Roundtable members answered in the affirmative.



New Business

Lisa encouraged everyone to attend the September 25 Vision 2045 Airport Plan Open House

Mark McIntyre asked that anyone interested in volunteering for the September 20 Girls in Aviation event to reach out to Ali Lee.

Holly Krejci noted that the Georgetown Science Fair is being held at the Georgetown Steam Plant on September 20 and 21, and she hopes to see many Roundtable members there. She also encouraged members to check out the Georgetown Haunted History tour at the beginning of October.

The 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
<i>Vacant</i>	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

The members marked with an * are currently out of compliance and as such may not vote and do not count toward the quorum.

Roundtable members in attendance: Erik Utter, Ali Lee, Brian Algiers, Morgan Kaivo, Holly Krejci, Lisa Krober, Ed Lutgen, Mark McIntyre, Ken Moninski, Evan Nelson, Stephen Ratzlaff, Ryan Tomasich, Velma Veloria

Absent Roundtable members: Dalan Angelo, Takashi Nelson, Guido Perla



Presenters: Brad Schuster

King County Staff in attendance: Troy Chen, Matt Sykora, Cameron Satterfield, Thomas Koney, Nadja Rustempasic, John Parrott, Gil White, Derek Doell, Dave Decoteau, Vanessa Chin

Facilitators and support staff: Jenny Thacker, Ayako Shapiro, Steven Derengowski

Other people in attendance: Andrew Borges, Bruce McCaw, Carmela Ennis, Zach Dugovich, Brent Anderson, Rosemary Brester, Trip Switzer, John LaPorta

Airport plan process

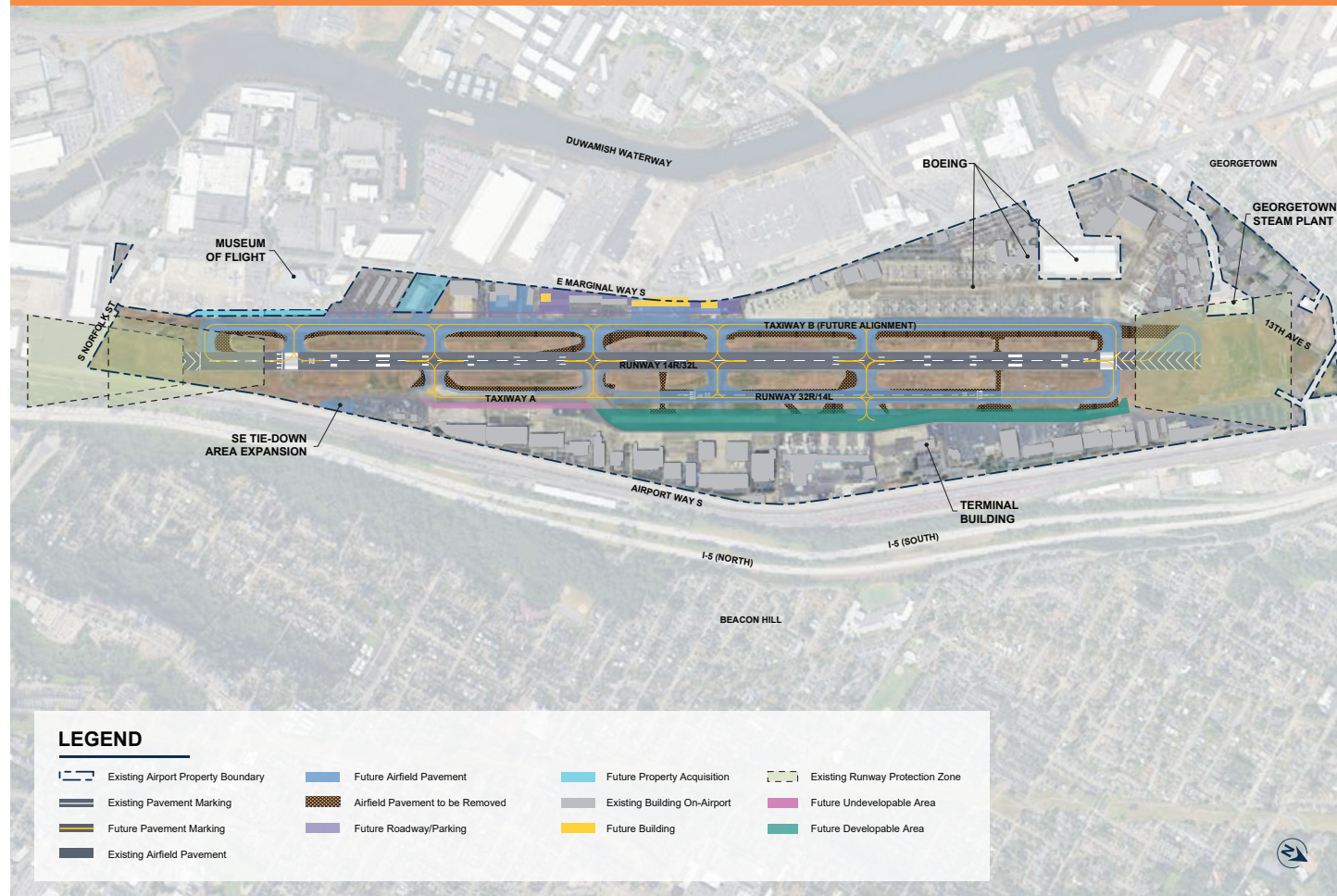


Preliminary concepts

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	3	Increase usability of the terminal apron
	Land use / airside	4	Identify additional space potential for General Aviation aircraft, cargo, eVTOL/ AAM aircraft
	Multimodal	1	Identify multimodal opportunities along airport perimeter

* "Hot spots" are areas on the airport identified by the Federal Aviation Administration because they require heightened attention from pilots and ground vehicle operators due to their complexity, confusing layout, or miscommunication.

Non-Standard Airfield Conditions



Key takeaways:

The distance between the airport's runways and their primary taxiways do not meet current Federal Aviation Administration (FAA) standards given the size of aircraft that regularly use KCIA. These concepts look at ways the airport can meet the FAA's runway to taxiway separation standards.

This concept:

- Removes the small General Aviation runway 14L-32R.
- Moves the entire length of Taxiway A so that it is 400 feet from the 14L-32R runway.
- Improves safety and aircraft circulation and simplifies the airfield.
- Airfield capacity is reduced with potential negative impacts to airspace in the Puget Sound region.

What we've heard:

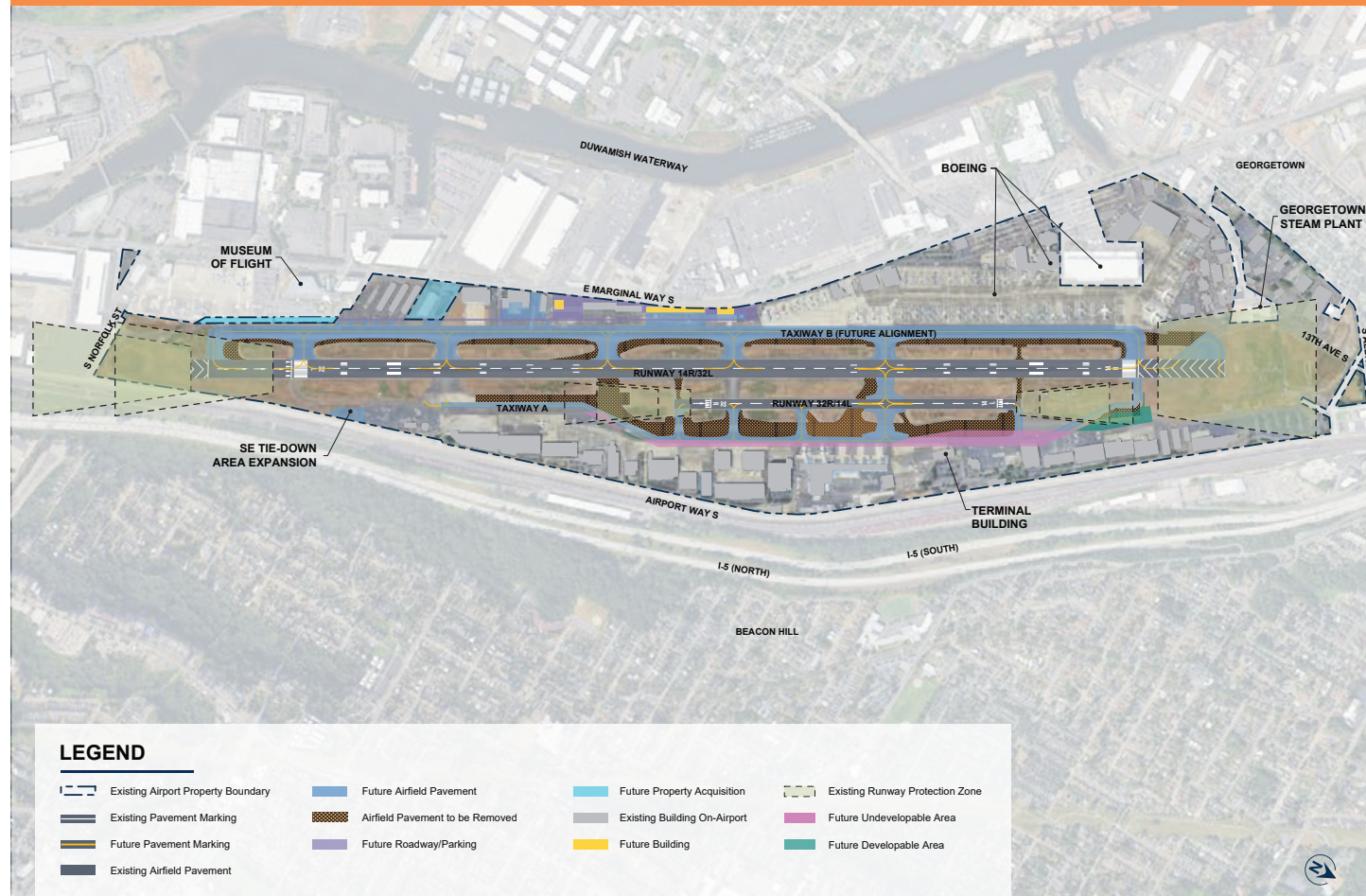
- This addresses the runway separation issues and creates additional land for support services and parking.
- Temp. closures of the short runway already cause major delays. Reducing to a single runway could cause departure delays. This would increase noise and emissions.
- Removal of the shorter runway could cause aircraft to use other airports in the region.
- Medical flights use the shorter runway when the main KCIA runway is closed. KCIA is the closest airport to downtown hospitals.
- This concept increases available aeronautical area but it is of limited value.

What do you like?

What should we change?

What concerns you?

Non-Standard Airfield Conditions



Key takeaways:

The distance between the airport's runways and their primary taxiways do not meet current Federal Aviation Administration (FAA) standards given the size of aircraft that regularly use KCIA. These concepts look at ways the airport can meet the FAA's runway to taxiway separation standards.

This concept:

- Keeps the small General Aviation runway 14L-32R.
- Realigns (moves) the entire length of Taxiway A so that it is 400 feet from both the large and small runways.
- Maintains existing airfield capacity. This means regional airspace will not be affected.
- Impacts tenant facilities and affects usability of the passenger terminal.

What we've heard:

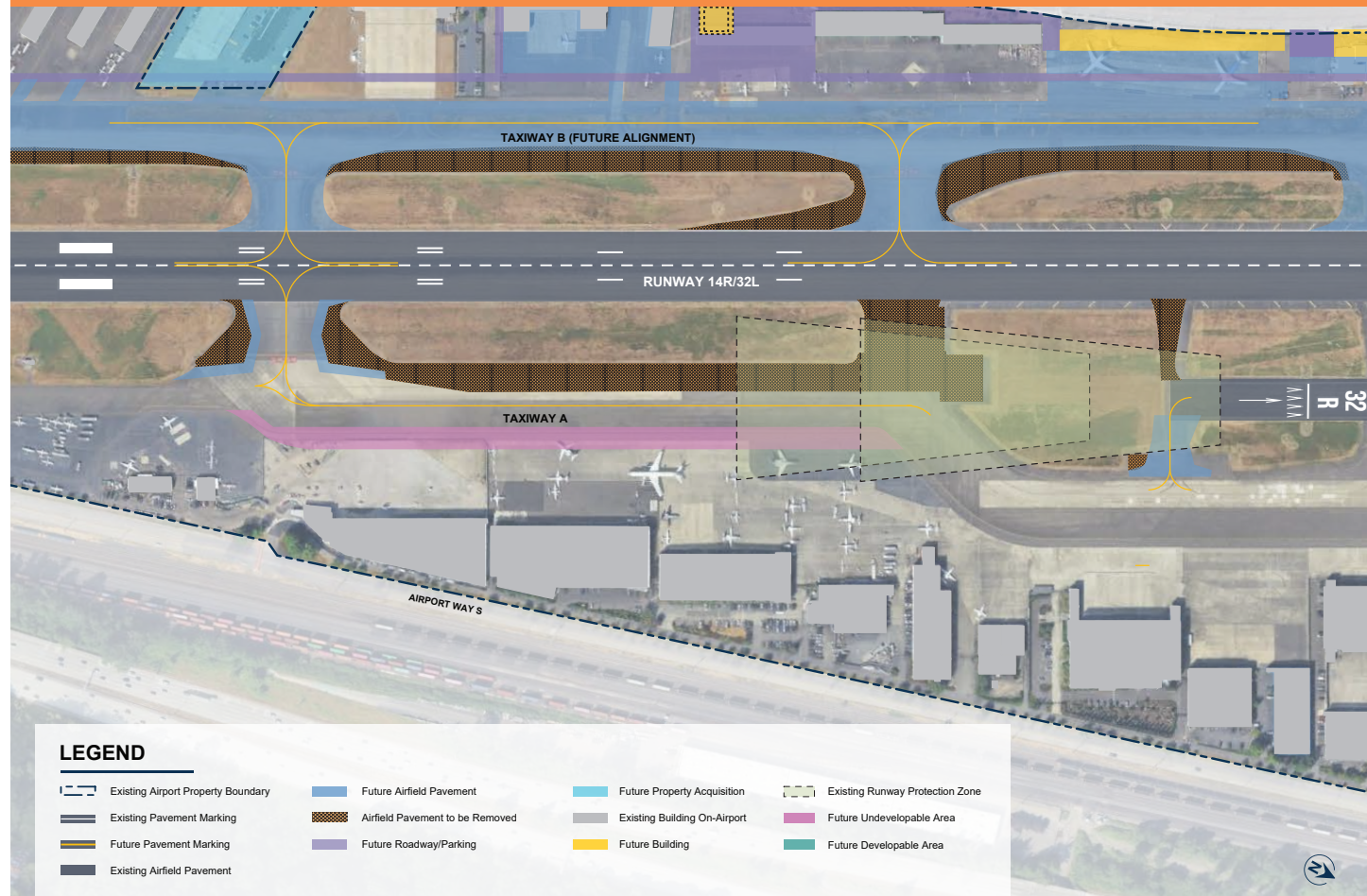
- Putting a mix of large and small aircraft on Taxiway A raises jet blast safety concerns.
- Loss of aircraft parking reduces capacity.
- The benefits of this change aren't clear and the decreased land use area would strain the environment.

What do you like?

What should we change?

What concerns you?

Non-Standard Airfield Conditions



Key takeaways:

The distance between the airport's runways and their primary taxiways do not meet current Federal Aviation Administration (FAA) standards given the size of aircraft that regularly use KCIA. These concepts look at ways the airport can meet the FAA's runway to taxiway separation standards.

This concept:

- Adjusts Taxiway A between Taxiways A7 and A8 so that it is 400 feet from the primary runway 14R-32L.
- Improves airfield safety on the east side while maintaining airfield capacity. Regional airspace remains unaffected.
- Minimizes disruption to airport tenants and the passenger terminal.
- Does not fully address the non-standard condition.

What we've heard:

- This is unnecessary, as larger aircraft don't use this part of Taxiway A.
- This strains ramp and hangar capacity.

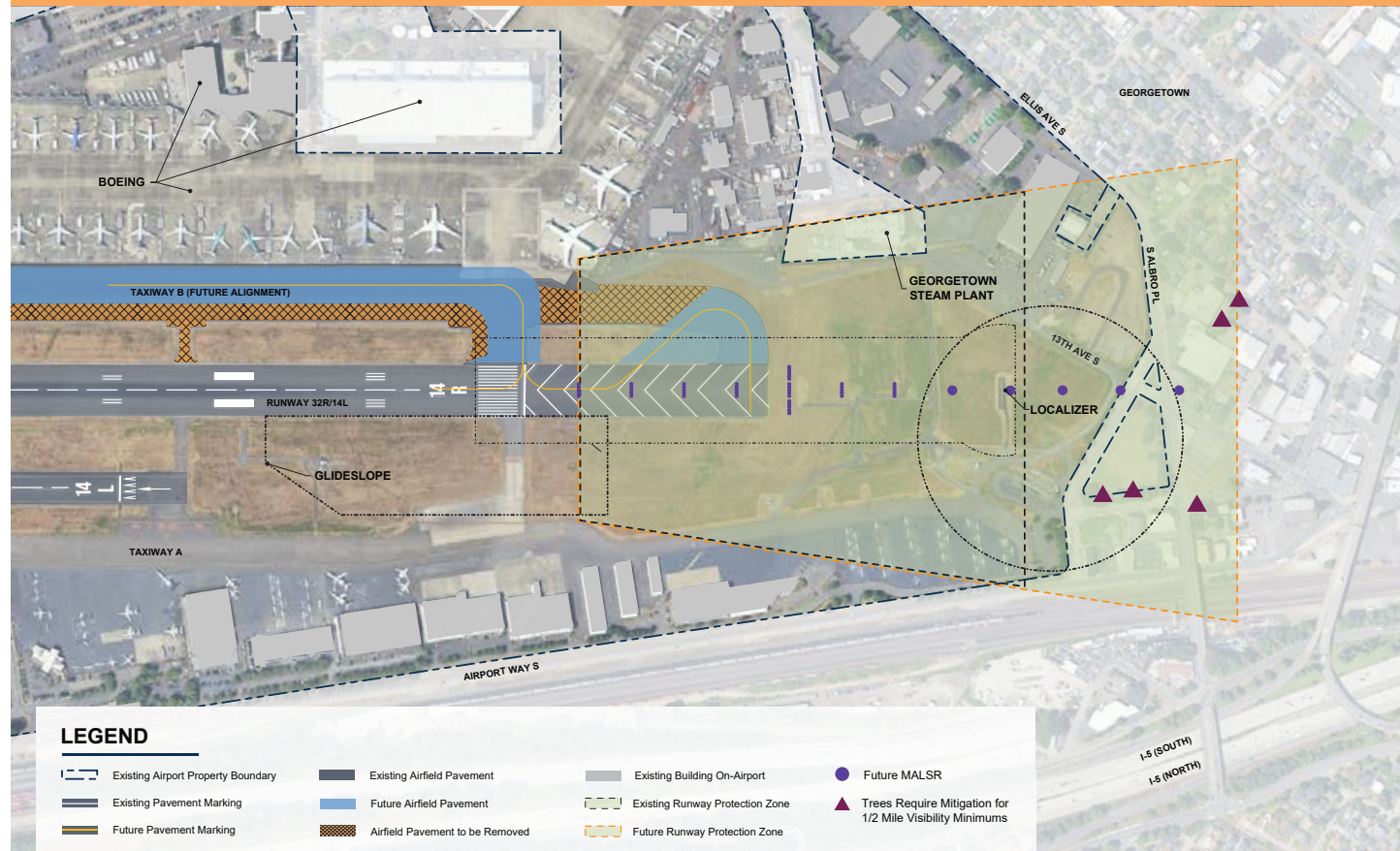
What do you like?

What should we change?

What concerns you?

Concept 1A

Visibility minima improvements (North end of airport)



What we've heard:

- This concept could reduce missed approaches, but the benefit of lowering visibility minimums is minimal.
- Approach lighting system and larger Runway Protection Zone (RPZ) could impact neighbors in Georgetown.
- Consider replacing trees instead of topping.

What do you like?

What should we change?

What concerns you?

Key takeaways:

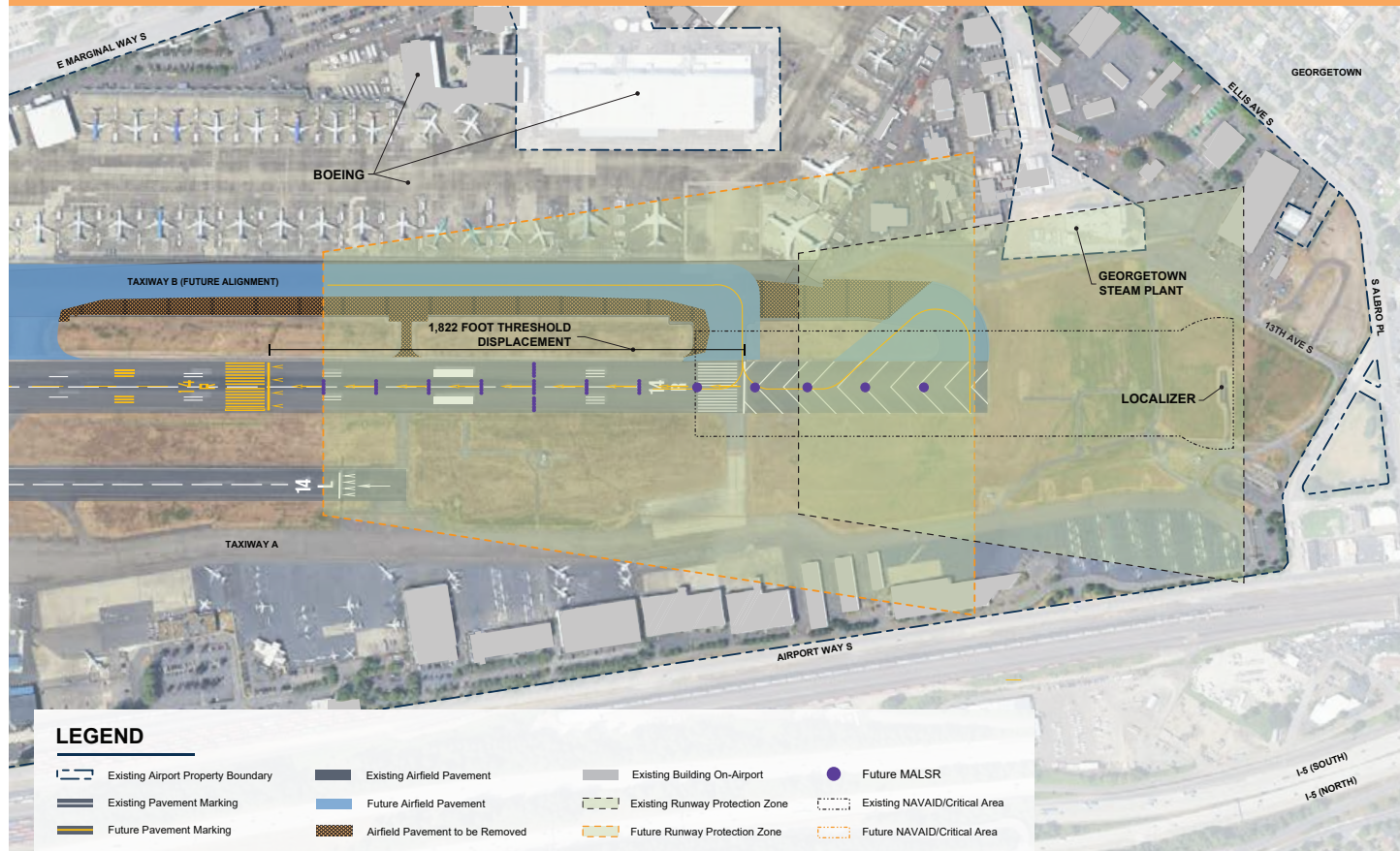
These concepts look at ways the airport can allow aircraft to land in lower visibility weather conditions. This is important for the aircraft operators on the field as it will reduce the number of times aircraft have to divert and land at a different airport.

In order to do this, the airport has to increase the size of the runway protection zone (RPZ). The RPZ is shaped like a trapezoid, lines up with the center of each runway and extends outward away from the runway ends. The FAA has guidance on the type of land uses that are compatible uses inside an RPZ.

This concept:

- Adds a medium intensity approach lighting system with runway alignment indicator lights (MALSR) at the north end of the airport's large runway.
 - One runway approach light would be located off airport property.
- Creates a larger RPZ area north of the airport.
- Extends the RPZ off of airport property.

Visibility minima improvements (North end of airport)



What we've heard:

- Shorter runways increase use of brakes and thrust reversers, potentially causing louder operations and higher landing risk.
- Shortening the runway or displacing the threshold could disrupt Boeing's testing of aircraft minimum takeoff weights.
- Keeps approach lighting system on airport property and away from Georgetown.

What do you like?

What should we change?

What concerns you?

Key takeaways:

These concepts look at ways the airport can allow aircraft to land in lower visibility weather conditions. This is important for the aircraft operators on the field as it will reduce the number of times aircraft have to divert and land at a different airport.

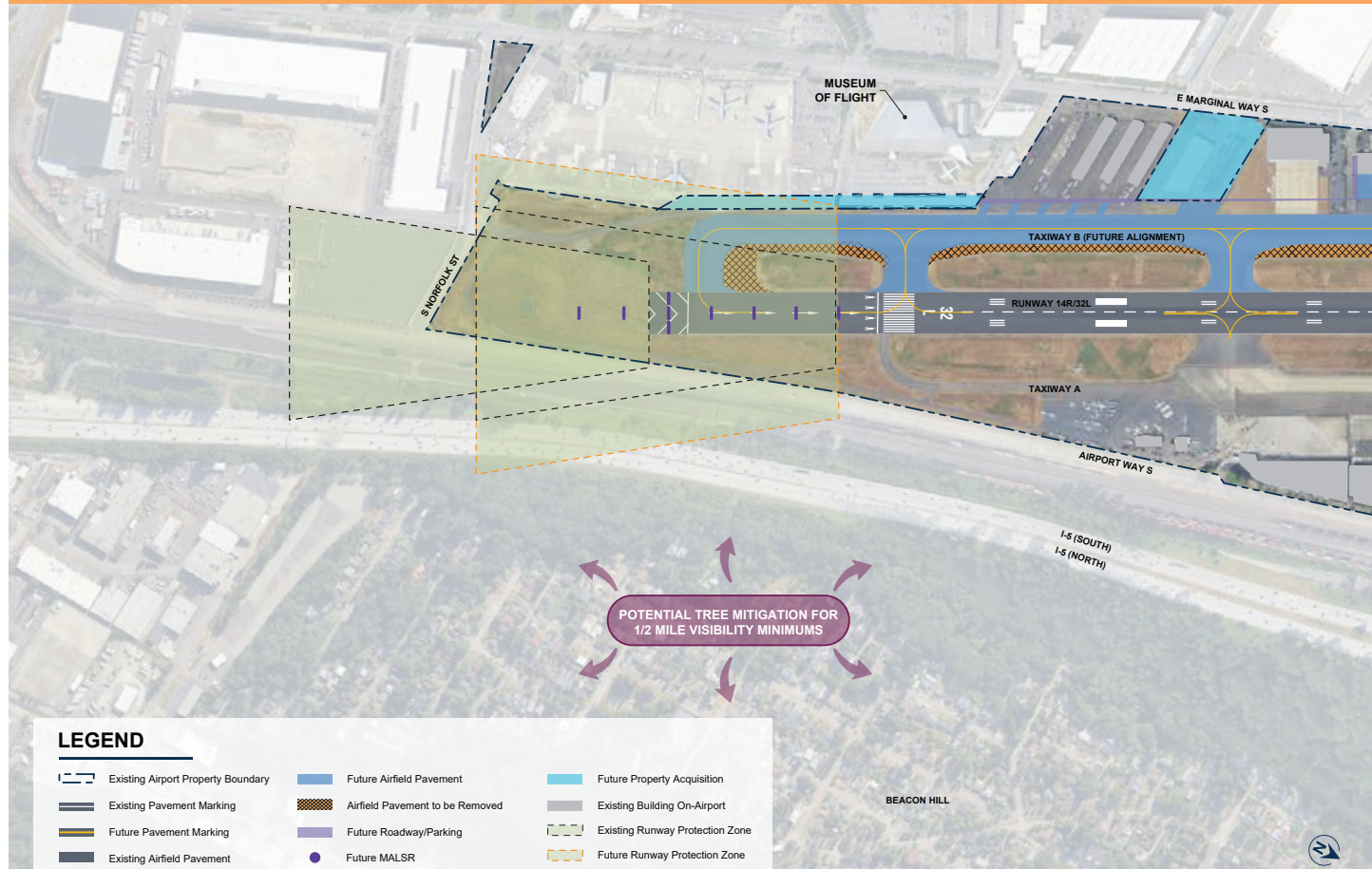
In order to do this, the airport has to increase the size of the runway protection zone (RPZ). The RPZ is shaped like a trapezoid, lines up with the center of each runway and extends outward away from the runway ends. The FAA has guidance on the type of land uses that are compatible uses inside an RPZ.

This concept:

- Reduces the landing length of the large runway, Runway 14R-32L, by approximately 1,800 feet.
- Adds a medium intensity approach lighting system with runway alignment indicator lights (MALSR) at the north end of the airport's large runway.
- Ensures both the RPZ and runway approach lights stay on airport property.



Visibility minima improvements (South end of airport)



What we've heard:

- Would affect trees in Beacon Hill.
- This approach is generally used during good weather conditions. Is benefit enough to justify costs?
- The Runway Protection Zone (RPZ) extends over Boeing operations.

What do you like?

What should we change?

What concerns you?

Key takeaways:

These concepts look at ways the airport can allow aircraft to land in lower visibility weather conditions. This is important to the aircraft operators on the field as it will reduce the number of times aircraft have to divert and land at a different airport.

One of the requirements the airport has to achieve to allow for this is to increase the size of the runway protection zone (RPZ). The RPZ is trapezoidal in shape, centered on the extended runway centerlines

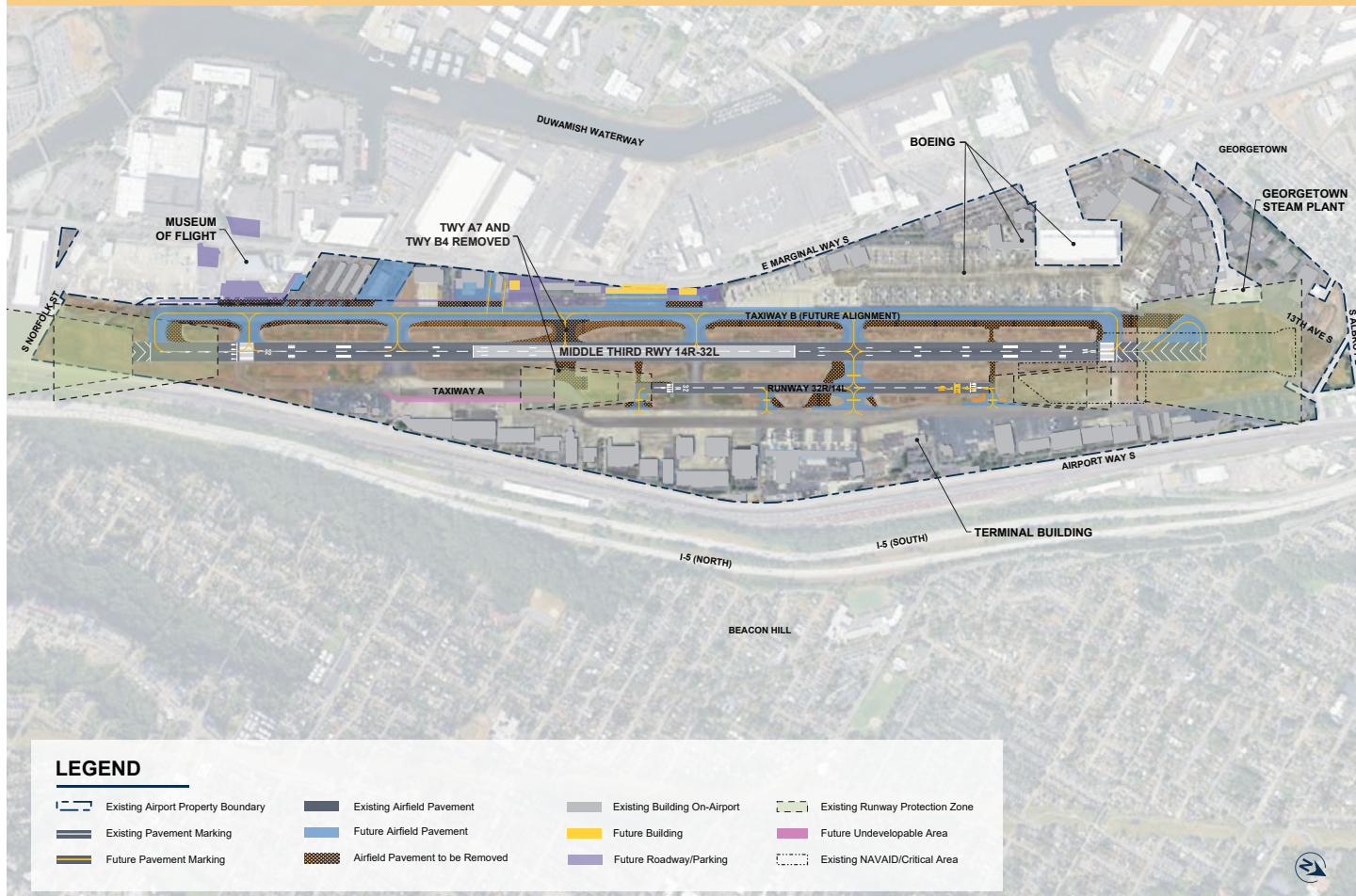
and extends outward from the end of each runway. The FAA has guidance on the type of land uses that are compatible uses in an RPZ.

This concept:

- Adds a medium intensity approach lighting system with runway alignment indicator lights (MALSR) at the south end of the airport's large runway.
- Creates a bigger RPZ area to allow for better visibility.
- Would need additional studies to determine if trees along I-5 would be impacted.

Concept 1

Hot spot mitigation



Key takeaways:

The FAA reviews all airport layouts to identify hot spots. A hot spot is a location at the airport with a history or potential risk of collision or unauthorized runway crossing. Pilots must use heightened awareness in these areas. This concept addresses safety at two of the airport's three hot spot locations.

This concept:

- Removes Taxiways A7 and B4. Removal of this taxiway resolves hot spot 1 by reducing potential for wrong-way departures from the Taxiway A7 intersection.
- Removes one of the aircraft run-up pads where pilots perform engine and control system checks before takeoff.
- Potentially increases taxi distance and time for aircraft as they move across the airport.

What we've heard:

- Removing one hot spot could create another.
- Removing Taxiway A7 could cause new hot spots, congestion, and the importance of the run-up area for intersection departures.
- Do not remove the Taxiway A7/B4 crossing because it adds to airfield congestion.
- Increasing taxi time for large aircraft results in greater noise and emissions.

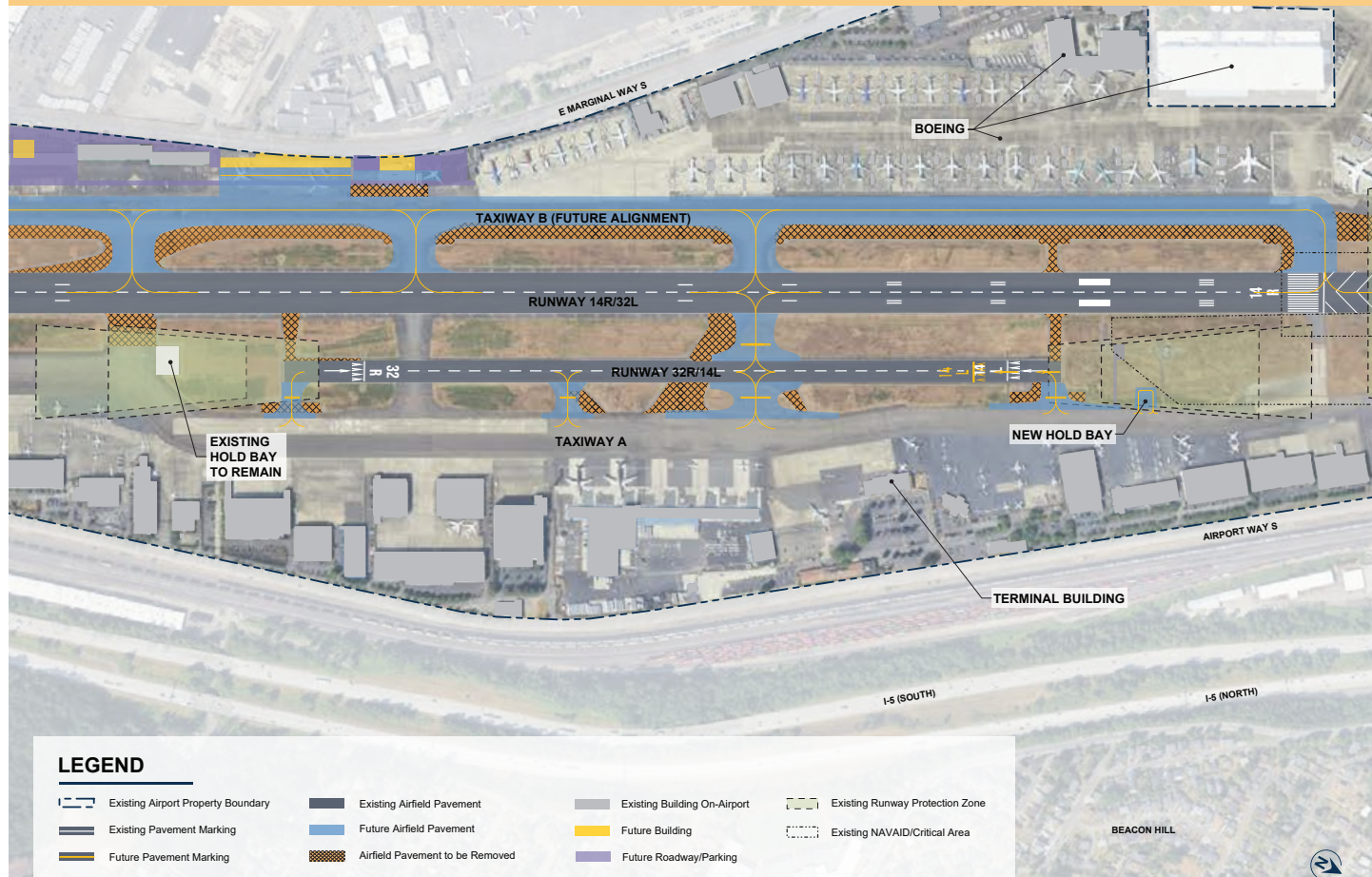
What do you like?

What should we change?

What concerns you?

Concept 2

Hot spot mitigation



Key takeaways:

The FAA reviews all airport layouts to identify hot spots. A hot spot is a location at the airport with a history or potential risk of collision or unauthorized runway crossing. Pilots must use heightened awareness in these areas. This concept addresses safety at two of the airport's three hot spot locations.

This concept:

- Removes Taxiway A7. Removal of this taxiway partially resolves hot spot 2 by preventing wrong-way departures from the Taxiway A7 intersection.
- Keeps the aircraft run-up pad at Taxiway A7 where pilots perform engine and control system checks before takeoff.
- Adds a new run-up pad on the northeast side of the airport.
- Potentially increases taxi distance and time for aircraft as they move across the airport.

What we've heard:

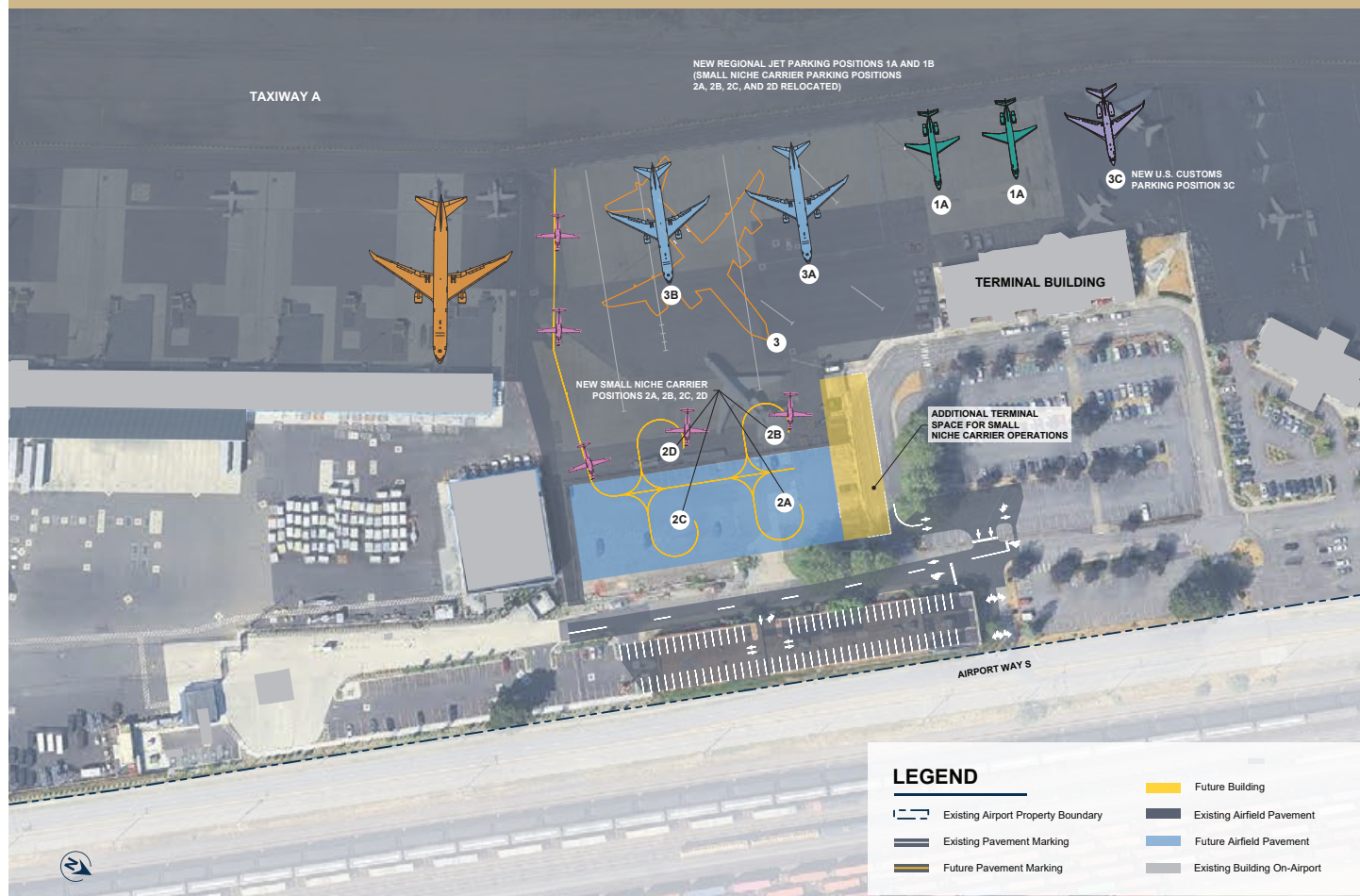
- Maintaining the run-up area for intersection departures is important.
- A7 is heavily used, likely contributing to it being a hotspot.
- Moving traffic could create a new hotspot, potentially not improving safety.

What do you like?

What should we change?

What concerns you?

Concept 1 Terminal



Key takeaways:

The terminal apron is the area of the airport where people park, unload, load, refuel, board, and maintain aircraft using the main terminal building. These concepts aim to reduce congestion and improve aircraft parking at the main terminal building. These concepts look at what the airport can do to ensure it is prepared to meet the future aviation demand for aircraft parking at the terminal.

This concept:

- Relocates small niche carrier aircraft (shown as red airplanes) to the southeast.
- Moves regional jets (shown as green airplanes) to the north.
- Moves U.S. Customs and Border Protection's gate (shown as a purple plane) to the north.
- Creates additional terminal space for passengers (shown as a yellow rectangle).

What we've heard:

- Look at expanding parking to the north.
- This could put additional pressure on support for larger aircraft and Fixed Base Operators (FBO) operations.

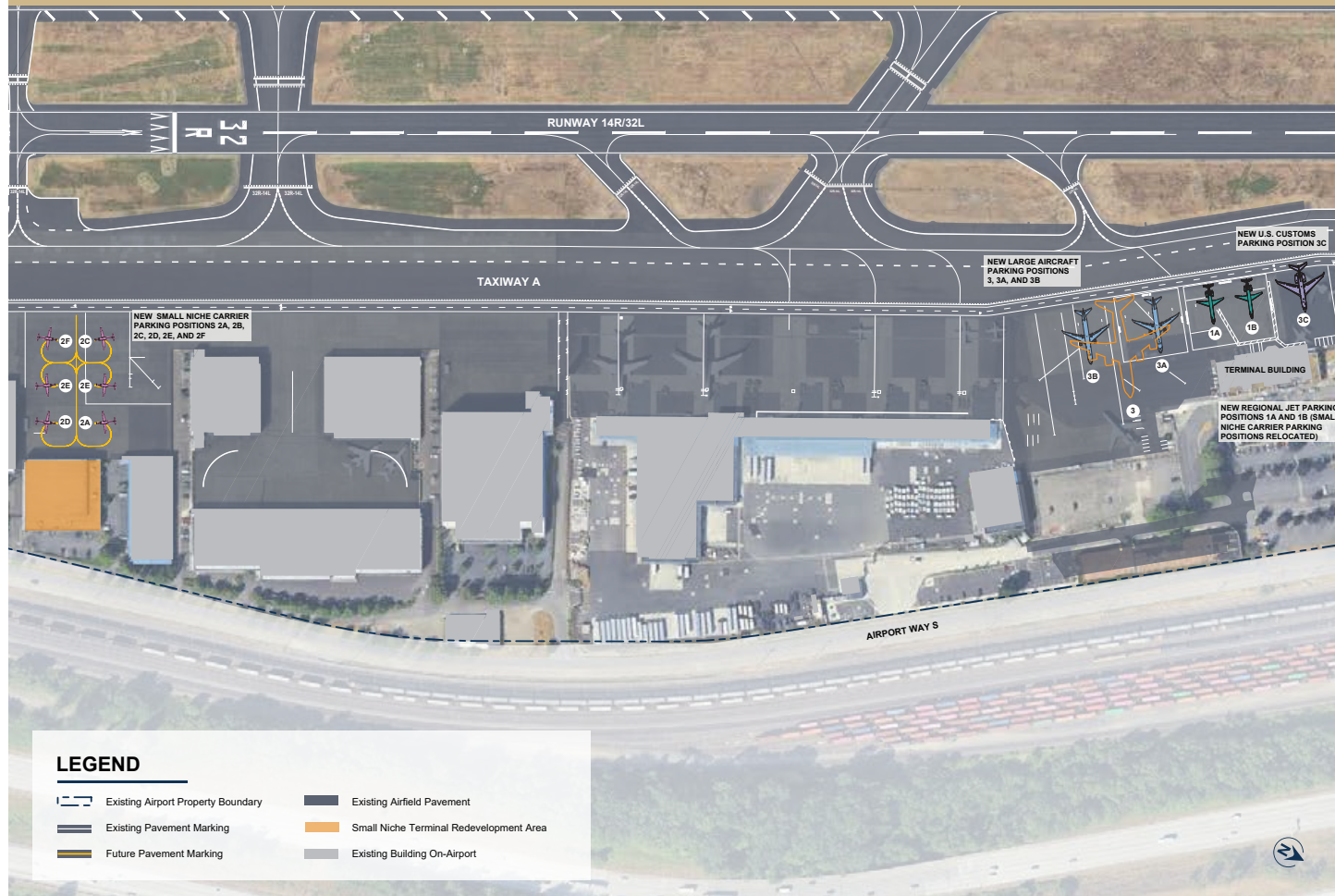
What do you like?

What should we change?

What concerns you?

Concept 2

Terminal



LEGEND

- | | |
|------------------------------------|---|
| Existing Airport Property Boundary | Existing Airfield Pavement |
| Existing Pavement Marking | Small Niche Terminal Redevelopment Area |
| Future Pavement Marking | Existing Building On-Airport |

Key takeaways:

The terminal apron is the area of the airport where people park, unload, load, refuel, board, and maintain aircraft using the main terminal building. These concepts aim to reduce congestion and improve aircraft parking at the main terminal building. These concepts look at what the airport can do to ensure it is prepared to meet the future aviation demand for aircraft parking at the terminal.

This concept:

- Relocates small niche carrier aircraft to an area south of the main terminal known as Hangar 3 LLC.
- Redevelops Hangar 3 LLC area into a passenger terminal.
- Moves regional jets (shown as green airplanes) to the north.
- Moves U.S. Customs and Border Protection's gate (shown as a purple plane) to the north.

What we've heard:

- Movement of niche carriers to the Hangar 3, LLC ramp would create an inconvenience to passengers or potential conflicts with larger aircraft and ramp congestion.
- Places passenger operations immediately adjacent to large corporate hangars.
- Would create a poor overall experience for carriers and their customers.

What do you like?

What should we change?

What concerns you?

Concept 3



Terminal



Key takeaways:

The terminal apron is the area of the airport where people park, unload, load, refuel, board, and maintain aircraft using the main terminal building. These concepts aim to reduce congestion and improve aircraft parking at the main terminal building. These concepts look at what the airport can do to ensure it is prepared to meet the future aviation demand for aircraft parking at the terminal.

This concept:

- Moves U.S. Customs and Border Protection's apron and operations to an area south of the main terminal to a remote location not associated with the terminal complex.
- Redevelops the current Hangar 3 LLC leasehold area for processing incoming international flights.
- Separates the gates for regional jets and charter aircraft.
- Adds apron space for six parking spaces dedicated to small niche carriers.

What we've heard:

- Movement of Customs and Border Protection (CPB) to the Hangar 3, LLC ramp would create an inconvenience to passengers or potential conflicts with larger aircraft and ramp congestion.
- Would create a poor overall experience for carriers and their customers
- Concerns about aircraft needing tugs for pushback rather than power-in/power-out.

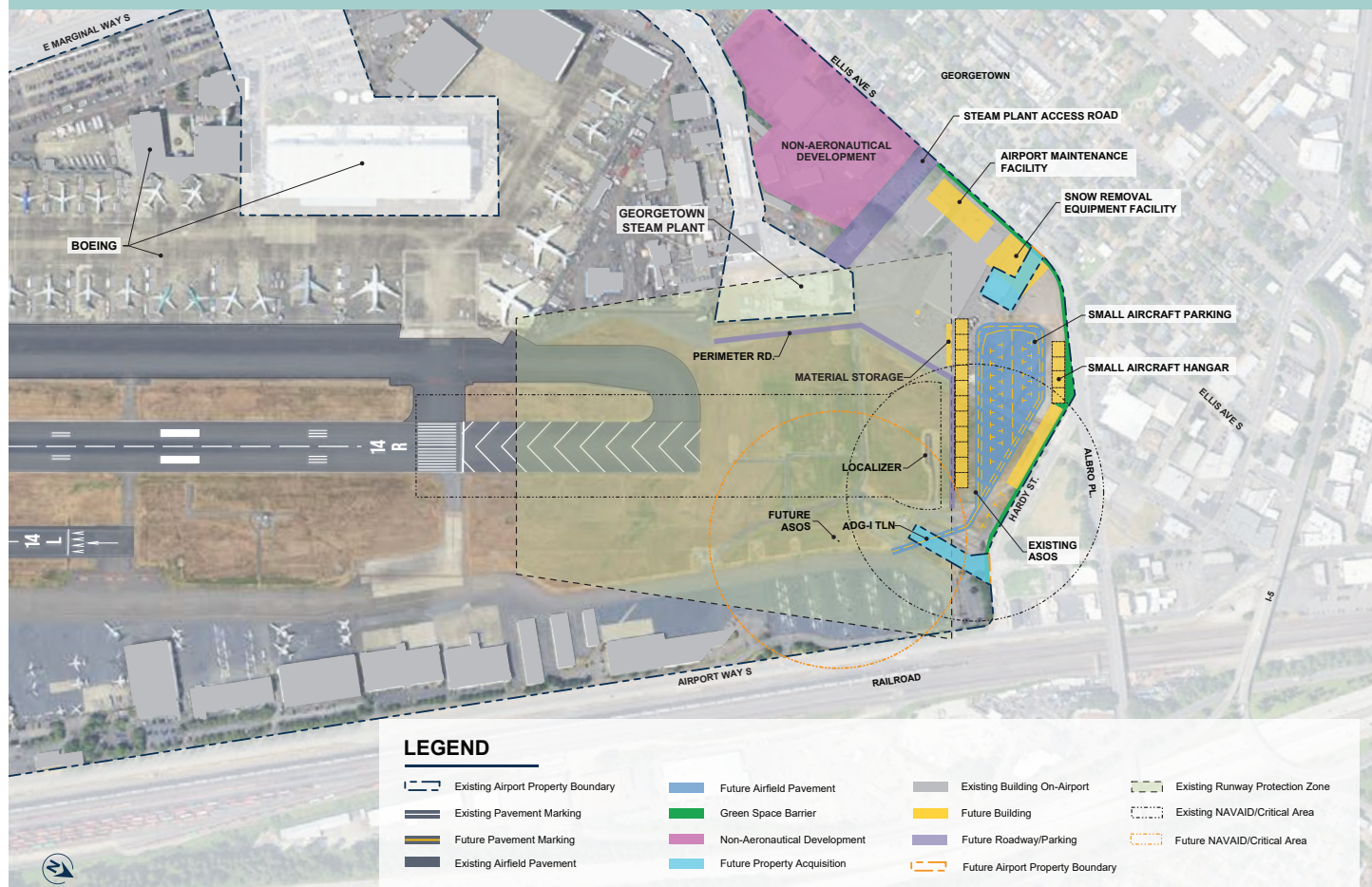
What do you like?

What should we change?

What concerns you?

Concept 1

Land use / airside



Key takeaways:

These concepts look at different ways the airport could use its limited property. These concepts provide additional General Aviation (GA) parking facilities and expanded air cargo facilities. They show potential locations for future eVTOL aircraft parking.

This concept:

- Provides direct vehicle access to the Georgetown Steam Plant from Ellis Avenue.

- Creates green space between the airfield and Ellis Avenue, Albro Place, and Hardy Street.
- Creates a non-aeronautical development area (e.g., office space, retail, community use) along Ellis Avenue.
- Adds new airport maintenance and snow removal equipment facilities.
- Provides 21 more small General Aviation hangars and 33 more outside parking positions for small General Aviation aircraft.

What we've heard:

- Highly beneficial to light GA community.
- Consider extending Taxiway Z for light GA aircraft.
- Concern about potential noise and other impacts to Georgetown residents resulting from development in the northwest quadrant of the Airport.
- Consider moving tie downs to the south end of the airfield.
- Residents do not want a new access road to the Georgetown Steam Plant.
- Consider noise impacts to residents. Hangars do not block noise.
- Consider doing a lead or aircraft emissions study.

What do you like?

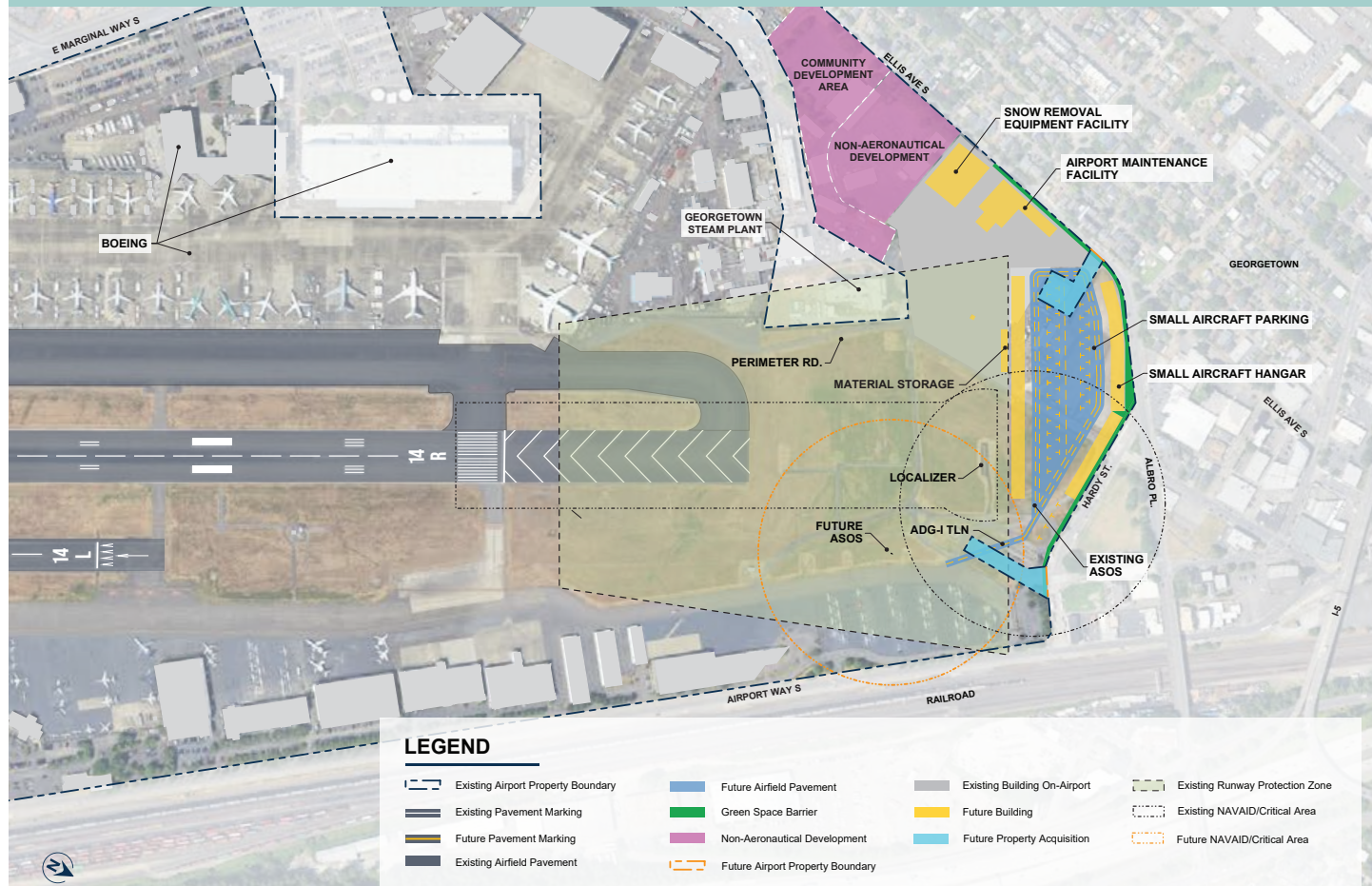
What should we change?

What concerns you?

Concept 2



Land use / airside



Key takeaways:

These concepts look at different ways the airport could use its limited property. These concepts provide additional General Aviation (GA) parking facilities and expanded air cargo facilities. They show potential locations for future eVTOL aircraft parking.

This concept:

- Provides direct vehicle access to the Georgetown Steam Plant from Ellis Avenue.

- Creates a green space boundary between the airfield and Ellis Avenue, Albro Place and Hardy Street.
- Creates a non-aeronautical development area (e.g., office space, retail) along Ellis Avenue.
- Adds new airport maintenance and snow removal equipment facilities.
- Provides 28 more hangars and 47 more parking areas for small General Aviation aircraft.

What we've heard:

- Highly beneficial to light GA community. Consider extending Taxiway Z for light GA aircraft.
- Concern about potential noise and other impacts to Georgetown residents resulting from development in the northwest quadrant of the Airport.
- Consider moving tie downs to the south end of the airfield.
- Residents do not want a new access road to the Georgetown Steam Plant.
- Consider noise impacts to residents. Hangars do not block noise.
- Consider doing a lead or aircraft emissions study.

What do you like?

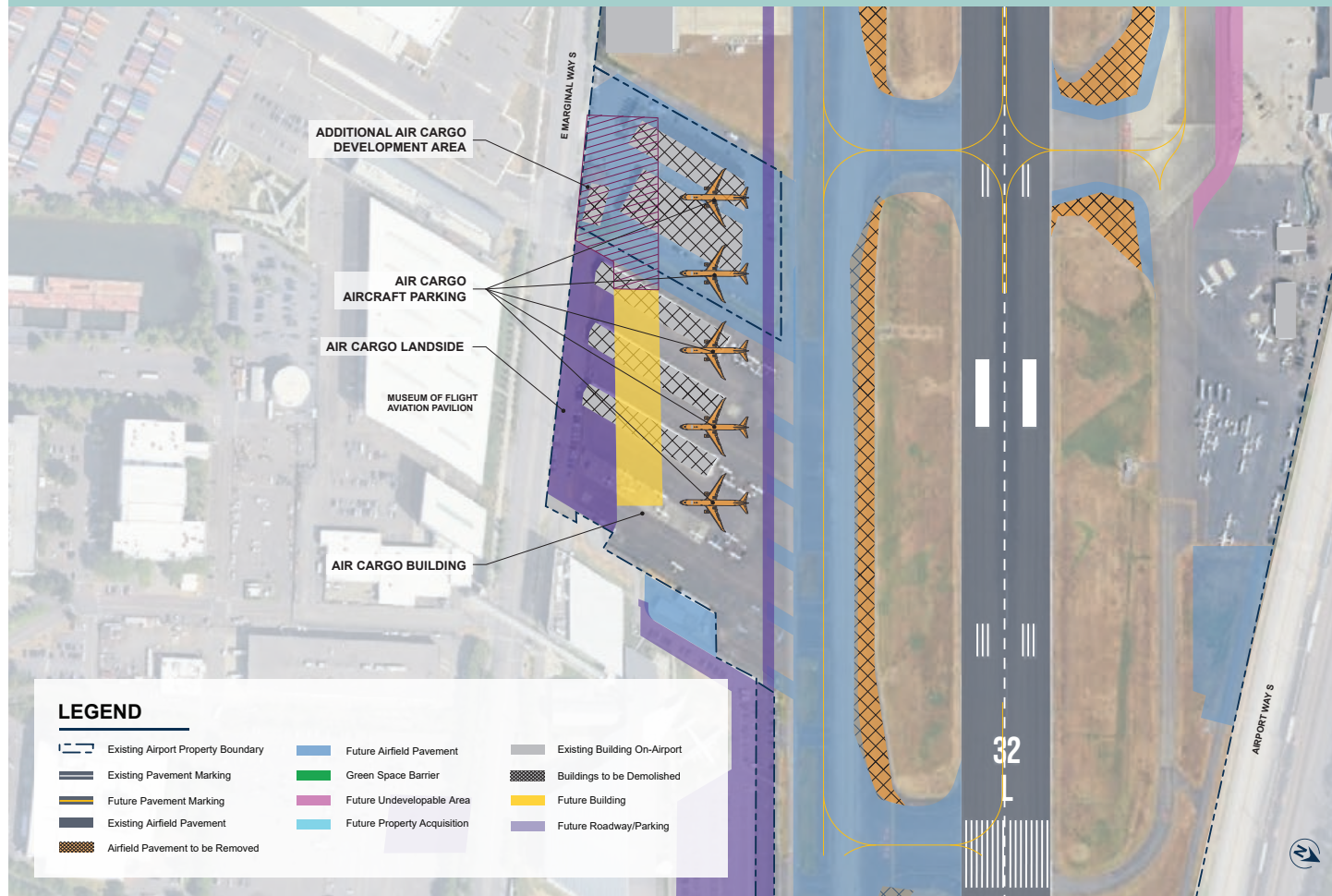
What should we change?

What concerns you?

Concept 3



Land use / airside



What we've heard:

- This is a potential conflict with Museum of Flight easement.
- The loss of GA parking area is unacceptable.
- This is the only viable if KCIA pursues Alternative 1 or 2 to replace loss of GA area.
- Build more T-hangers, not less.

What do you like?

What should we change?

What concerns you?

Key takeaways:

These concepts look at different ways the airport could use its limited property. These concepts provide additional General Aviation parking facilities and expanded air cargo facilities. They show potential locations for future electrical vertical take-off and landing (eVTOL) aircraft parking.

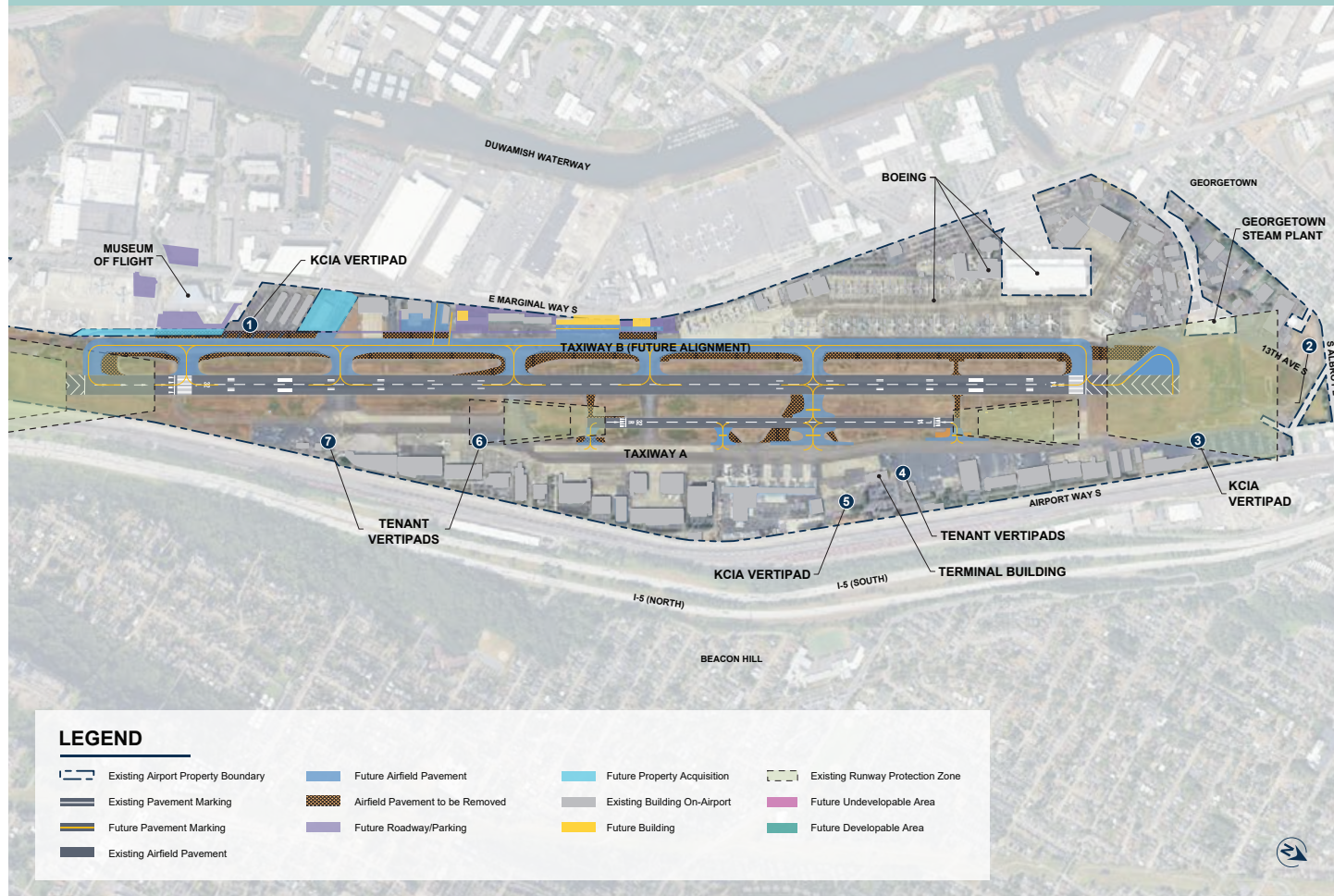
This concept:

- Replaces the existing southwest hangars and outside parking positions with a potential air cargo area.
- Builds a new air cargo building, parking and truck dock area, and parking for up to five large cargo aircraft in two phases.

Concept 4



Land use / airside



What we've heard:

- Vertipad closest to the terminal is of interest to commercial operators. Need more information.
- FBOs are likely to choose locations across the industry for initial operations.
- Would these serve private and/or commercial operations?

What do you like?

What should we change?

What concerns you?

Key takeaways:

These concepts look at different ways the airport could use its limited property. These concepts provide additional General Aviation parking facilities and expanded air cargo facilities. They show potential locations for future electrical vertical take-off and landing (eVTOL) aircraft parking.

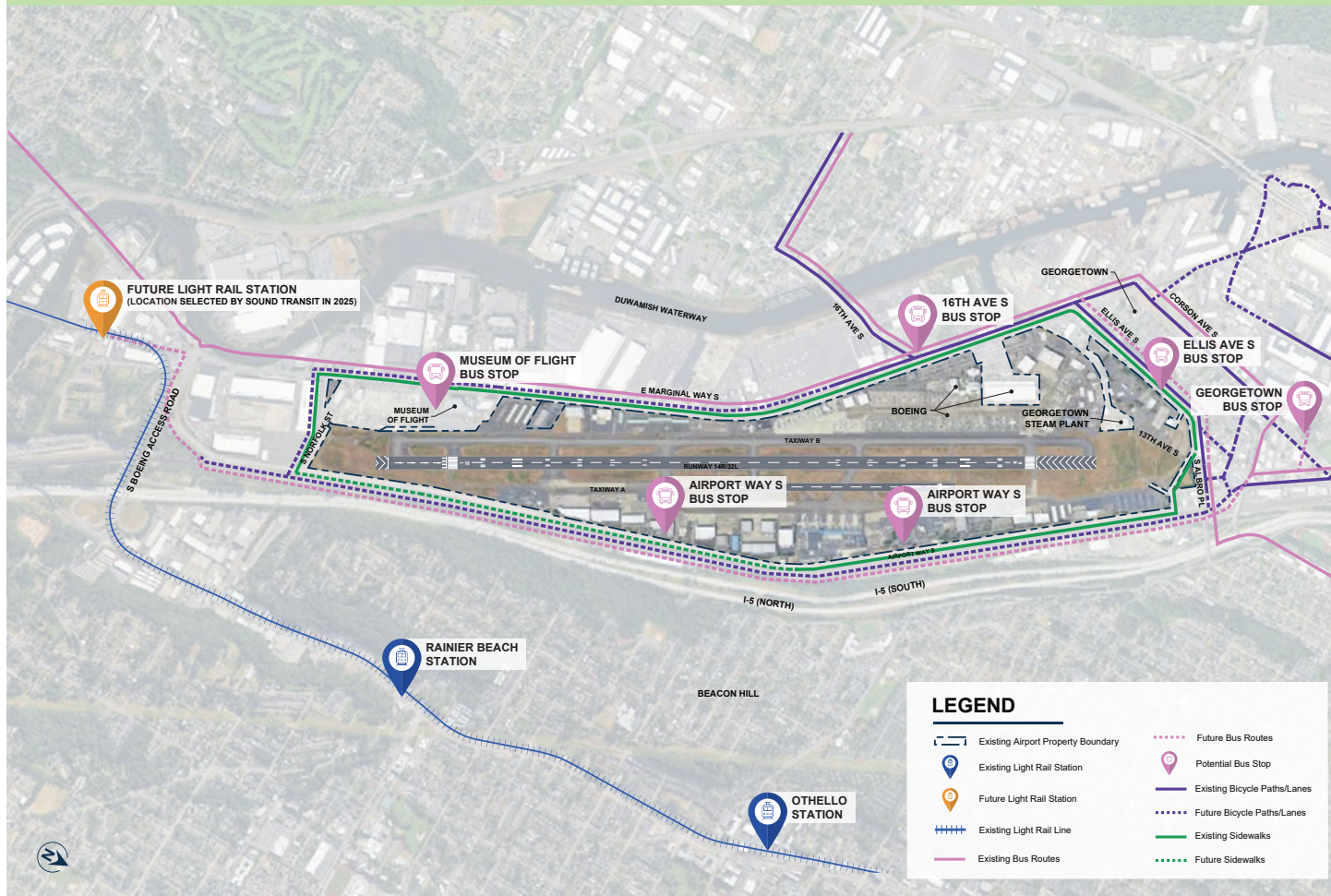
This concept:

- Shows four potential new locations for KCIA-owned vertipads (locations 1, 2, 3, and 5).
- Shows three potential new locations for tenant-owned vertipads (locations 4, 6, and 7).

Concept 1



Multimodal



Key takeaways:

This concept focuses on ways to improve pedestrian, bicycle, and transit access around the airport. The airport works with agencies like Sound Transit, City of Seattle, and King County Metro, which plan and build nearby bus stops, roads, and sidewalks. The study team reviewed their plans to understand how they connect with the airport.

This concept shows Sound Transit's planned light rail station. From this station, the airport's study team identified several potential bus stop locations based on areas of activity at the airport. After gathering public input, the study team will recommend the airport reserve space for future bus stops. This means that the airport will have space available in the future if needed.

What we've heard:

- Questions about the proposed light rail station, who it is intended to serve, and why is not near attractions or businesses.
- Interest in whether future light rail planning includes bikes, scooters, or walking connections between the airport's East and West sides.
- General support for the idea of improved connections.

What do you like?

What should we change?

What concerns you?



King County
International Airport
Boeing Field

KCIA Vision 2045 and Part 150 Study Airport Roundtable Advisory Committee Briefing

October 6, 2025

Agenda

- Study Processes / Status Update
- Community Engagement Status
- Vision 2045 Draft Alternatives Overview



Vision 2045

AIRPORT PLAN UPDATE



Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

Study Processes / Status Update

Part 150 Study task sequence



Vision 2045 study process



Refining Vision 2045 concepts





Vision 2045

AIRPORT PLAN UPDATE



Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

Community engagement

Public Engagement thru September 2025

Public meetings and open houses

4 of 7



Open house attendees (in-person)

149



Newsletter subscribers

200

Postcards mailed



73,464

Project Advisory committee meetings (in-person and online)

8 of 11



Community-Based Organization interviews and survey responses

6



Website views

69,237

Public comments submitted

122



PAC members

- Aircraft Owners and Pilots Association
- Allentown neighborhood representative
- Beacon Business Alliance
- ***Beacon Hill Community Council***
- ***Boeing***
- ***City of Tukwila***
- Duwamish River Community Coalition
- ***Federal Aviation Administration***
- ***Friends of Boeing Field***
- Georgetown Business Association
- ***Georgetown Community Council***
- ***IAM District 751***
- Kenmore Air Express
- King County Immigrant and Refugee Commission (invited)
- ***King County International Airport Community Coalition***
- Modern Aviation
- Office of Representative Adam Smith
- Pacific Northwest Business Aviation Association
- Rainier Beach Action Coalition (invited)
- Signature Aviation
- Sky Service
- ***Society of Professional Engineering Employees in Aerospace***
- South Park Neighborhood Association (invited)
- ***UPS***

12 Completed meetings to-date

May 22, 2024 PAC Meeting #1 (Hybrid)
Project Kickoff
Vision 2045 Goals & Objectives

June 20, 2024 Open House #1 (In person)
Project Introductions
Vision 2045 Goals & Objectives

July 25, 2024 PAC Meeting #2 (Hybrid)
Part 150 Study Process

September 4, 2024 Open House #2 (In person)
Part 150 Study Process

October 24, 2024 PAC Meeting #3 (Virtual)
Vision 2045 Forecast

December 3, 2024 PAC Meeting #4 (Hybrid)
Part 150 Study Noise Exposure Maps

February 26, 2025 PAC Meeting #5 (Hybrid)
Vision 2045 Facility Requirements

March 20, 2025 Open House #3 (In person)
Part 150 Study Noise Exposure Maps

June 12, 2025 PAC Meeting #6 (In person)
Vision 2045 Draft Alternatives
Workshop 1

July 24, 2025 PAC Meeting #7 (Hybrid)
Part 150 Study Noise Compatibility
Program Mtg 1

August 20, 2025 PAC Meeting #8 (Virtual)
Vision 2045 Draft Alternatives
Workshop 2

September 25, 2025 Open House #4 (In person)
Vision 2045 Draft Alternatives

3 Remaining PAC meetings in 2025/2026

October 21, 2025 PAC Meeting #9 (Hybrid)
Vision 2045 Refined Alternatives

November 20, 2025 PAC Meeting #10 (Hybrid)
Part 150 Study Noise Compatibility Plan Pt. 2

Winter/Spring 2026 PAC Meeting #11 (Hybrid)
TBD Vision 2045 Final Plan

3 Remaining public open houses in 2025/2026

November 18, 2025

Open House #5 (In person)
Vision 2045 Refined Alternatives

January 2026 TBD

Open House #6 (In person)
Part 150 Study Noise Compatibility Program

Spring 2026 TBD

Open House #7 (In person)
Vision 2045 Final Plan

Draft Alternatives Overview

Open House #4 – September 2025



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	3	Increase usability of the terminal apron
 Land use / airside	4	Identify additional space potential for General Aviation aircraft, cargo, eVTOL/ AAM aircraft
 Multimodal	1	Identify multimodal opportunities along airport perimeter

Airfield Focused

Land Use/Landside Focused

* "Hot spots" are areas on the airport identified by the Federal Aviation Administration because they require heightened attention from pilots and ground vehicle operators due to their complexity, confusing layout, or miscommunication.

Open house #4: What we've heard

Non-standard airfield conditions

- Support for, and opposition to reducing capacity
- Questions about how to reduce health impacts on nearby residents
- Concerns about noise
- Questions about effects on air traffic over West Seattle
- Opposition FBO ramp removal

Visibility minima improvements

- Support for keeping MALSR on airport property
- Concern about encroachment on neighborhood, FAA incompatible land use, safety, environment and quality-of-life for neighbors
- Opposition to tree topping

Hot spot mitigation

- None

Terminal apron

- None

Multimodal

- Support for better transit access and connections to light rail

Land use/ airside

- Expand greenspace as a buffer to be usable by the public: landscaping, paths, recreation
- Limit operations to standard daytime business hours to reduce noise
- Reevaluate additional aircraft and vehicle parking to reduce neighbor impacts

Land use/ airside

- Get community input on non-aeronautical development
- Support for more small hangars and tie-downs
- Opposition to expansion, private jets
- Support for a thorough environmental and noise impact assessment
- Opposition to large cargo expansion

Land use/ airside

- Opposition to reduction in small aircraft parking and facilities
- Opposition to vertipads at north end of airport
- Support for new vertipads to be placed away from residential zones with environmental and noise studies, community engagement, and operational restrictions.

Comment Locations

- Comments on Alternatives open on website through October 17
 - Link on right side of every page of project website
 - Vision 2045 page of project website
- Stay Involved page – comments on any topic welcome at any time
- Comment Summary Table
 - Resources page – bottom of each quarterly eNewsletter is a link to the summary table

KCIA Vision 2045 Airport Plan and Part 150 Study - Public Comments (4/29/2025)

To view the public comments received through email (KCIACommunityOutreach@kingcounty.gov), the project website (KCIPlanning.com), phone class, and public meetings and open houses, please [click here](#).

Sent on behalf of King County, WA by PublicInput
2409 Crabtree Blvd, Suite 107, Raleigh, NC 27604

Share



Comment Locations

[illegible]

Up next

- PAC Meeting #9 – Vision 2045 Draft Alternatives 2, October 21
- Open House #5 – Vision 2045 Draft Alternatives 2, November 18
- PAC Meeting #10 – Part 150 NCP Meeting 2, November 20

Share input with the study team



Visit the project study website

KCIAPlanning.com

Email the KCIA project team

KCIACommunityOutreach@kingcounty.gov

Background information on ICE Flights

Sent via email on 9.30.2025 by John Parrott, KCIA

In June 2018, King County became aware that ICE was transporting immigrant detainees through King County International Airport-Boeing Field via charter aircraft.

Here is the background on the Ice flights

After consulting with stakeholders including airport leadership, the Prosecuting Attorney's Office, and community groups, then-King County Executive Dow Constantine sought to stop ICE flights at KCIA via an Executive Order issued in [April 2019](#). However, that effort was challenged by the federal government, claiming that it violated federal law and the 1948 Instrument of Transfer that gave KCIA back to the county after World War II.

In March 2023, the U.S. District Court for western Washington issued a ruling that prevented enforcement of the 2019 Order. King County appealed this decision, but soon issued an updated Executive Order addressing the issues raised by the court about the 2019 Order.

Under the [2023 Executive Order](#), we can and do limit the support that King County provides for these flights. As part of that Order, we began tracking ICE flights and posting a monthly log online in May 2023.

In November 2024, the Ninth Circuit Court handed down a decision denying King County's appeal of the District Court ruling. The court made it clear that, as a public airport, KCIA is legally obligated to allow chartered ICE flights to use the airport. The decision in [U.S. v. King County](#) severely limits the authority of state and local governments to regulate federal immigration functions. However, the 2023 Order was allowed to stand.

The log of ICE flights continues to be updated monthly at kingcounty.gov/ice-flights. Reports for each month are posted by the 15th of the following month. In early 2025, KCIA installed livestreaming cameras that are displayed on that webpage. These cameras allow anyone with an internet connection to view flight activities on the airfield 24 hours a day, seven days a week.

Document Code No.: PFC-7-2-1-PR

Title: Amended King County International Airport Supplemental Rules and Regulations

Effective Date: Immediately upon filing with ARMMS

Authorities: K.C.C. 2.98.070 and 15.12.010.

Keywords: Airport, Rules & Regulations, KCIA

Sponsoring Agency: Department of Executive Services

Signature:

Date Signed:

Signed by:

Lorraine Patterson-Harris

8/26/2025

1. Findings and Purpose

The Director of King County's Department of Executive Services ("DES"), acting under the authority of King County Code ("K.C.C.") section 2.98.070 and section 15.12.010, proposes adopting emergency rules amending the King County International Airport Supplemental Rules and Regulations PFC-7-2-PR, dated May 2, 2025 ("Rules"), providing standards for motor vehicle and aircraft operations at King County International Airport ("KCIA").

The Director finds that adopting the emergency rules is necessary to preserve the public health, safety, and general welfare of KCIA and its users. Following the notice requirements and comment process set forth in K.C.C. section 2.98.060 would be contrary to the public interest.

Recently, DES has learned of certain motor vehicle and aircraft operational practices occurring at the Airport that pose an immediate threat to public safety and property. The purpose of this emergency rule is to address and mitigate the risk of injury to persons and damage to property by amending certain specified Rules. A brief summary of the amended Rules, along with the proposed text, is provided below.

2. Emergency Rules

A. Motor Vehicle Operations and Lead-In Lines

The proposed emergency rules amend Section 7 Vehicle and Traffic Regulations and Section 9 Aircraft Operational and Safety Requirements. Changes to existing text appear in redline form with insertions underlined and deletions in ~~strike through~~. The amendments require markings on motor vehicles, prohibit vehicles from obstructing security cameras, and require aircraft to be towed and parked on designated lead-in lines. Further, the amendments require Fixed Base Operators ("FBO") to escort large vehicles and groups of vehicles that transport passengers to and from flights serviced by the FBO to ensure that those vehicles do not park too close to aircraft and leave room for first responders to access the aircraft in case of an emergency. Taken together, the amendments preserve the safety and security of the Airport by ensuring that vehicles entering the Air Operations Area are identified, by preventing vehicles and aircraft from blocking the view of security cameras, and by reducing collision hazards from inexperienced drivers. Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein.

- (1) **Vehicle Radio Equipment and Marking Requirements.** Section 7.5 of the Rules is hereby deleted in its entirety and replaced with the following:

No person shall operate a vehicle or equipment in the Movement Area unless it is equipped with a permanently affixed or mobile two-way radio, or escorted by a vehicle equipped with a two-way radio, for communication with ATC on the approved published frequencies. Vehicles shall have displayed either an amber beacon or an orange and white-checkered flag during the day or amber beacon during nighttime when operating on the AOA. ~~Vehicles should be operating within the AOA must be marked with a placard or decal clearly indicating the organization or company with which the surface vehicle is associated~~ and equipped in accordance with the most current version of Advisory Circular 150/5210-5 series, Painting, Marking, and Lighting of Vehicles Used on an Airport.

Installation of two-way radio and display of approved lights or checkered flag and marking shall not be construed as permission for that vehicle to operate in the movement area. The Airport Director must grant permission before any vehicle is operated in the AOA.

- (2) **Operations.** Section 7.6 of the Rules is hereby deleted in its entirety and replaced with the following:

Vehicles shall not be operated in such a manner as to create a hazard or interfere with the safe and secure operation of the aircraft or Airport. The Airport Director has discretion to remove, or cause to be removed at the owner's expense, any vehicle from the Airport or AOA that is illegally or improperly parked, or is found to be blocking or obstructing security cameras, or creates a safety or operations problem. If any such vehicle cannot be moved because of needed repairs, the Airport Director may order it towed from the Airport at the owner's expense and liability.

Vehicles shall not be operated in a careless, negligent, or reckless manner or in disregard of the rights and safety of others, or without due caution for circumstances or at a speed or in a manner that endangers or is likely to endanger persons or property. Vehicles constructed, equipped, loaded, or maintained (or having attached thereto any object or equipment which drags, swings, or projects) which endangers or is likely to endanger persons or Property is prohibited.

No tank vehicle, truck, or semi-trailer used for the transportation of flammable liquids or Fuel Handling, shall be operated on the AOA unless approved in writing by the Airport Director.

Cell telephones are not to be used when driving on the Airport. The Airport is a smoke-free facility and there is no smoking in vehicles. Seatbelts are required to be worn at all times. Vehicle operators shall obey all posted speed limit signs.

Vehicles shall not be operated in any Hangar or structure for a prolonged period of time unless the vehicle exhaust is protected by screens or baffles to prevent the

escape of sparks, or the propagation of flame and a vent system exists to prevent exhaust fumes from building up in the Hangar.

Vehicle Operators shall not, after receiving a visual or audible signal from a County employee or a Law Enforcement Officer fail to stop the vehicle being operated, operate the vehicle in disregard of the signal, or interfere with or endanger persons or Property. Vehicle Operators shall provide proper signals and obey all traffic lights, signs, mechanical or electrical signals, and pavement markings unless directed otherwise by the County or a Law Enforcement Officer.

The Airside perimeter road shall be used only by County designated vehicles including County vehicles, Refueling Vehicles, and other vehicles approved previously in writing by the County to be on the Non-Movement Area as described in these Rules and Regulations. The operation of vehicles which are overloaded (as designated in the vehicle operation manual) is prohibited.

Persons shall not ride on the running board, in the beds of pickup trucks, ride on the outside of a vehicle, or allow arms or legs to protrude from a vehicle except for Emergency Vehicles that are designed specifically for such operations.

Vehicle Operators shall yield the right of way to aircraft, Emergency Vehicles, and pedestrians.

Vehicles shall not be operated in such a manner as to create a hazard or interfere with the safe and secure operation of the aircraft.

Vehicles, except Emergency Vehicles responding to an emergency, shall not overtake or pass in front of a moving aircraft.

Vehicles shall come no closer than 50 feet to a taxiing aircraft and shall pass to the rear of taxiing aircraft.

Vehicles shall not pass closer than 20 feet from any wing or tail section of a parked or staged aircraft where practical.

Vehicles used for hauling trash, dirt, or any loose material(s) shall be operated in such a fashion as to prevent the contents from dropping, leaking, or otherwise escaping including, at a minimum, covering the load.

- (3) Air Operations Area.** Section 7.8 of the Rules is hereby deleted in its entirety and replaced with the following:

Unescorted vehicles on the AOA may only be operated by persons with a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training.

Vehicle Operators using the AOA ~~on an irregular basis without a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training~~ must be escorted by an authorized Vehicle Operator and shall proceed directly to an approved destination(s) on the

Airport ("Approved Destination(s)") without entering the Movement Area. The County ~~may~~ will restrict vehicles to a certain area(s) of the AOA. Such restrictions shall prohibit vehicle operations outside the designated area(s).

If a vehicle greater than 25 feet in length or 10,000 lbs. empty weight ("Large Vehicle") is operated by a driver who is eligible to drive on the AOA only under supervision of an escort (i.e., an individual who does not possess a proper and current Airport ID Badge, driver's license, and successful completion of access specific driver training) and enters the AOA for the purpose of bringing passenger(s) to or from a flight serviced by a Fixed Base Operator, that Fixed Base Operator must (1) verify the identity of the Large Vehicle's operator by reference to a driver's license or other government-issued identification prior to escort (and keep a record of such verification), and (2) escort the Large Vehicle in a Fixed Base Operator-placarded vehicle to the Approved Destination(s).

If more than one vehicle enters the AOA in a group for the purpose of transporting passenger(s) to or from a flight serviced by a Fixed Base Operator, that Fixed Base Operator must (1) verify the identity of each vehicle's operator by reference to a driver's license or other government-issued identification prior to escort (and keep a record of such verification), (2) ensure that the lead vehicle and last vehicle in the procession are marked with a placard or decal clearly indicating the organization or company with which the surface vehicle is associated, and (3) escort the group of vehicles in a Fixed Base Operator-placarded vehicle to the Approved Destination(s).

Prior to escorting any Large Vehicle or group of vehicles into the AOA for the purpose of transporting passenger(s), the Fixed Base Operator shall notify Airport Operations by calling 206-296-7334 (the 24 hour telephone number). The notice shall specify the time that the Large Vehicle or group of vehicles is expected to enter the AOA and when it is expected to exit the AOA. The Large Vehicle or group of vehicles may be subject to additional inspection or screening at the discretion of duly authorized law enforcement officers.

Fixed Base Operator escorts are responsible for the path-of-travel of Large Vehicles and groups of vehicles requiring escort, and for ensuring such vehicles remain within the designated area(s) of the AOA and maintain a parked distance from all aircraft sufficient to allow Aircraft Rescue and Fire Fighting (ARFF) vehicles 360-degree access to the aircraft for fire equipment during passenger loading and unloading.

Use of motorhomes, mini-bikes, dirt bikes, all-terrain vehicles, go-carts, golf carts, roller blades, skateboards, tricycles, unicycles, or other similar devices is not permitted on the AOA without the prior written permission from the Airport Director and must meet the same standards as all other vehicles driven in the AOA. However, use of golf carts and bicycles by Tenants for non-recreational use is permitted for transportation in the Non-Movement Areas.

- (4) Taxiing and Towing Operations.** Section 9.4 of the Rules is hereby deleted in its entirety and replaced with the following:

Aircraft shall not be taxied until the Aircraft Operator has determined (by visually inspecting the area) there shall be no danger of collision with any person, structure, object, or Property. Aircraft shall not be taxied into, out of, or within any structure. Aircraft (other than unmanned aircraft) being taxied shall have a person at the controls of the aircraft who shall monitor the radio transmitting frequency in use by ATC if the aircraft is equipped with a radio and the radio is functional.

Aircraft Operators shall not taxi at a speed greater than is reasonable and prudent under the conditions that exist with regard for actual and potential hazards and other aircraft so as not to endanger persons or Property.

Aircraft shall only be taxied or towed in Paved Areas normally used for operation of aircraft unless prior written approval has been provided by the County. Aircraft utilizing public ramps shall only be taxied or towed along lead-in lines, unless directed otherwise by the Airport Director or designee.

- (5) Parking of Aircraft.** Section 9.6 of the Rules is hereby deleted in its entirety and replaced with the following:

Aircraft shall be parked only on an apron area and along lead-in lines as designated by the Airport Director or designee, except for (1) stored aircraft that are not in regular use, (2) parked aircraft that are not to be enplaned or deplaned from their parking location, or (3) when otherwise approved by the Airport Director. Aircraft arriving at the Airport should provide parking location to ATC as warranted. Aircraft Owners and/or Aircraft Operators shall secure their aircraft when left unattended and shall be held responsible for any damage that may occur to the aircraft or any other aircraft.

B. Hot Boarding and Hot Fueling

The proposed emergency rules amend Section 6 Passenger Terminal Building, Section 9 Aircraft Operational and Safety Requirements, and Section 11 Aviation Fueling. Changes to existing text appear in redline form with insertions underlined and deletions in ~~striktthrough~~. To safeguard public health and safety, the amendments prohibit aircraft engines from running while passengers are loading and unloading, and while the aircraft is refueling. Capitalized and abbreviated terms have the meaning provided in the Rules unless specifically defined herein.

- (1) Aircraft Engine Operation.** Section 6.8 of the Rules is hereby deleted in its entirety and replaced with the following:

Power back and power out procedures are prohibited without prior authorization from the Airport Director or designee.

Engines shall not run during passenger loading or unloading.

Use of auxiliary power units (APU) or ground power units (GPU) shall be kept at a minimum.

Engine cross bleed shall not be started until the aircraft is positioned on the Taxiway/Taxilane centerline and the ground crew confirms procedure can be initiated without adverse impact on other aircraft, vehicles, or personnel.

- (2) Loading/Unloading of Passengers.** Section 9.8 of the Rules is hereby deleted in its entirety and replaced with the following:

Air Carrier and charter passengers shall be loaded and or unloaded only in designated areas unless permission is otherwise granted by the Airport Director or designee.

The performance of passenger loading or unloading while aircraft engines are running is prohibited.

All passengers deplaning from or enplaning to an aircraft in the designated areas shall remain within established lanes or routes between the aircraft and the Passenger Terminal Building. Passengers on flights arriving from international locations shall not deplane until cleared to do so by CBP Officers.

Pilots and operators of aircraft shall be responsible for the loading or unloading of passengers and/or freight on all aircraft aprons at the Airport.

- (3) Fuel Handling.** Section 11.4 of the Rules is hereby deleted in its entirety and replaced with the following:

Aircraft shall not be engaged in Fuel Handling in an area where aircraft engines are operating, aircraft or engines are being warmed by application of heat, or while the aircraft is located in a congested area.

All Fuel Handling shall be treated with due caution and circumspection with regard to the rights, safety and security of others so as not to endanger, or be likely to endanger, persons or Property. If any malfunction or irregularity is detected on or within the aircraft, Fuel Handling shall cease immediately, and the malfunction or irregularity shall be brought to the attention of the Aircraft Owner or Aircraft Operator immediately. Persons engaged in Fuel Handling shall exercise care and extreme caution to prevent overflow or spills of fuel or oils. Should a fuel or oil spill occur at the Airport, the party responsible shall comply with Section 12 of these Rules and Regulations.

Fuel Handling shall be conducted in accordance with the procedures stipulated in the Aircraft Operator's Manual. Fuel Handling shall not occur if an electrical storm is in progress in the immediate vicinity of the Airport and may resume 15 minutes following any reported or observed lightning flash within 5 miles of the Airport.

Unless engaging in Rotorcraft Rapid (Hot) Refueling as provided in Section 11.5, Fuel Handling shall not occur while passengers are on board the aircraft unless a ~~passenger loading ramp is in place at the aircraft's cabin door, the door is in the open position, and a qualified attendant is present at the door.~~ the flight is for a

military operation or emergency medical transport of a patient. Passenger loading or unloading shall not occur during Fuel Handling unless the flight is for a military operation or emergency medical transport of a patient. No person shall operate any cellphone, radio transmitter, or receiver or switch the transmitter or receiver on or off during Fuel Handling unless said radio transmitter or receiver is designed specifically for such environment.

Fuel Handling. Smoking, vaping, matches, lighters, and open flames (e.g., candles, fixtures, or fires) are prohibited within 50 feet of any aircraft, Refueling Vehicle, or fuel storage facility. Fire extinguishers shall be immediately available during Fuel Handling to comply with practices recommended by the NFPA and all fire codes, regulations, or directives issued by the Fire Department and/or the County. All extinguishers shall be inspected and certified, as required by law, and all personnel involved with fueling or defueling operations shall be qualified and trained to use all fire extinguishers.

Prior to engaging in Fuel Handling, the entity shall provide the County with a written SPCC Plan that meets all applicable Legal Requirements. An updated copy of the SPCC Plan shall be filed with the County at least 30 calendar days prior to any planned change in operations. A trained person shall be present and responsive while fuel is being transferred into or out of any fuel storage facility or any Refueling Vehicle. The person shall remain within the immediate vicinity, in close proximity to, and in direct view of all operating controls and Refueling Vehicles. The person shall not leave the discharge end of any hose(s) unattended at any time while the transfer of fuel is in progress. The person shall not block open, bypass, disengage, or deactivate the deadman or any related controls while Fuel Handling.

Refueling Vehicles shall be positioned so the vehicle can be safely driven away in the event of spill or fire. Fuel Handling shall be conducted outdoors and at least 25 feet from any Hangar or building and 50 feet from any combustion and ventilation air-intake to any boiler, heater, or incinerator room or as approved by the County and the Fire Department.

Refueling Vehicles shall be refueled only at refueling stations approved by the County and the Fire Department. In the absence of suitable ground support equipment, a turbine-powered APU mounted at the rear of the aircraft or on the wing on the side opposite from the fueling point may be operated during Fuel Handling. A turbine-powered APU may be operated during Fuel Handling provided its design, installation, location, and combustion air source do not constitute a fuel vapor ignition source.

The Refueling Vehicle shall be bonded to the aircraft or fuel storage facility to equalize the voltage potential. All hoses, nozzles, spouts, funnels, and appurtenances used in Fuel Handling shall be Factory Mutual (FM) or Underwriters Laboratories (UL) approved and shall be equipped with a bonding device to prevent ignition of volatile liquids.

Hold down or hold open devices on Refueling Vehicle nozzles are prohibited. For single point fueling, deadman controls or mechanisms shall be utilized and shall

remain in safe operating condition and good working order. No person shall deactivate or bypass a deadman control or mechanism at any time. During Fuel Handling, no person shall use any material or equipment which is likely to cause a spark or ignition within 50 feet.

Refueling Vehicles (including fuel tankers) shall only use the entrance, exit, and route designated by the County during the transportation and delivery of fuel. Refueling Vehicles (including fuel tankers) shall be subject to inspection at any time to determine compliance with these Rules and Regulations. Appropriate and proper absorbent material(s) and fuel spill containment capable of damming/diking a fuel spill shall be immediately available or as required in the entity's approved SPCC Plan.

3. **Scope.** All other Rules shall remain in full force and effect except as specifically amended herein.
4. **Effective Date.** This rule becomes effective for the Department of Executive Services immediately upon filing for a period of 150 days. The King County International Airport is responsible for implementation of this emergency rule. A new, revised, or renewed rule may be initiated by the Department of Executive Services prior to the expiration date if deemed necessary for the preservation of public health, safety, and general welfare.

King County
Department Policies and Procedures
Division Policy

Title KCIA FREE SPEECH ACTIVITIES POLICY	Document Code No. BFI-1A-01
Department/Issuing Agency King County Department of Executive Services/Airport Division	Date August 27, 2025
Approved 	Signed by: , Lorraine Patterson-Harris, DES Director

1.0 SUBJECT TITLE: King County International Airport, Free Speech Activities Policy

1.1 EFFECTIVE DATE: August 27, 2025

1.2 TYPE OF ACTION: New Policy

1.3 KEY WORDS: (1) Airport; (2) Free Speech; (3) First Amendment.

2.0 PURPOSE:

The purpose of this policy is to establish guidelines for engaging in free speech activities at the King County International Airport (Airport).

3.0 ORGANIZATIONS AFFECTED: King County International Airport.

4.0 FINDINGS:

4.1 The United States acquired the Airport in 1941 for national defense purposes. In 1948, the United States returned the Airport to King County under the Surplus Property Act of 1944 subject to certain use restrictions, including that it be used as a public use airport.

4.2 The primary purpose of the Airport is to facilitate air transportation and travel.

4.3 From time to time, individuals and groups seek to engage in free speech activities implicating the First Amendment at the Airport, such as staging demonstrations, distributing literature, soliciting charitable support, conducting surveys, and expressing opinions and ideas in various forms (defined below as “Activities”).

4.4 To ensure the safe, orderly, and efficient operation of the Airport while preserving its primary purpose of facilitating air transportation and travel, it is necessary that such Activities be subject to reasonable and viewpoint-neutral regulation.

4.5 The Airport is not a public forum and any First Amendment Activities on Airport property are subject to this policy.

- 4.6 The Airport is among the nation's busiest general aviation airports while also space-constrained both inside the Main Terminal Building and on adjacent sidewalks and driveways wholly located on Airport property. In contrast, public roads, sidewalks and/or rights of way encircle the outer perimeter of the Airport and are available traditional public forums for the exercise of First Amendment Activities.
 - 4.7 The Main Terminal Building is dedicated to airlines, ticketed passengers, tenants, Airport employees, administrative offices, and others using the building for purposes directly associated with a public use airport.
 - 4.8 The Airport must meet significant security demands to ensure safe, orderly, and efficient air transportation and travel.
 - 4.9 The following policies are adopted, amending and superseding all earlier versions, and providing as follows:
- 5.0 DEFINITIONS:
- 5.1 Activity or Activities. Free speech activity implicating the First Amendment, including Demonstration, Distribution, Solicitation, and Survey activities.
 - 5.2 Air Operations Area or AOA. The secure area of the Airport designated for aircraft take-off, landing, and maneuvering, including but not limited to runways, taxiways, parking aprons, hangars, tie-down areas, navigation, and communications facilities.
 - 5.3 Airport. King County International Airport/Boeing Field or KCIA, as set forth in that certain Instrument of Transfer, dated May 26, 1948, between the United States and King County, and as delineated in the Airport Layout Plan posted on the Airport Website. The Airport does not include the sidewalk along Airport Way South.
 - 5.4 Airport Director. The person appointed by the King County Executive to manage, superintend, control, and protect the Airport.
 - 5.5 Airport Website. <https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport>
 - 5.6 Demonstration. Using words or conduct to communicate or express an idea, view, or grievance with the intent, effect, or propensity to express that idea, view, or grievance to others.
 - 5.7 Distribution. Distributing leaflets, pamphlets, flyers, books, photos, or any other written or printed material used to express a view or grievance to others.
 - 5.8 First Amendment. The First Amendment to the United States Constitution.
 - 5.9 Main Terminal Building. The passenger terminal and office building for Airport operations with an address of 7277 Perimeter Rd. S., Seattle, WA 98108.
 - 5.10 Maps. The maps available on the Airport website designating the areas where Activities shall take place.

- 5.11 Operations Manager. The Airport official designated by the Airport Director authorized to assess and manage security concerns at the Airport.
 - 5.12 Solicitation. Seeking funds, signatures, or other support on behalf of organizations for charitable, patriotic, political, social justice, religious, or educational purposes.
 - 5.13 Survey. Conducting surveys on behalf of organizations for charitable, patriotic, political, social justice, religious, or educational purposes.
- 6.0 POLICIES:
- 6.1 Designated Locations and Hours. All Activities shall occur in the area(s) designated on the Maps and in no other location between the hours of 8 a.m. and 8 p.m.
 - 6.1.1 Demonstration Activities. Demonstration Activities shall occur in the area(s) designated on the Maps and in no other location, and only between the hours of 8 a.m. and 8 p.m. No person shall engage in Demonstration Activity outside of the designated area or time.
 - 6.1.2 Distribution, Solicitation, and Survey Activities. Distribution, Solicitation and Survey Activities shall occur in the area(s) designated on the Maps and in no other location, and only between the hours of 8 a.m. and 8 p.m. Persons engaged in these Activities may set up a small table within the designated area during the designated hours to facilitate distributing information, soliciting support, or conducting surveys. No person shall engage in Distribution, Solicitation, or Survey Activities outside the designated area or time.
 - 6.2 Restoration of Designated Area. Immediately following the Activity, participant(s) must clean up and restore the designated area used for the Activity to its original condition.
 - 6.3 Off-Limits Areas. To ensure the safe and orderly operation of the Airport, no Activity shall take place in an area that is not designated for such Activity on the Maps, which includes but is not limited to the following locations:
 - 6.3.1 Secured area, including but not limited to the AOA.
 - 6.3.2 Inside the Main Terminal Building or any other building at the Airport.
 - 6.3.3 Within ten (10) feet of the entrance to, or exit from, the Main Terminal Building.
 - 6.3.4 Within ten (10) feet of the entrance to, or exit from, any tenant leasehold.
 - 6.3.5 Within ten (10) feet of any entrance to, or exit from, the Airport or the AOA.
 - 6.3.6 On paved portions of streets, roadways, driveways, or any drive lanes within the Airport, or any entrance thereto.
 - 6.3.7 Parking areas.

- 6.4 Conduct Guidelines for Activities. The following behavior is expressly prohibited during any Activity at the Airport:
 - 6.4.1 Engaging in an Activity outside the area designated on the Maps or outside the hours of 8 a.m. to 8 p.m.
 - 6.4.2 Entering a secured area or the AOA.
 - 6.4.3 Harassing, intimidating, threatening, or assaulting any person.
 - 6.4.4 Physically or verbally obstructing, delaying, or interfering with a person's free movement at the Airport.
 - 6.4.5 Obstructing, delaying, or interfering with any vehicle or aircraft.
 - 6.4.6 Inciting others to violence or other criminal activity, or engaging in any activity that jeopardizes the health, safety, or security of Airport customers or employees.
 - 6.4.7 Indicating or representing that they, or the organization, are a representative or otherwise affiliated with King County or the Airport.
 - 6.4.8 Using sound or voice amplifying devices in, or adjacent to, the Main Terminal Building or any tenant leasehold building.
 - 6.4.9 Beating drums or using other devices to create a noise disturbance.
 - 6.4.10 Carrying banners or signs that are posted on poles (or rods of any type) that pose a hazard to others, or that exceed the allowed size limit, specifically banners or signs held or worn by a person that protrude beyond the person's front or back, above the person's head, or exceed the person's body width.
 - 6.4.11 Using or placing tables, stands, chairs, or other items on Airport premises, except as provided in Section 6.1.2.
 - 6.4.12 Storing placards, boxes, personal items, or supplies on Airport premises.
 - 6.4.13 Erecting temporary or permanent shelters on Airport premises.
 - 6.4.14 Destroying, damaging, or defacing Airport property.
 - 6.4.15 Failing to cease or alter Activities as directed by the Operations Manager during an emergency closure, suspension, or increased security threat as required in Section 6.5 of this Policy.
 - 6.4.16 Violating any federal, state, local law, or regulation.
- 6.5 Emergency Closure or Suspension. The Airport Director or other designee may order the emergency closure of the Airport, or any portion thereof, due to an emergency, security or safety conditions, catastrophe, disaster, unusual congestion, extreme

weather conditions, or applicable federal, state, or local government orders. Activities shall immediately cease for the duration of the emergency closure or suspension.

6.5.1 When the federal government declares an alert on the National Terrorism Advisory System issued by the United States Department of Homeland Security regarding security conditions for Airport operations, the Operations Manager or other designee may reasonably accommodate the security concern, including but not limited to, designating substitute date(s), time(s), or location(s) to conduct the Activity, and reducing the maximum number of participants allowed to participate in the Activity. The Operations Manager or other designee may consider the totality of circumstances relating to security, including but not limited to, the availability of security resources at the Airport given the increased demands and requirements by the federal government.

7.0 CONSEQUENCES FOR NONCOMPLIANCE:

- 7.1 Ejection. Any person who engages in Activities in off-limits areas or locations outside the designated area or hours, or who violates the conduct guidelines for Activities in Section 6.4, or who fails to follow the conduct guidelines for Activities when directed to do so by law enforcement may be subject to ejection from the Airport and other lawful remedies.
- 7.2 Property Removal. Any items or property brought to the Airport for, during, or as part of an Activity must be removed by Activity participants immediately after the Activity ends. Any items or property remaining after an Activity ends may be removed by the Airport.
- 7.3. Other Remedies. The remedies described in this Section 7.0 are in addition to the Airport's remedies at common law and applicable statutes, including trespass.

8.0 REFERENCES:

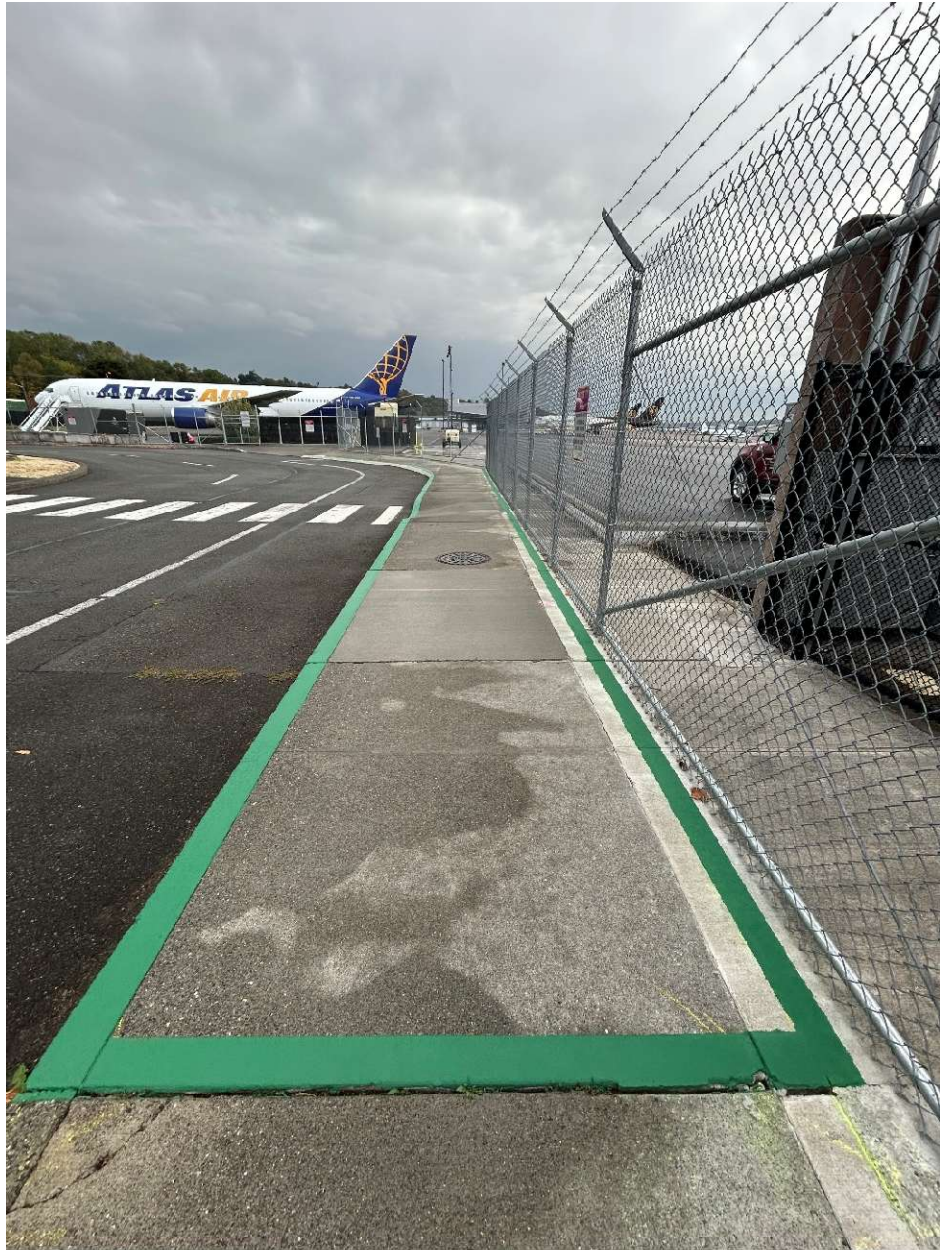
- 8.1 Airport, Title 15 K.C.C.
- 8.2 Surplus Property Act of 1944, 58 Stat.765, codified as 49 U.S.C. §§ 47151-47153.
- 8.3 King County Charter Section 320.20 (providing that the county executive "shall have the power to assign duties to administrative offices and executive departments which are not specifically assigned by this charter or by ordinance").
- 8.4 Executive Policy/Procedures No. INF 7-4-1 (EP): Drafting and Implementing Executive and Department Policies.

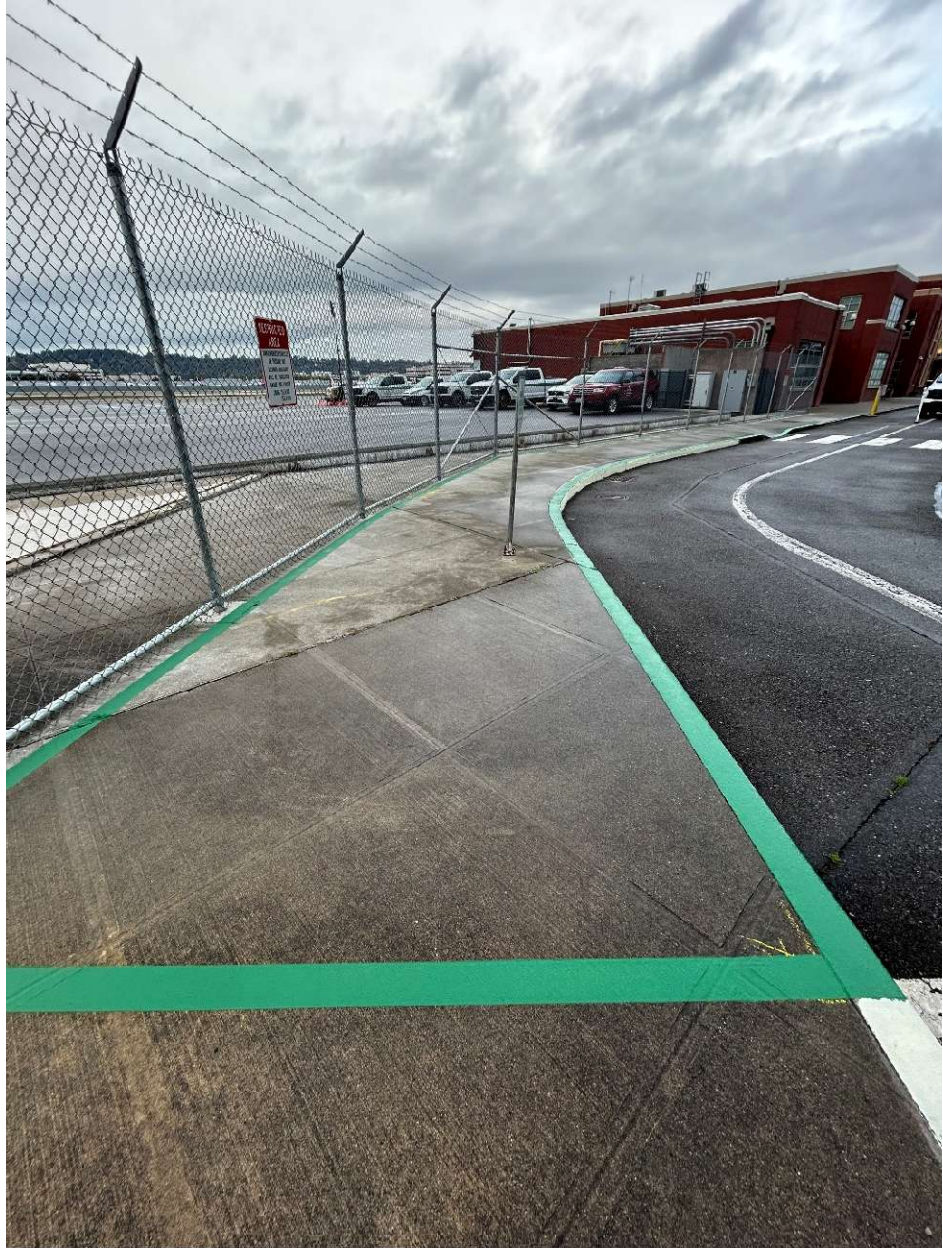


	SCALE: SCALE IN FEET		PROJECT TITLE: AIRPORT FIRST AMENDMENT POLICY SHEET TITLE: DEMONSTRATION, SOLICITATION, SURVEY AND DISTRIBUTION AREAS	DATE: 2/1/2025 DRAWING NO: 1 SHEET NO: 1 OF 2
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Georgetown Community Council Meeting Recap

King County International Airport Deputy Director David Decoteau and Community Engagement Coordinator Troy Chen attended the Georgetown Community Council meeting on September 15, which had 18 attendees. They provided an update on the status of the parcel, gathered community feedback, and invited everyone to the open house on September 25.

The meeting sparked valuable discussion, with attendees sharing a range of ideas and concerns. Key topics included:

- Interest in using the parcel for more green space, a community center, and a grocery store.
- Questions about how to ensure safety in and around the parcel for the Georgetown community.
- Concerns about the possibility of the airport acquiring more land in the area.
- Ideas for the future use of the old National Guard building.

Overall, the meeting was productive, with attendees remaining engaged, respectful, and open in their discussions.

After reviewing some survey responses, it is clear that the community believes it is important for the airport to collaborate with residents on the use of the parcel. Additionally, the majority of respondents indicated that environmental sustainability would be a significant benefit to the Georgetown community. Many survey takers expressed a desire for the space to be developed into a community center or recreational area, such as a gated dog park.

KCIA Revenues 2025

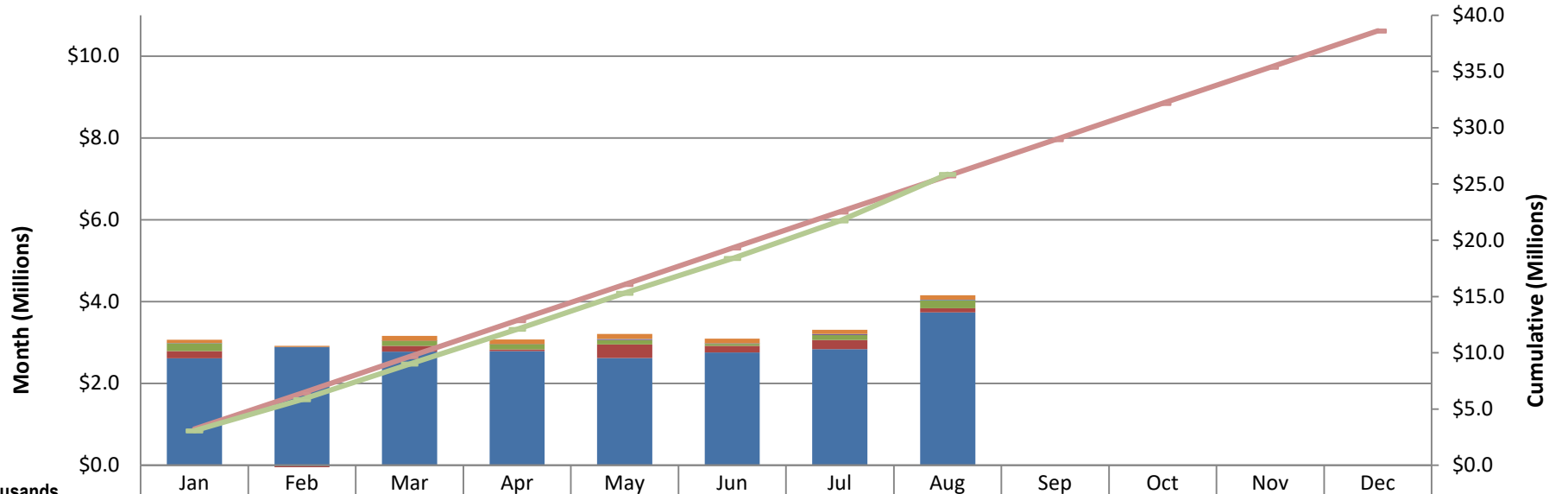


Table in Thousands

Other	88	28	120	122	121	117	99	105				
Transient Parking		3	2		8	2	5	7				
Interagency Rent	2	2	2	2	17	16	19	17				
Landing fees	192	-32	128	124	120	47	124	189				
Fuel Fees	171	-115	138	46	325	161	224	98				
Lease	2,619	2,884	2,777	2,788	2,624	2,756	2,839	3,741				
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	18,406	21,717	25,874				

KCIA Expenditures 2025

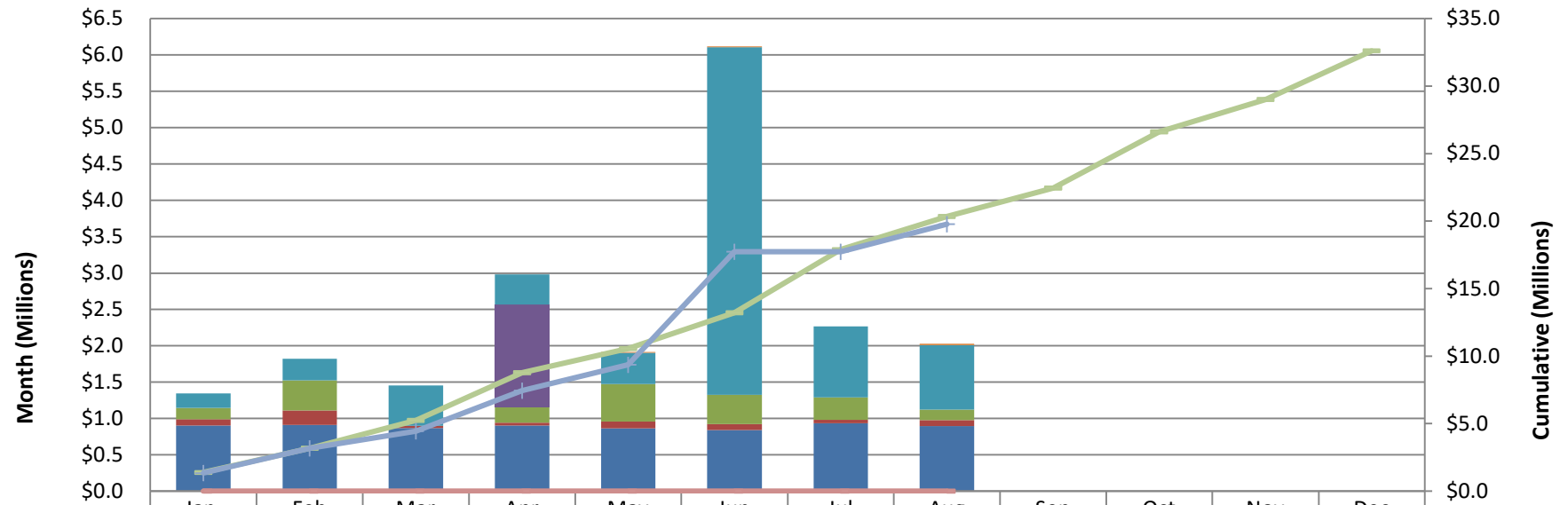
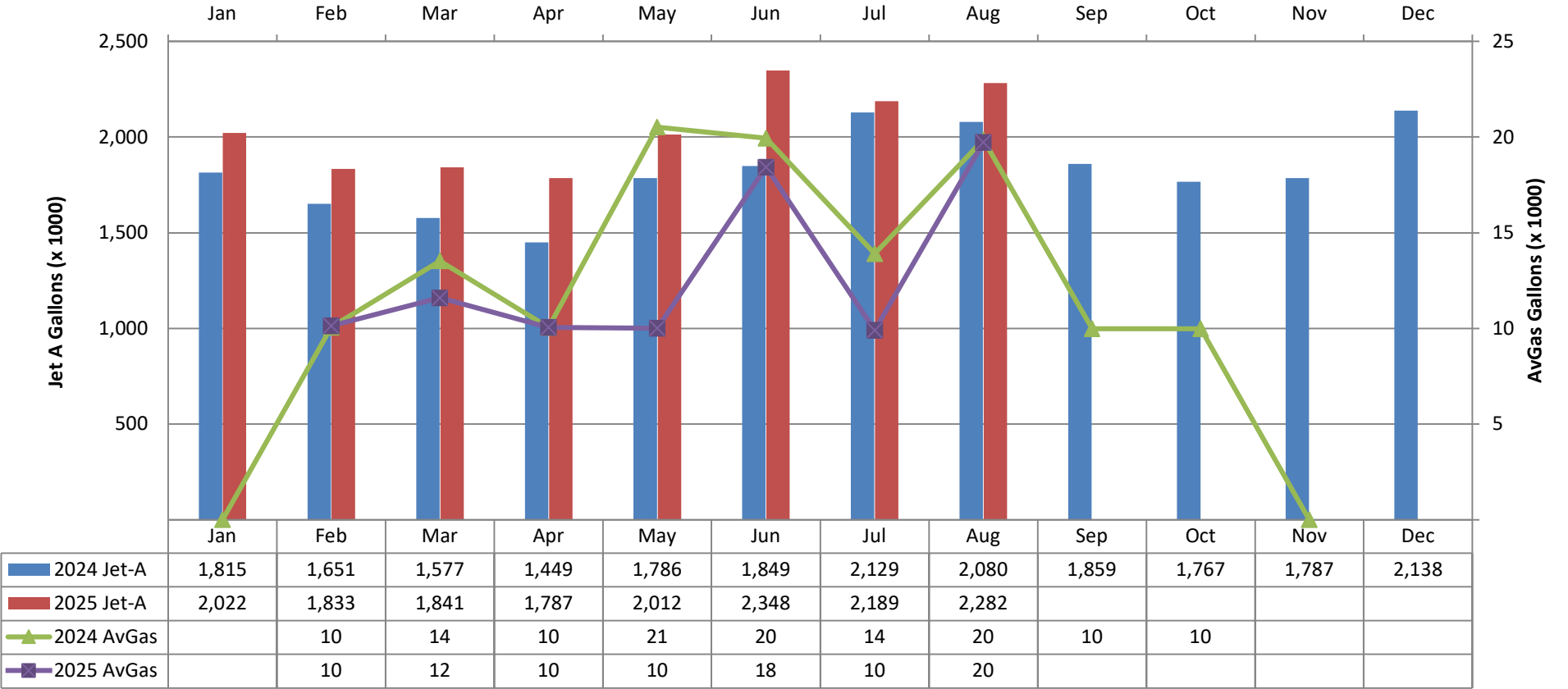


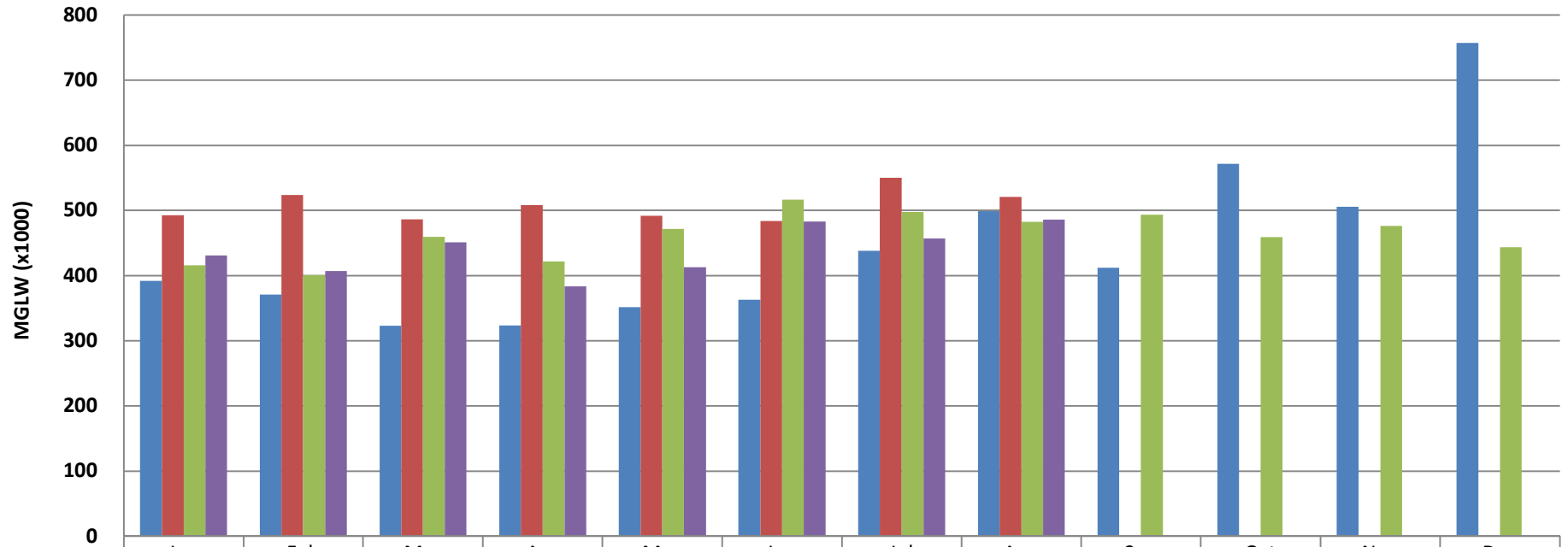
Table in Thousands

Capital Outlays					10	14		23				
Intergovernmental	198	298	556	417	429	4,782	978	884				
Seattle SWM Fee				1,407								
Services	159	412	-173	219	519	401	308	147				
Supplies	84	202	31	37	93	81	48	81				
Salaries/benefits	904	911	868	903	864	841	932	895				
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	9,350	17,736	17,736	19,765				

KCIA Fuel Volumes 2024-2025



Billable Landed Weight 2024-2025



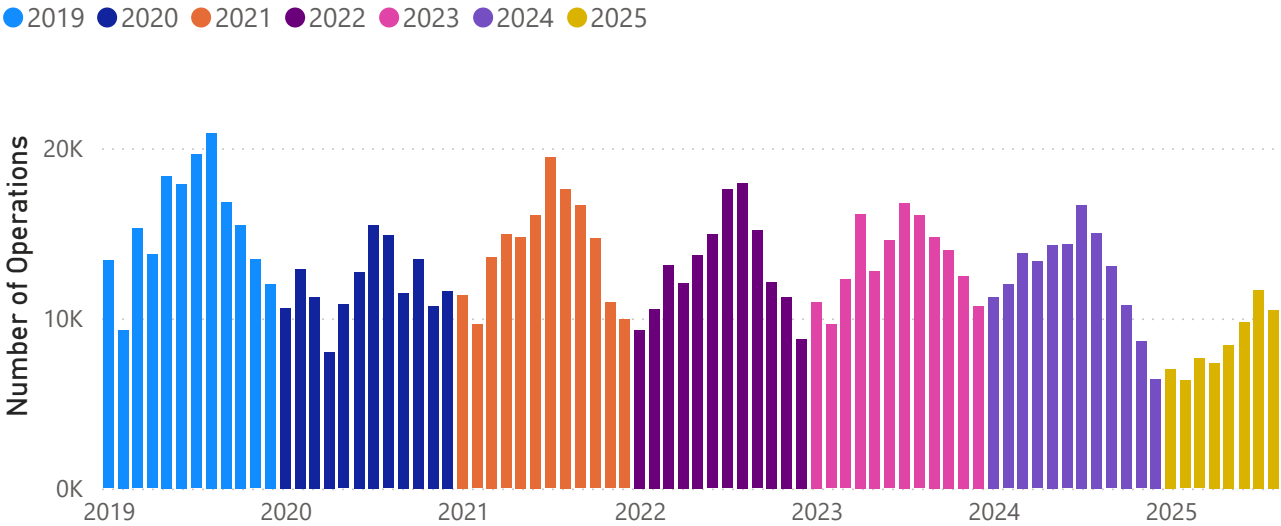
■ 2024 Cargo	39,199	37,102	32,298	32,369	35,174	36,292	43,837	49,912	41,216	57,158	50,573	75,697
■ 2025 Cargo	49,283	52,378	48,640	50,798	49,178	48,389	55,005	52,080				
■ 2024 Non-Cargo	41,584	40,099	45,931	42,145	47,168	51,698	49,787	48,293	49,359	45,890	47,659	44,347
■ 2025 Non-Cargo	43,068	40,706	45,119	38,333	41,286	48,316	45,695	48,586				

Number	Name	PM	YTD Actuals	\$ Annual Variance	Annual Forecast % Variance	Key Activities - Current Quarter	Key Activities - Next Quarter	Closely Monitored Issues and Key Risks
1028654	LOOP BLDG REMEDIATION	Cracknell	\$143,916	-\$575,233	-63.07%	Securing construction contract for Demo. Site remediation and abatement completion	Demolition, excavation, remediation, repaving and project completion.	Building is contaminated with asbestos and lead, sites planned for excavation are contaminated with petroleum hydrocarbons.
1028662	NORTH BOEING FIELD MTCA	Dumaliang	\$0	-\$40,000	-100%	Project work Agreed Order		Key risk is Ecology request for additional work as PLP. Current request is PFAS Investigation.
1119982	AIRPORT REDEVELOPMENT	Dumaliang	\$0	-\$1,168,936	-100%	Ongoing projects. Quarterly Activities managed through sub projects	Ongoing projects. Quarterly Activities managed through sub projects	Ongoing projects. Quarterly Activities managed through sub projects
1120212	NBF GTSP REMEDIAL ACTION	Dumaliang	\$3,541	-\$22,832	-57.08%	Continuation of remedial investigation and PFAS work plan review. Ecology site manager is leaving Ecology and a new site manager will be coming in. Schedule unknown. This will delay completion reviews until 4Q 2025 or 1Q 2026 at the latest. Feasibility study will start thereafter.	Completion of RI report and start of FS.	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	\$2,927,187	\$4,214,739	98.59%	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 We had a unplanned purchase of a ARFF Truck as a result of the FAA increasing our ARFF Index. This caused us to exceed our planned annual spend.
1135085	RUNWAY 14L-32R REHAB	Miller	\$21,568,395	\$148,243	0.46%	Begin and continue work in Phase 2, 2A, and 2B. Electrical must come after paving and may be the critical factor for ending the work within the contracted window.	Commissioning, final markings and start closeout	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.
1137242	AIRFIELD ELECTRICAL UPGRADES	Dumaliang	\$0	-\$1,144,115	-100%	See project details.	Closeout	Ongoing program. Risks managed through sub projects.
1139512	TAXIWAY B RELOCATION	Miller	\$599,878	\$75,537	9.24%	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.
1139547	WATER AND SEWER MGT SYSTEM	Khalili	\$0	-\$16,965	-100%	Ongoing program to support the maintenance team	Ongoing program.	Ongoing program. Risks managed through sub projects
1141114	A11 CONNECTOR RECONST	Miller	\$60,066	-\$117,781	-9.56%	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.	Finalize markings and electrical.	Weather delays for construction and Differing site conditions.
1141122	STRMWTR PIPE REPLCMT PH III	Khalili	\$1,191,391	-\$128,221	-4.87%	The project reached substantial completion this quarter, and efforts are now focused on final closeout activities to ensure all documentation, financials, and remaining tasks are fully resolved.	Final closeout activities to ensure all documentation, financials, and remaining tasks are fully resolved.	N/A
1141128	AIRPORT WAY STORMWATR INPUT	Khalili	\$91,724	-\$82,222	-22.18%	The 30% design was completed and coordinated with the FAA for review and feedback. Following this milestone, the 60% design phase to maintain project momentum and alignment with stakeholder expectations.	The focus will be on completing the 60% design, reviewing it with the FAA, and initiating coordination with the permitting team to advance the project.	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	\$2,450			Starting interviews with departments to determine IT needs. Create Projects from interviews for consideration.	completing 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	\$85,053	-\$21,679	-18.85%	Verification occurring and final application to be submitted.	Work estimated to be completed.	Airport responding to the findings of the verifier. Verification to be completed by Aug 31. ACA provided an extension.
1141157	CLIMATE PREPARDNSS STUDIES	Dumaliang	\$199	-\$6,091	-45.14%	USGS Quarterly Monitoring	USGS Quarterly Monitoring	None.
1141164	AIRFD ELEC SYS UPGDE PH III	Khalili	\$417,216	-\$548,321	-47.93%	The project reached substantial completion this quarter, and efforts are now focused on final closeout activities to ensure all documentation, financials, and remaining tasks are fully resolved.	final closeout activities to ensure all documentation, financials, and remaining tasks are fully resolved.	FAA weekly reports to be submitted weekly.
1142941	ART PERMITTING	Khalili	\$5,622	-\$93,940	-47.93%	NA	NA	N/A
1143915	RUNWAY 14R-32L REHAB	Miller	\$846,552	\$43,620	2.34%	Continue developing the preliminary stormwater design, NEPA documentation, and alternative analysis documentation.	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	\$32,374	-\$2,748,407	-93.48%	Seismic Assessment Final Report. Expected to be completed on 12/22/2025	closeout	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	\$1,190,961	\$12,638	0.91%	Continue to develop alternatives Develop NCP Hold NCP public hearing	Continue to develop alternatives 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	-\$875,000	-100%	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	-\$136,465	-69.92%	Project to delay to next year after master plan alternatives analysis completed.	Project to delay to next year after master plan alternatives analysis completed.	Heat study to postpone to next year after completion of vision 2045 alt analysis. Electrical resiliency to be conducted by master plan project. Stormwater Resiliency to be conducted by TWY Bravo Project Design.
1146188	FSS HVAC SYS REPL & SOLAR	Sanchez Yubero	\$51,693	-\$436,379	-44.85%	-Review of bid package from 2024 and prepare full bid package for rebid process	-Finalize review of bid package from 2024 and full rebid package -Rebid process	

1146512	PAVEMENT REHAB 2023 2024	Sanchez Yubero	\$271,646	-\$88,413	-25.55%	-There is no more work planned for the current season -Next season before the WO Contract KC001070 expires we want to perform another WO: thermoplastic marking replacement (WO-05)	-There is no more work planned for the current season -Next season before the WO Contract KC001070 expires we want to perform another WO: thermoplastic marking replacement (WO-05)	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.
1147071	SENSUS WATER METER INSTALL	Khalili	\$0	-\$8,483	-50%	On track; scope and schedule are dependent on the maintenance project.	scope and schedule are dependent on the maintenance project.	The risks associated with this project include the availability of the third-party installer, lead time for obtaining additional meters, and potential shipping delays during the winter season, which could be critical to the project timeline.
1147373	DIGITAL ASSET STANDARDS	Harris	\$132			Complete first draft of standards and templates Incorporate corrections for standards document and templates.	Final reviewof 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	Harris	\$58,976	\$12,041	2.96%	Finish NEPA	Start Demo Finish 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
1150041	MAIN TERMINAL POWER UPGRDS	Sanchez Yubero	\$39,593			Implementation of the cafe portion of the project by KCIA Mx		
1150067	HARDY ST FENCE RPLCMNT	Harris	\$291,829			Closing Project		Need to have project completed in six months as the contract has expired.
1150069	ELEVATOR UPGRADES 2025	Bartley	\$192,081			Execute the service contract or JOC contract Order and stockpile materials	Do the repair work	If p&p determines we can not use TK Elevators we will need to go with an alternative delivery approach, likely JOC. We will need to have "Programmatic Service" for all services that are provided to the public on the second floor.
1150204	ATCT UPGRADES 2025	Sanchez Yubero	\$706			Finalize HVAC and elevator repairs Prioritize and define the SOW to fix other items based on the budget available using the JO contract	Finalize design and on board contractor	

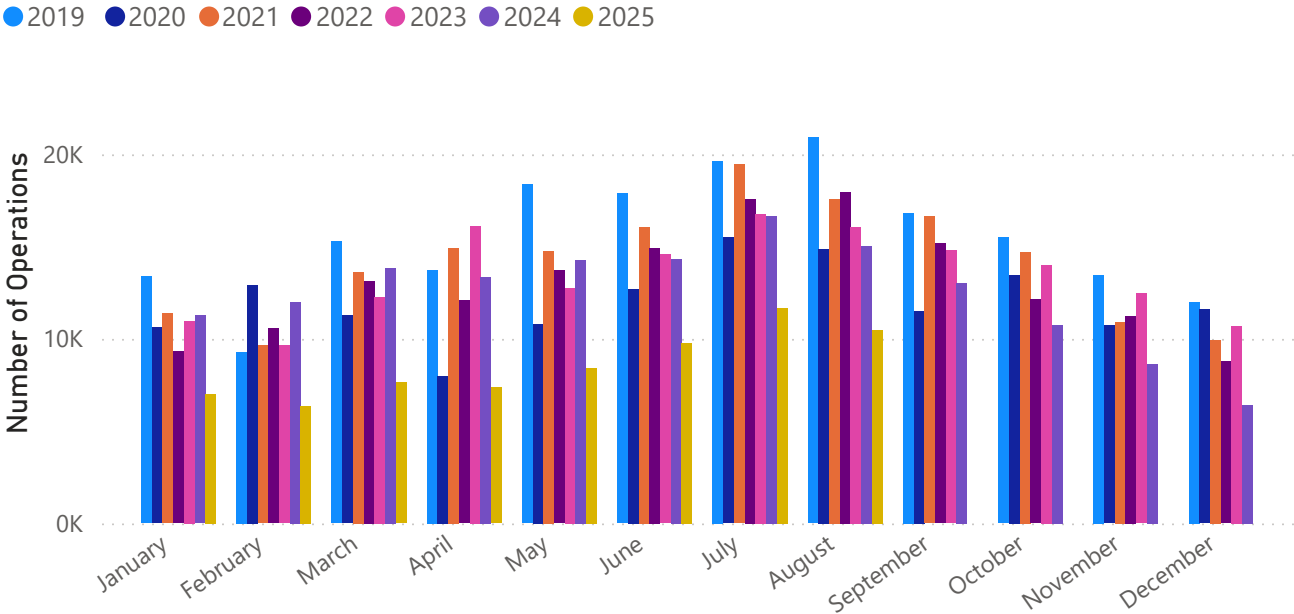
Total Flight Operations 2019 - Present



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	9,789
July	19,629	15,497	19,449	17,567	16,763	16,657	11,671
August	20,903	14,869	17,575	17,955	16,045	15,017	10,489
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	68,716

Total Flight Operations Comparison



Year

All

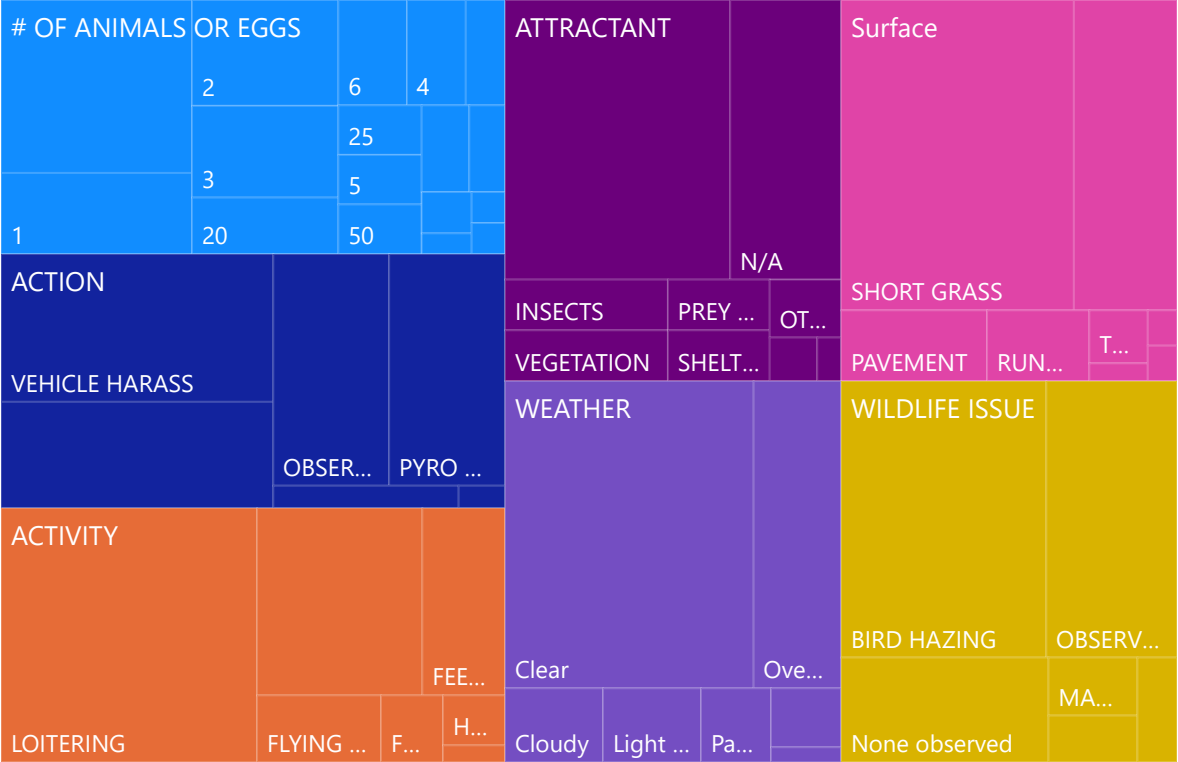
Quarter

All

Month

All

Count of REQUESTID by CUSTFIELDNAME and CUSTFIELDVALUE



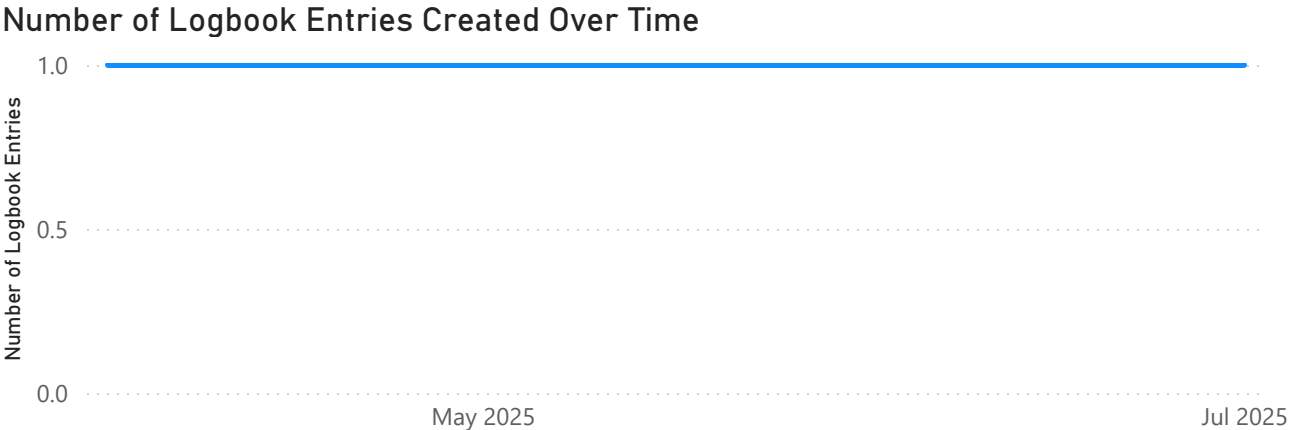
INITIATEDBY
All

CATEGORY
Wildlife Issue

CUSTFIELDNAME
Multiple selections

DATETIMEINIT
Last 6 Months
4/1/2025 - 9/30/2025

124
Count of REQUESTID



REQUESTID	# OF ANIMALS OR EGGS	ACTION	ACTIVITY	ATTRACTANT	Surface	WEATHER	WILDLIFE ISSUE
14266		TRAPPED / KILLED		OTHER BIRDS		Clear	Bird Trapping
14257	2	VEHICLE HARASS	LOITERING		SHORT GRASS	Clear	BIRD HAZING
14255	20	PYRO HARASS	FEEDING	INSECTS	SHORT GRASS	Clear	BIRD HAZING
14253	20	VEHICLE HARASS	FEEDING	VEGETATION	SHORT GRASS	Clear	BIRD HAZING
14249	0					Overcast	None observed
14243	40	PYRO HARASS	FEEDING	VEGETATION	SHORT GRASS	Overcast	BIRD HAZING
14242		VEHICLE HARASS	FLYING LOCAL		SHORT GRASS	Cloudy	OBSERVED
14241	20	PYRO HARASS	FEEDING	INSECTS	SHORT GRASS	Fog	BIRD HAZING
14239	1	VEHICLE HARASS	FLYING LOCAL	PREY SPECIES	RUNWAY	Clear	BIRD HAZING
14237	2	OBSERVED	LOITERING		SHORT GRASS	Clear	OBSERVED

Inspection Types by Month as a Percentage

Inspection Type Construction Inspection Part 139 Continuous Part 139 Day Part 139 Night Part 139 Special

2025 September



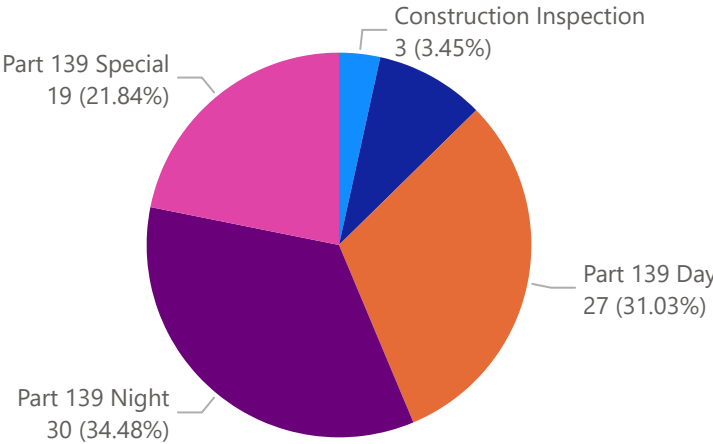
INITIATEDDATE

Last1Months

9/1/2025 - 9/30/2025

87INSPECTIONID

Part 139 Inspections by Type

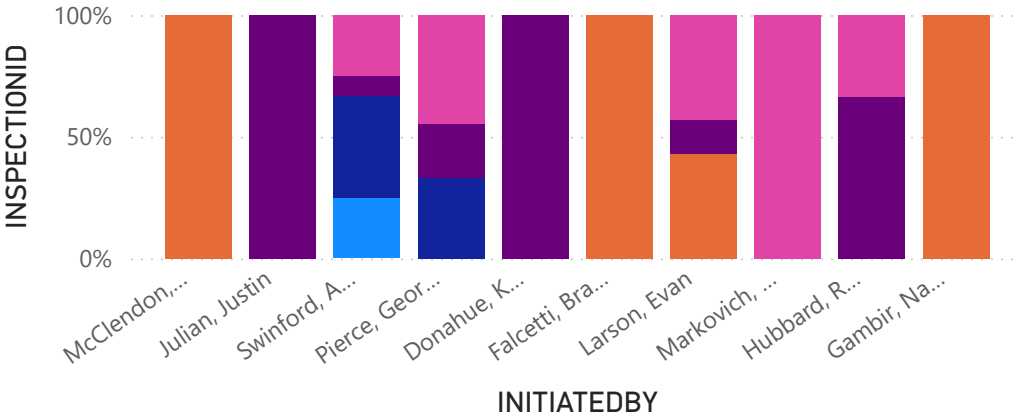


INSPECTIONID	INITIATEDATE	INSPTEMPLATENAME	INITIATEDBY	INSPECTEDBY	CLOSEDBY	STATUS
8240	09/30/2025	Part 139 Day	McClendon, Donald	McClendon, Donald		OPEN
8239	09/30/2025	Part 139 Special	Pierce, George	Pierce, George	Pierce, George	CLOSED
8238	09/29/2025	Part 139 Night	Donahue, Kevin	Donahue, Kevin	Donahue, Kevin	CLOSED
8237	09/29/2025	Part 139 Night	Donahue, Kevin	Donahue, Kevin	Donahue, Kevin	CLOSED
8236	09/29/2025	Part 139 Day	McClendon, Donald	McClendon, Donald		OPEN
8235	09/29/2025	Part 139 Continuous	Pierce, George	Pierce, George	Pierce, George	CLOSED
8234	09/28/2025	Part 139 Day	McClendon, Donald	McClendon, Donald		OPEN
8233	09/27/2025	Part 139 Night	Julian, Justin	Julian, Justin	Julian, Justin	CLOSED
8232	09/26/2025	Part 139 Night	Julian, Justin	Julian, Justin	Julian, Justin	CLOSED

Total

Inspection Types by Employee as a Percentage

Inspection Type Construction Inspection Part 139 Continuous Part 139 Day Part 139 Night 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

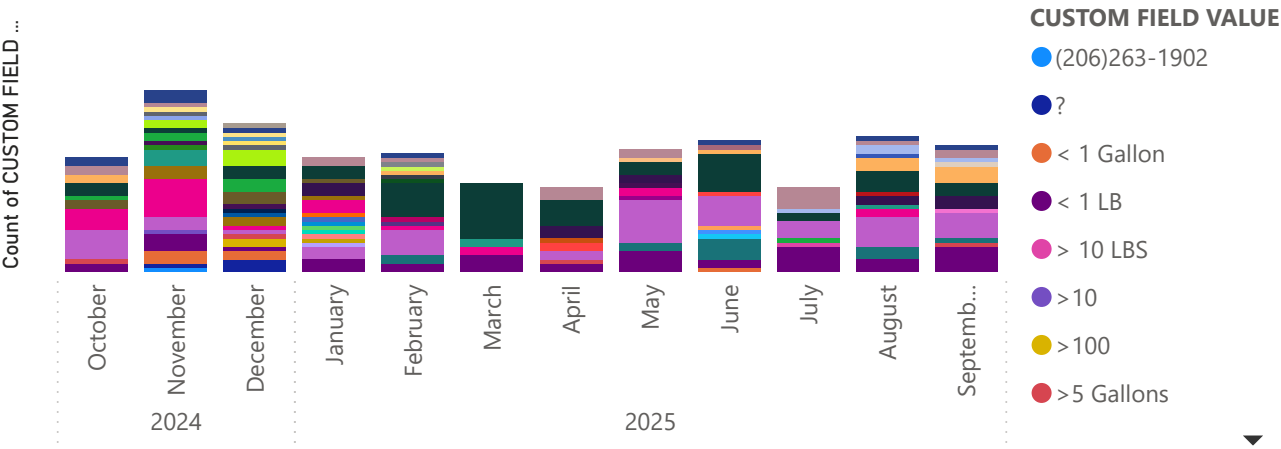
1

Years

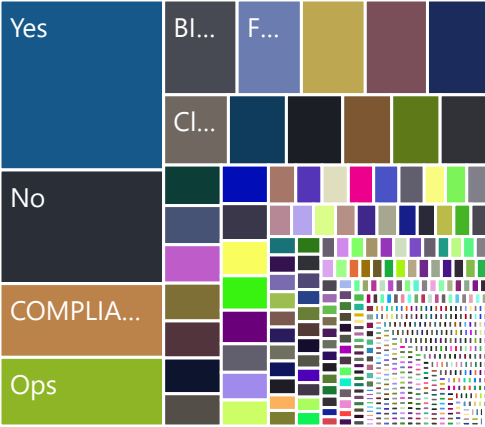
Logbook Drill Down Slicer

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

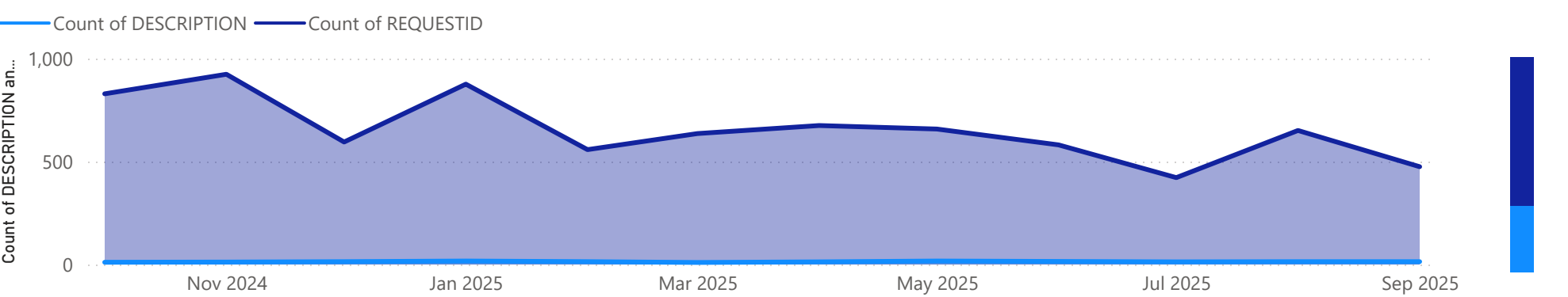
Count of Custom Field Name and Custom Field Values Over Time



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: 932

REQUESTID	# Birds Seen	# Birds Struck	# OF ANIMALS OR EGGS	# of Crew	# of Crew (archived)
14270					
14269					
14268					
14267					
14266					

General Details Based on 'Description'

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

Count of Logbook Entries based on Description: 1001

REQUESTID	DATETIMEINIT	DESCRIPTION	STATUS	DETAILS
14270	09/27/2025	Security Inspection	CLOSED	Patrolled Vehicle Service Road, Perime Road, and the Flight Service Station. N issues discovered.
14269	09/26/2025	Security Inspection	CLOSED	Patrolled Vehicle Service Road, Perime
Total				