King County
International Airport Boeing Field

7277 Perimeter Road S., Seattle WA 98108

Meeting: Roundtable Advisory Committee

Date: September 14, 2026

Time: 5 – 7 p.m.

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

Meeting objectives:

- Hear updates and discuss Rate and Fee Proviso Draft
- Provide Airport Roundtable members with an update on the General Aviation (GA) Study
- Members to provide input on Roundtable initiatives
- Vote on FAA 101 Presentation and alternative date for October Roundtable Meeting

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Time	Topic	Lead
5 p.m.	Welcome	Ali Lee
5:02 p.m.	Roll Call	Jenny Thacker
5:03 p.m.	Approval of August Meeting Minutes	Ali Lee
5:05 p.m.	General Public Comment	Matt Sykora

5:15 p.m.	Presentation and Updates
	• Topic: Rate and Fee Proviso Draft
	  o Q&A and Discussion
	  o Next Steps
	• Topic: GA Study Update
	  o Q&A and Discussion
	  o Next Steps
		
		Ryan Leick (AGP)
		
		Barbie Schalmo (C&S) and Leah Whitfield (APG)

5:55 p.m.	Airport Staff Report and Updates • Community Engagement Report Out o FOD Walk (August 15th) Recap • Open Seats Update • Open House Taxiway Bravo Draft Environmental Assessment Virtual: October 14 via Zoom 11:30 a.m.-12:30 p.m.	 Troy Chen and Matt Sykora Nadja Rustempasic Matt Sykora

	In-person: October 14th 6-7:30 p.m. • Airport Winter Operations Pre Season Briefing o In Person on 10/29/26 at 11:00 a.m. at the FSS Building o Virtual on 10/29/26 via Zoom 4:00 p.m. • Paid Parking in Terminal Lot • Runway 14L/32R Update • FAA 101 Update (dates to be selected) o October 7 at Noon o October 7 at 4:00 PM o October 9 at Noon o October 9 at 4:00 PM o October 26 at 4:00 PM	Matt Sykora Matt Sykora Matt Sykora & Jenny Thacker
6:10 p.m.	Roundtable Chair Report • In-Person Attendance • Roundtable Member Reports • Roundtable Priorities Report Out • Bus Stop Letter • October Meeting Alternative Dates	Ali Lee
6:30 p.m.	Subcommittee Reports and Old Business • Topics for Roundtable Discussion o Super Guppy Letter o Vision 2045 Subcommittee o Community Engagement and Flight Monitoring Coordinator position • Topics Deferred to Future Meetings o Steam Plant Next Steps o Airport Parcel Update o RNAV Advocacy Letter and FAA	Ali Lee Ken Moninski and Airport Staff
6:40 p.m.	New Business • Roundtable Request: Agenda items for October meeting due by 10/23/26 • Opening to New Business Items from RT members	Ali Lee
7:00 p.m.	Wrap-Up & Next Steps • Confirm Action Items • Adjourn	Ali Lee

Roundtable members

Name	Representing
Ali Lee (Chair)	Magnolia/ North Seattle
Erik Utter	Renton/ Kent/ South King County

Brian Algiers	Labor (SPEEA)
Vacant	Rainier Valley
Trip Switzer	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
Dan Anderson*	FAA (ex-officio)
Vacant	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Vacant	West Seattle
Ryan Tomasich	Boeing Company
Velma Veloria	Beacon Hill
Vacant	South Park

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

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Meeting Opening, Roll Call, and Quorum Update

The meeting was called to order by Ayako Shapiro (Facilitator) and Matt Sykora (KCIA) , at approximately 5:04 p.m. Rollcall was conducted, and a quorum was not present at the time of roll call; however, quorum was reached during the meeting.

Approval of Prior Meeting Minutes

Following confirmation of a quorum, Chair Ali Lee called for approval of the July meeting minutes. Mark McIntyre noted a correction to the minutes, stating that Ken Moninski was incorrectly identified as representing Corporate Aviation and should be listed as representing Off-Site Businesses.

Hearing no additional corrections, a motion was made to approve the July meeting minutes as amended and was seconded. The motion passed, and the minutes were approved.

Public Comment

Matt Sykora (KCIA) opened the public comment period. Matt reviewed participation instructions for attendees joining in person, by phone, and via Zoom. Each attendee is given two minutes for public comment, with a total of ten minutes reserved for the public comment period.

Bob Rinker provided the following comment as a member of the public:

Good afternoon, King County Roundtable Advisory Committee members, airport management and fellow airport stakeholders.

My name is Bob Rinker and I'm an applicant from South Park for the advisory board. I just wanted to introduce myself. I heard a little feedback that I'm a bit of an unknown, so, and I don't like talking about myself, so I'm glad it's limited to two minutes. I've been a resident of South Park for 26 years. I'm a middle school teacher at Sylvester Middle School in Burien, Washington.

I teach math in seventh grade and also coach soccer and track and volleyball. And this past year I had an aerospace club where we worked on Experimental avionics using Raspberry Pi computers. I'm proud to say I've had a few students who have gone on to become pilots.

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I'm a private pilot with about a thousand hours. I keep an aircraft at a tie down in the northeast parking area. I'm a father of three grown adult sons.

One is a ferry captain, another owns his own software company, and another is following in my footsteps to become a math teacher himself.

Prior to my 20 years as a teacher, I spent 20 years in an international transportation company as a manager and an executive. I worked in Boston, Montreal, Denver, and then in Seattle. So, I have a lot of logistics background. Boeing Field, as I call it, is my favorite airport. The level of professionalism from the tower to the grounds, to the administration is unmatched. And it's my home airport. I'm very committed to it.

Prior to my transportation career, I served in the United States Navy as an aviator in Pensacola, Florida. And prior to that, I'm a graduate of the University of Vermont, where I'm from. I want to be part of the board because I think it's important to be involved in the community. I've also been a volunteer tutor at the South Park Library and got roped into teaching sex ed at the South Park Community Center, which is a measure of the level of courage that I promise I will bring to the position. So, thank you very much. If there's any questions, feel freeto contact me via phone or email or I'm happy to hang out after the meeting.

John Laporta then provided his comment in-person. It was as follows:

My name is John La Porta.

On August 7, KCIA announced that, beginning October 1, visitors and tenant employees will be charged for automobile parking, including a rate of $100 per month for tenant employees.

King County Code 15.36.100 authorizes the Airport Manager to establish vehicle parking rates when market conditions warrant, but requires those rates to reflect fair market value. What documented fair market value analysis supports the $100 monthly employee parking rate? Who made that determination, and when? I also request the Airport Manager's written rate determination identifying when the rates were established, the market conditions that warranted them, and the fair market value basis for the amounts selected.

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The July meeting minutes describe the rate study as ongoing and state that additional financial forecasting would support a recommended schedule of rates and charges for future consideration. Those minutes also indicate that the consultant advised that FAA guidance provides airport sponsors discretion in setting rates, provided the fees are reasonable, consistently applied, and developed in consultation with airport users.

Less than one month later, KCIA announced that the new parking rates would take effect October 1. What occurred between the July 13 meeting and the August 7 announcement to establish and approve these rates? What consultation with airport users occurred during that period? Did the Roundtable review, vote on, or recommend these rates?

The Council also requires a comparative market analysis that specifically includes KCIA parking fees, along with Council acknowledgement of that report. Has the required report been transmitted to the Council, and has the Council passed the required motion acknowledging it? If not, how does implementation of the new parking rates comply with the related budget restrictions governing expenditures associated with changes to KCIA fees and rental rates?

If the required rate-setting and Council processes have not yet been completed, I request that implementation of the new parking rates be suspended until those requirements have been satisfied.

Thank you.

Jan Marosek then provided the following public comment by phone:

My name is Jan Marosek and I'm a private pilot. I've done most of my training out of King County International Airport, and I fly out of the airport. And I'm here today in support of Bob Brinker, who spoke just before me.

So, without repeating his own introduction, I would just like to bring up some of the points that he didn't mention. Bob lives in South Park. So, this is not simply just an outside perspective for him, he lives in the community directly affected by the airport, and he's close enough to the airport to participate regularly in the Roundtable meetings.

He also has extensive aviation experience. He owns multiple airplanes. He mentioned that himself. Also, he's an active pilot who flies regularly out of computers from the airport and *other airports in the area. His knowledge, practical knowledge, but aviation goes beyond simply just reading about airport issues. He has a strong connection to the local community, as you mentioned, he is a teacher, he is a tutor and a coach for volleyball, and I believe a soccer team as well. Well, he didn't mention very humbly (In nature), is that he is also capable of going there and beyond in support for aviation. Just recently, he drove 10 hours to Idaho to help a widow, sell her late husband's airplane, ultimately helping to connect the airplane with a buyer who serves in the United States Air Force. And therefore, with all of that, I would like to ask the roundtable committee to support Bob Brinker as the next South Park.*

Thank you.

A public commenter named Jason Maorsek then provided the following comment:

I'm also talking about supporting Bob Rinker. I think he'd be a great addition to the community with (being given a) seat on the round table. I think that one of Bob's strongest qualifications here, aside from all of his aviation backgrounds, is that he is an active member of his community in South Park, and he understands the airport. Somebody with that combination is exactly what we need to fill this seat. Bob has been involved in aviation at King County International Airport for many years. He's a tie down tenant. He understands the airport, its operations, and its importance to the region. But just as importantly as his experience, Bob understands that decisions involving KCIA affect the people and neighborhoods surrounding it. Bob's also an educator, as you mentioned, he's a coach. He spends a significant part of his life working with young people and being involved in the local community. These are roles that require patience, communication, and the ability to listen to different people with different perspectives, which is also very important to be on the round table. I believe that this is especially important for this position.

We need someone who is actually engaged in the community, understands aviation, listens to his neighbors, and is willing to participate constructively. Bob brings all this stuff together. He knows aviation, he knows King County Airport, and most importantly, South Park is his immediate community.

I believe Bob would bring a knowledgeable, reasonable, and community focused voice to the round table, and I respectfully ask that you support Bob Brinker for the South Park community seat.

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A public commenter named Sophia Austin then provided the following comment:

My name is Sophia Austin, and like the few before me I'm here as well to talk about considering Bob Brinker for the vacant South Park representative position.

I believe Bob stands out because he brings something, this position truly needs firsthand experience, a deep connection to the community, and a genuine commitment to helping others. Obviously, 3 people before me explain a lot about what he's done in the past. The fact that he lives so close and has worked with so many individuals, when it comes to teaching and has such a deep experience with aviation, I think he'll be a great asset.

He's flown out of KCIA for many years and, you know, has a tie down, (he is) a tie down tenant, so he'll have that unique experience.

His aviation experience is extensive. He owns multiple airplanes, maintains them, and rebuilt aircraft and regularly flies. He also flies strikes and paragliders over the decades of hands-on experience. Bob has developed an understanding of aircraft, pilots, airport operations, and the general aviation community, that you can't simply gain from a textbook or a meeting room. Yeah, besides that, he's been a great teacher. His sons have described him as super compassionate and caring and a great listener. I think that would demonstrate that he has all the qualities that would benefit the round table. I would say to just please get Bob the opportunity to bring his experience, his perspective. And his commitment to service the South Park community.

Thank you for your consideration.

No additional public comments were received, and the public comment period was closed.

<u>Presentation and Updates</u>

Southwest Airpark Hangars Hazardous Materials Assessment

Matt Sykora (KCIA) updated the Roundtable regarding the Southwest Airpark Hangars. Following the discovery of lead paint in the hangars earlier in the year, an expanded hazardous materials assessment was conducted. The assessment identified lead paint as the only hazardous material present.

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Matt reported that the airport is currently awaiting cost estimates for lead paint abatement. He also noted that the airport has building condition assessment information identifying potential rehabilitation options for the hangars. He encouraged Roundtable members to begin considering future priorities and next steps for the facilities.

Velma Veloria requested a copy of the original assessment results, and Matt agreed to provide the report.

Airport Safety Report

King County Sherriff Captain Eric Mueller provided a six-month summary of airport police and fire department activity.

Reported activity included:

- 3,063 airport area checks
- 265 business checks
- Several theft-related arrests
- Assistance to Seattle Fire Department during a railroad fire
- Three vegetation fires
- One refuse container fire
- Response to an aircraft-related fire incident involving a Boeing 777
- One vehicle fire
- Nine fuel spill responses
- Forty medical assistance calls
- Twenty-five smoke and fire alarm responses
- Seven fuel standbys

Mark McIntyre (Corporate Aviation) asked about vehicle break-ins and unwanted encounters reported by some community members. Captain Mueller indicated that only a small number of vehicle break-ins have been reported and explained that while some individuals may feel uncomfortable when approached by unknown persons, such interactions do not necessarily constitute criminal activity. He encouraged airport users to contact 911 whenever they feel unsafe.

Roundtable members expressed appreciation for the report and requested that airport police and fire staff provide similar updates periodically.

<u>Airport Staff Report and Updates</u>

Community Engagement Report Out

Matt Sykora (KCIA) reported that airport staff had recently attended community events in South Park and Othello and continue to engage directly with community groups.

He thanked attendees who participated in the airport's Sea Fair Day event and provided information regarding the upcoming Foreign Object Debris (FOD) Walk. Members were encouraged to register in advance due to transportation capacity limitations.

Finally, the Taxiway Bravo Draft Environmental Assessment Open House will be held on October 14. There is a virtual option at 11:30 a.m. and an in-person option at 6:00 p.m. Interpretation services will be provided upon two weeks in advance request.

<u>Roundtable Chair Report</u>

Ali Lee (Chair) encouraged greater in-person participation at future meetings and announced plans to provide dedicated time during future meetings for representatives to report community concerns, upcoming events, and airport-related issues from their respective districts.

Ali also reminded members that community-focused agenda items are welcome and should be submitted before the established deadline.

Ali introduced Michael Church, Congressional Liaison Program Analyst in the FAA Regional Administrator's Office. He shared that he had previously focused on education/outreach and Women in Aviation.

<u>Old Business</u>

Government Accountability Office (GAO) Meeting Update

Ali Lee (Chair) and John Parrott (KCIA) provided an update on a recent GAO meeting regarding airport rates and fees. Members were receptive to questions and discussion related to the Airport's ongoing rate studies, financial information, and the relationship between Airport management and the Facilities Management Division (FMD) regarding leasing practices.

During the meeting, GAO members asked when the ongoing rate studies were expected to be completed, with completion anticipated within the next couple of months, and sought additional information on how FMD works with the Airport. Airport staff are continuing to compile information requested during the meeting. A report to the GAO is also being prepared and will require Executive Office approval before it can be submitted.

Airport Land Rents

No significant update was available. Staff indicated they will return with additional information when available.

RNAV Advocacy Letter

Mark McIntyre (Corporate Aviation) reported that there have been no substantial developments since the previous discussion. He expressed appreciation for the opportunity to coordinate with the FAA liaison and continue advocacy efforts related to RNAV procedures.

KCCM Letter of Support

Ali Lee (Chair) reported that no significant update was available and indicated additional developments would occur after August or and potentially as soon as September.

Deferred Topics

The Roundtable deferred topics that remain under consideration:

- Georgetown Steam Plant outreach efforts
- Airport Parcel discussions with Georgetown stakeholders
- Open Roundtable seats and recruitment efforts

Airport staff noted that Georgetown Community Council meetings remain on hiatus until September and that additional airport parcel updates are expected later in the year.

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New Business

Ali Lee (Chair) reminded members that requests for agenda items for the September Airport Roundtable Meeting must be submitted by August 14th.

Community Reporting Initiative

Ali Lee (Chair) announced plans for future meetings to include reports from each represented community regarding local concerns, community events, and airport-related issues.

Airport Financial Reporting Request

Mark McIntyre (Corporate Aviation) requested additional airport financial information be included in future meeting materials. He noted that existing reports primarily focus on aviation-related fees and suggested periodic profit-and-loss style reporting to provide greater visibility into airport leases, revenues, occupancy, and expenditures.

Matt Sykora (KCIA) responded that King County is currently updating its performance metrics and financial reporting framework and indicated additional information may be available in future reports.

Regional Airport Listening Session

Ali Lee (Chair) announced an upcoming community listening session regarding airport impacts associated with Renton and Auburn airports and offered to distribute event information to interested members.

Museum of Flight Super Guppy Support Letter

Ali Lee (Chair) introduced a proposed letter supporting the Museum of Flight's effort to acquire NASA's Super Guppy aircraft and display it on the Museum's berm adjacent to Boeing Field. Because the aircraft's height exceeds the applicable Part 77 7:1 slope restriction, an FAA height waiver is required, with the public comment period closing on August 27th.

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The Airport Roundtable discussed the aircraft's historical significance, FAA height restriction considerations, the timing of the public comment period, and whether the Roundtable should submit a letter of support to the FAA. Some members noted that the proposed letter had only been shared on the day of the meeting, raising concerns about having adequate time for due diligence. The urgency of the request was discussed in light of the approaching FAA comment deadline and interest from other potential acquirers.

Following discussion, a motion was made and seconded to add the item to the agenda so it could be formally actioned. A subsequent motion was made and seconded to submit a letter supporting the Museum of Flight's proposal on behalf of the Airport Roundtable. A roll-call vote was conducted, and the motion passed unanimously.

Key Action Items from the Roundtable

- Sign up for the FOD Walk this Saturday (August 15th) seats are capacity-limited
- Submit agenda items for the September meeting by August 14th
- Send the Super Guppy letter of support to the FAA (motion passed unanimously)
- Matt to deliver updated airport financial metrics (including lease/rental revenue detail) by next month

Closing

A motion to adjourn the meeting, seconded and passed at 6:05 p.m.

Roundtable members

Name	Representing	Attending
Ali Lee	Magnolia/ North Seattle	Y
Erik Utter	Renton/ Kent/ South King County	Y
Brian Algiers	Labor (SPEEA)	Y
Dalan Angelo*	Rainier Valley	N
Tripp Switzer	At-large	Y
Morgan Kaivo	Cargo (UPS)	N
Holly Krejci	Georgetown	Y
Lisa Krober	Tukwila	N
Ed Lutgen	Labor (IAM District 751)	N
Mark McIntyre	Corporate Aviation	Y
Ken Moninski	Off-site Business	Y

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Evan Nelson	Small General Aviation	N
Dan Anderson	FAA (ex-officio)	N
Guido Perla	Unincorporated King County	N
Stephen Ratzlaff	Pilots' Association	Y
Vacant	West Seattle	-
Ryan Tomasich	Boeing Company	Y
Velma Veloria	Beacon Hill	Y
Vacant	South Park	-

King County Staff in attendance: Matt Sykora, John Parrott,

Facilitators and support staff: Ayako Shapiro (PRR), Jenny Thacker (PRR), Steven Derengowski (InterVISTAS), Harris Burkhart (InterVISTAS)

RATES & FEES STUDY

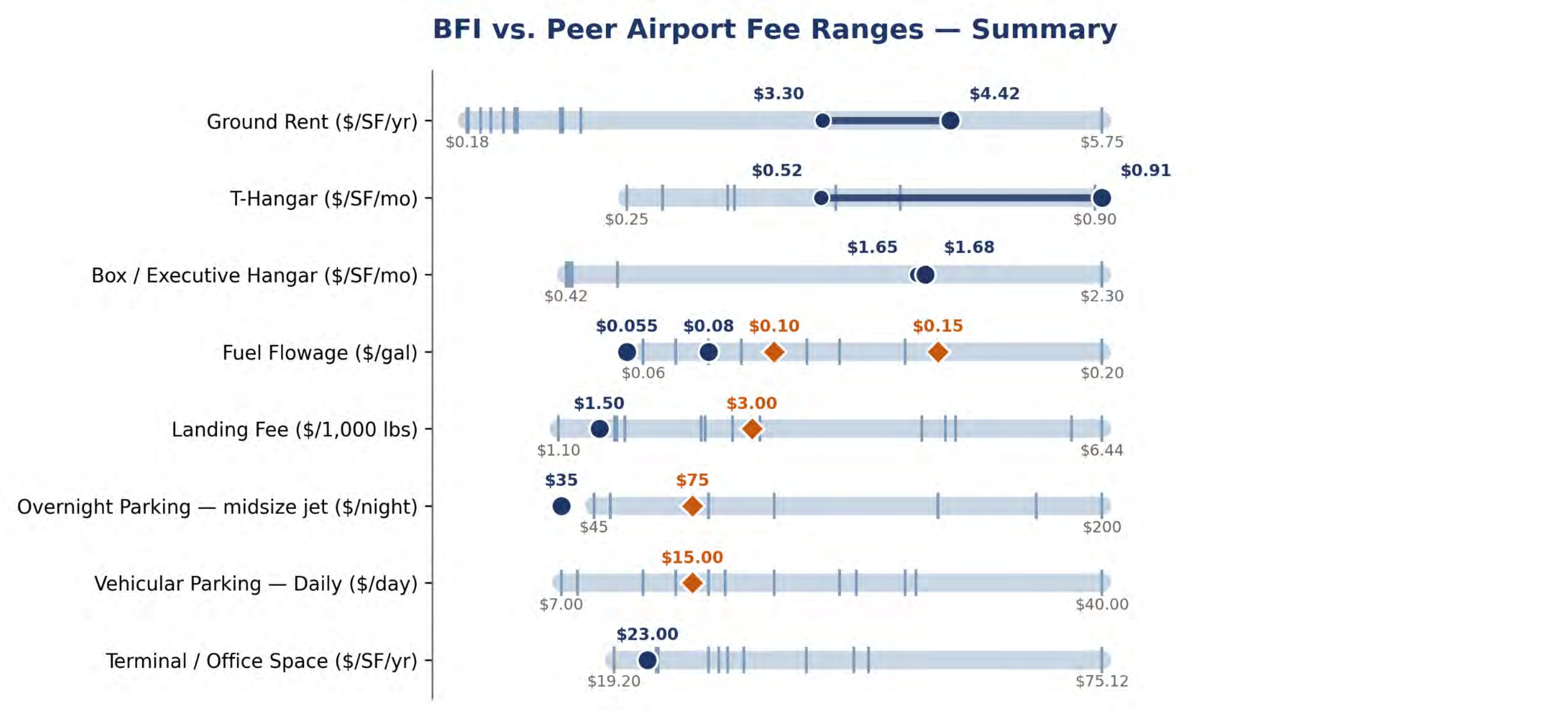
KING COUNTY INTERNATIONAL AIRPORT
BOEING FIELD (BFI)

September 14, 2026

C&S COMPANIES

King County International Airport Boeing Field

AGP ASCENSION GROUP PARTNERS



Airport revenue is over reliant on ground and hangar rents while aeronautical fees have not kept pace over the years.

Financial Pro Forma Analysis

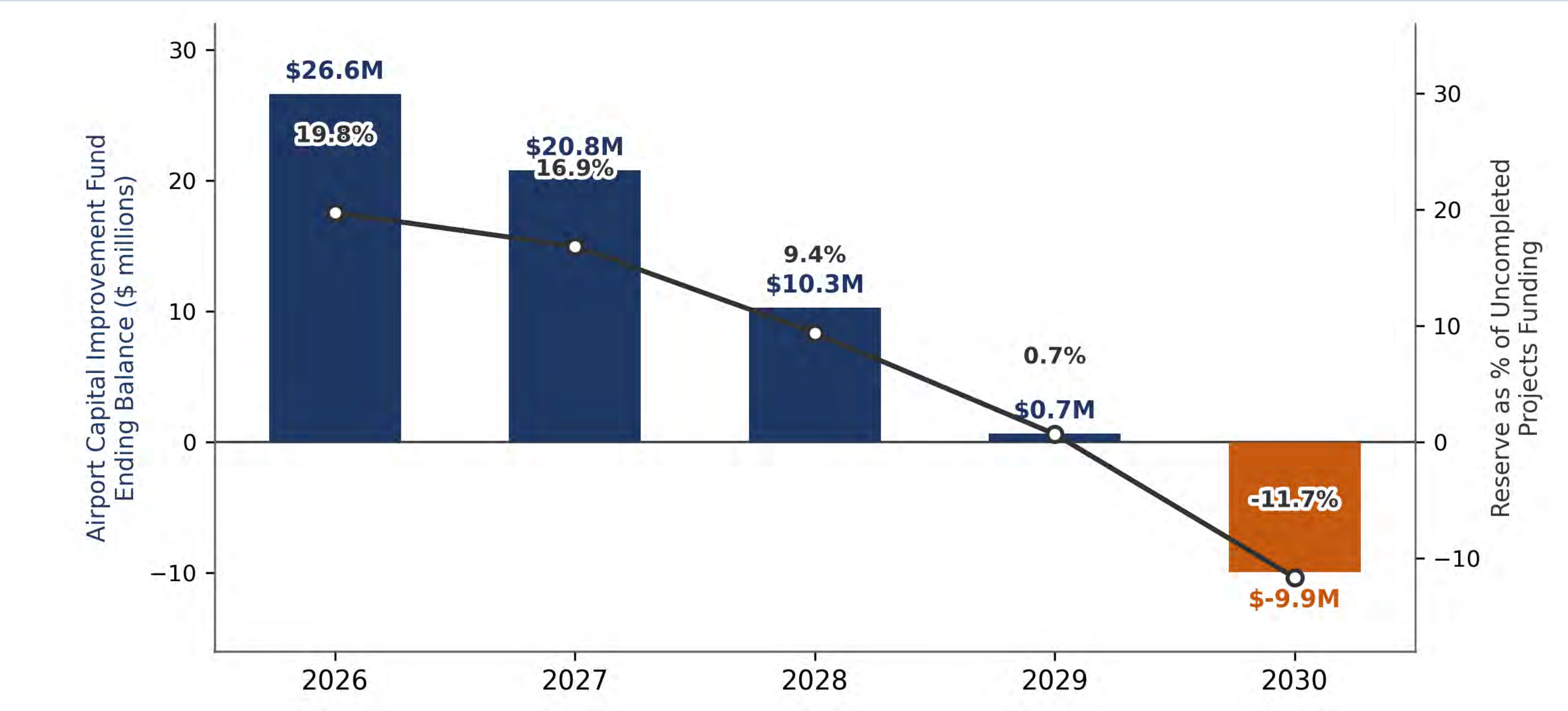
Focus on FY2026-30 for operating cash flow and capital reserve needs.

- Capital phasing: Taxiway B schedule revised August 20, 2026.
- Operating baseline: King County 2026–2027 Biennial Budget.
- The operating baseline already includes proposed aeronautical fee increases.
- New and uncollected fees are excluded because activity data is not yet available.

Expenses grow about 4.4% annually versus 1.3% for revenue.

Central rate charges rise 13.2% annually; direct costs rise 6.25% to 6.85%.

Fee increases remain necessary. Additional debt financing is likely needed as operating surplus declines and capital spending accelerates.



Capital Reserve Trajectory, 2026 – 2030

Key Findings

Revenue reliant on ground and hangar rents because other fees have not kept pace.

Aeronautical fees have not been adjusted over time while ground and facility rents are periodically reset through County appraisals.

Projected operating expenses grow roughly three times faster than revenues through 2030.

The proposed fees are warranted, but do not fully close the projected funding gap.

A. Aeronautical Fees

Appendix A | Proposed Fee Schedule

Fee / charge	Proposed rate	Basis / notes
Landing fee (≥8,000 lbs MTOW)	$3.00	*Per 1,000 lbs MTOW*
Fuel flowage: Jet A	$0.15	*Per gallon*
Fuel flowage: Avgas (100LL / SAF)	$0.10	*Per gallon*
Fuel flowage: unleaded Avgas	$0.01	*Per gallon*
Commercial aeronautical permit: SASO initial	$1,000	*1 year term*
Commercial aeronautical permit: SASO renewal	$500	*2 year term*
Commercial aeronautical permit: Independent Operator	$150	*Annual*

B. Aircraft Parking

Appendix A | Proposed Fee Schedule

Aircraft category	Less than 4 hours	4 to 24 hours
Single engine (wingspan <36 ft)	$0	$10
Group I (wingspan <49 ft)	$10	$30
Group II (49 ft to <79 ft)	$25	$75
Group III (79 ft to <118 ft)	$100	$600
Group IV (118 ft to <171 ft)	$150	$900
Group V (171 ft to <214 ft)	$200	$1,200
Group VI (214 ft to <262 ft)	$250	$1,500
Rotary wing, small (rotor diameter <36 ft)	$10	$30
Rotary wing, large (rotor diameter ≥36 ft)	$25	$75

C. Ground & Facility Lease Rents – Set by County

Appendix A | Proposed Fee Schedule

Hangar Location	Hanger Type	Number of Units	Door Width	Door Height	Hangar Depth	Total SQFT	Base Rate ψ	Monthly Rental Fee λ
Midfield Airpark - Bldg A	Small Executive	5	53'	17'	47' 4"	2,520-2,568	$3,720.00	$4,197.65
Midfield Airpark - Bldg B	Large Executive	6	59'	18' 9"	55' 10"	3,312-3,624	$5,160.00	$5,822.54
Midfield Airpark - Bldg C	Large	8	53' 6"	16'	44" 8"	1,609-1,658	$1,258.00	$1,419.53
Midfield Airpark - Bldg D	Small	7	45'	16'	37' 6"	1,307	$1,059.00	$1,194.98
Northeast Airpark - Bldg A	Small	10	44'	14' 4"	37'	1,260-1,308	$1,044.00	$1,178.05
Northeast Airpark - Bldg B	Small	8	44'	14' 4"	37'	1,260-1,308	$1,044.00	$1,178.05
Northeast Airpark - Bldg C	Small	4	41'	12' 4"	35'	1,182-1,294	$1,044.00	$1,178.05
Northeast Airpark - Bldgs A & B (Half Bays)	Half Bays	2	21' 9"	14' 4"	35'	609-629	$515.00	$581.13
Southwest Airpark - Bldgs C, D, E	Large	22	53' 3"	16'	44' 8"	1,671-1,732	$1,026.00	$1,157.74
Southwest Airpark - End Units w/Office δ: C8, D8, E8	Large	2	54'	16'	44' 8"	1,924-2,081	$1,047.00	$1,181.43

Tiedown Location	Hanger Type	Number of Units	Door Width	Door Height	Hangar Depth	Total SQFT	Base Rate ψ	Monthly Rental Fee λ
Midfield Airpark Tiedowns	N/A	16	N/A	N/A	N/A	N/A	$132.00	$148.95
Northeast Airpark Tiedowns	N/A	54	N/A	N/A	N/A	N/A	$132.00	$148.95
Southwest Airpark Tiedowns	N/A	37	N/A	N/A	N/A	N/A	$132.00	$148.95

D. Access & Security Fees

Appendix A | Proposed Fee Schedule

Fee / charge	**Proposed rate**	**Basis / notes**
AOA vehicle access: initial / renewal	$25	*Per issuance*
Badge: initial / renewal	$25	*Per issuance*
Badge replacement: first / second / third	$100 / $150 / $200	*Per issuance*
Key: first / second / third	$10 / $20 / $30	*Per issuance*
Unreturned badge: tenant / contractor	$100 / $500	*Per badge*

E. Vehicle & Ground Transportation Fees

Appendix A | Proposed Fee Schedule

Fee / charge	Proposed rate	Basis / notes
Vehicle parking: hourly	$3	*Per hour*
Vehicle parking: daily	$15	*Per day*
Vehicle parking: weekly	$100	*Per week*
Vehicle parking: tenant employee monthly	$100	*Per month*
Rental car concession	10%	*Of gross receipts*
Transportation network company (TNC)	$4	*Per trip*
Ground transport permit: shuttle <10 seats	$4	*Per trip*
Ground transport permit: charter 10+ seats	$1.50	*Per seat*
Electric vehicle charging (Tier 1 and 2)	$0.25	*Per kWh*

F. Other Fees & Charges

Appendix A | Proposed Fee Schedule

Fee / charge	Proposed rate	Basis / notes
Derelict aircraft (tiedown)	$1,500	*Per year*
Nonoperational aircraft storage (hangars)	150%	*Of hangar rent*
Hangar tiedown change administration	$250	*Per occurrence*
Lease assignment fee	Percentage based	*Per lease agreement*
Through-the-Fence access fee	5%	*Of ground rent*
Administrative / late payment	2.5%	*Of total due*
Credit card convenience	2.5%	*Of total*

Recommendations & Next Steps

Proceed with adoption of the proposed Airport Fee Schedule in Appendix A.

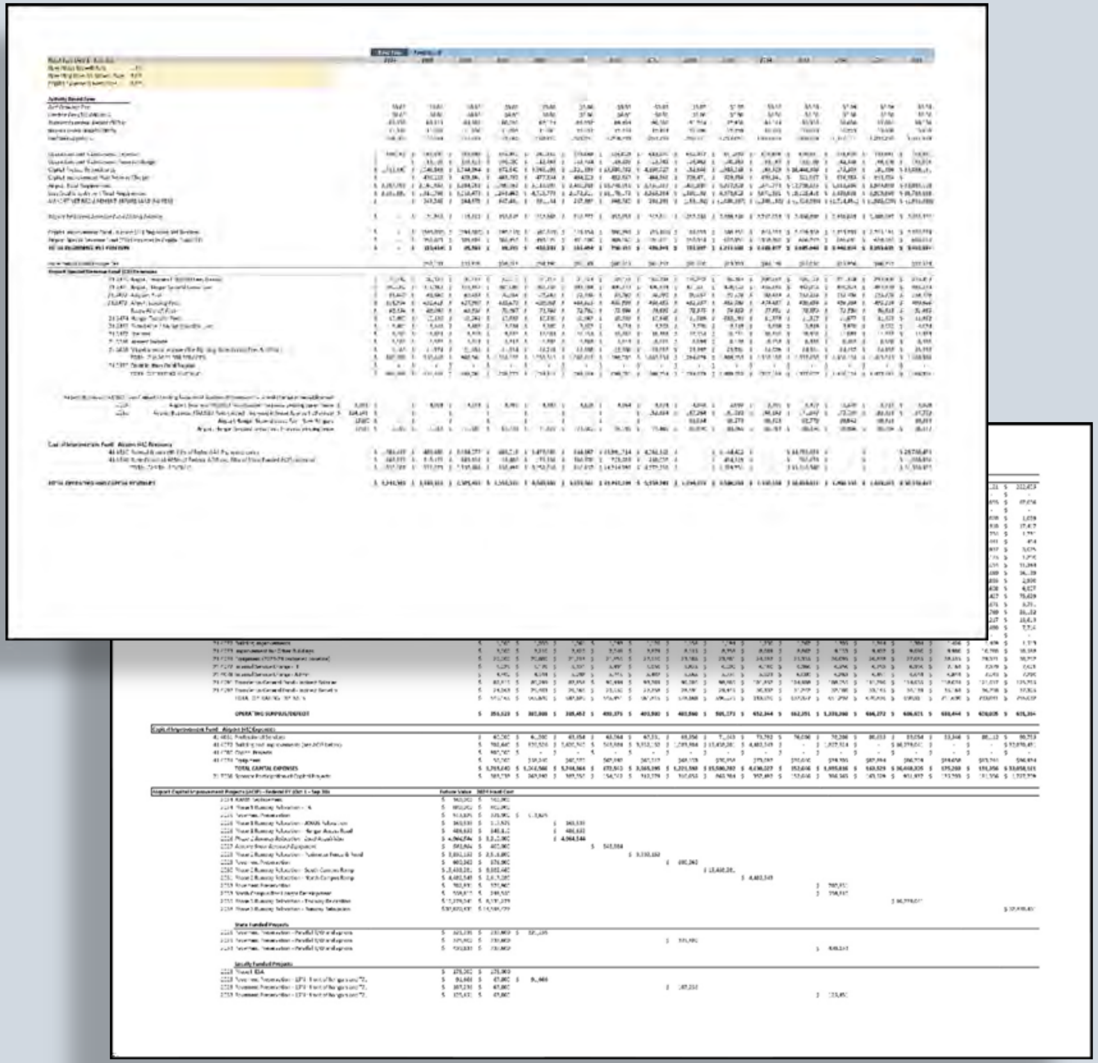
Collect activity data for new and uncollected fee categories to support revenue estimates.

Review fees in two years with the biennial budget: compare actual revenue with forecasts and reassess reserve needs.

Evaluate capital cost savings and value engineering to extend reserves and reduce dependence on debt.

Next Steps

- Survey peer airports to benchmark existing and proposed rates
- Complete 10-year Pro Forma Analysis
- **Resolution approving schedule of rates and charges**
- Periodic market adjustments at least every two years consistent with the biennial budget cycle.



THANK YOU

ANY QUESTIONS?

C&S COMPANIES

King County International Airport Boeing Field

AGP ASCENSION GROUP PARTNERS

APPENDIX A — AIRPORT FEE SCHEDULE

King County International Airport – Boeing Field (BFI)

Fee / Charge	Rate	Basis / Notes
A. AERONAUTICAL FEES		
Landing Fee (>= 8,000 lbs MTOW)	$3.00	*Per 1,000 lbs MTOW*
Fuel Flowage Fee — Jet A	$0.15	*Per gallon*
Fuel Flowage Fee — Avgas (100LL) / SAF	$0.10	*Per gallon*
Fuel Flowage Fee — Avgas (Unleaded)	$0.01	*Per gallon*
Commercial Aeronautical Permit — SASO, Initial	$1,000	*1-year term*
Commercial Aeronautical Permit — SASO, Renewal	$500	*2-year term*
Commercial Aeronautical Permit — Independent	$150	*Annual*
B. AIRCRAFT PARKING		
Single Engine (wingspan <36')	$0 | $10	*(<4 hrs) | (4-24 hrs)*
Group I (wingspan <49’)	$10 | $30	*(<4 hrs) | (4-24 hrs)*
Group II (wingspan 49’ < 79’)	$25 | $75	*(<4 hrs) | (4-24 hrs)*
Group III (wingspan 79’ < 118’)	$100 | $600	*(<4 hrs) | (4-24 hrs)*
Group IV (wingspan 118’ < 171’)	$150 | $900	*(<4 hrs) | (4-24 hrs)*
Group V (wingspan 171’ < 214’)	$200 | $1,200	*(<4 hrs) | (4-24 hrs)*
Group VI (wingspan 214’ < 262’)	$250 | $1,500	*(<4 hrs) | (4-24 hrs)*
Rotary Wing – Small (rotor diameter <36’)	$10 | $30	*(<4 hrs) | (4-24 hrs)*
Rotary Wing – Large (rotor diameter >36’)	$25 | $75	*(<4 hrs) | (4-24 hrs)*
C. GROUND & FACILITY LEASE RENTS — SET BY COUNTY APPRAISAL[1]		
Ground Rent (Private Hangars)	$4.42	*Per SF / year*
Ground Rent (Commercial)	$3.30 - $4.42	*Per SF / year*
Midfield Airpark - Bldg A (Small Executive Box)	$4,197.65	*Per month*
Midfield Airpark - Bldg B (Large Executive Box)	$5,822.54	*Per month*
Midfield Airpark - Bldg C (Large T-Hangar)	$1,419.53	*Per month*
Midfield Airpark - Bldg D (Small T-Hangar)	$1194.98	*Per month*
Northeast Airpark - Bldg A (Small T-Hangar)	$1044.00	*Per month*
Northeast Airpark - Bldg B (Small T-Hangar)	$1044.00	*Per month*
Northeast Airpark - Bldg C (Small T-Hangar)	$1044.00	*Per month*
Northeast Airpark - Bldgs A & B (Half Bays)	$515.00	*Per month*
Southwest Airpark - Bldgs C, D, E (Large T-Hangar)	$1026.00	*Per month*
Southwest Airpark - End Units - C8, E8 (Large T-Hangar)	$1047.00	*Per month*
Midfield Airpark Tiedowns	$148.95	*Per month*
Northeast Airpark Tiedowns	$148.95	*Per month*
Southwest Airpark Tiedowns	$148.95	*Per month*
Non-Aeronautical Storage Fee	Appraised FMV	*Per SF / month*
D. ACCESS & SECURITY FEES		
AOA Vehicle Access Fee — Initial / Renewal	$25.00	*Per issuance*
Badge Fee — Initial / Renewal	$25.00	*Per issuance*
Badge Replacement — 1st / 2nd / 3rd	$100 / $150 / $200	*Per issuance*
Key Fee — 1st / 2nd / 3rd	$10 / $20 / $30	*Per issuance*
Unreturned Badge — Tenant / Contractor	$100 / $500	*Per badge*

[1] Section C rates are set independently through King County's appraisal process under King County Code, not through AGP's market rate recommendations, and are shown here for completeness. AGP is not recommending a change to any Section E rate as part of this study.

Fee / Charge	Rate	Basis / Notes
E. VEHICLE & GROUND TRANSPORTATION FEES		
Vehicle Parking — Hourly	$3.00	*Per hour*
Vehicle Parking — Daily	$15.00	*Per day*
Vehicle Parking — Weekly	$100.00	*Per week*
Vehicle Parking — Tenant Employee Monthly	$100.00	*Per month*
Rental Car Concession Fee	10%	*Of gross receipts*
Transportation Network Company (TNC) Fee	$4.00	*Per trip*
Ground Transportation Permit (Shuttle <10 seats)	$4.00	*Per trip*
Ground Transportation Permit (Charter 10+ seats)	$1.50	*Per seat*
Electric Vehicle Charging (Tier 1 and 2)	$0.25	*Per kWh*
F. OTHER FEES & CHARGES		
Derelict Aircraft Fee (Tiedown)	$1,500	*Per year*
Non-Operational Storage Fee (Hangars)	150%	*Of hangar rent*
Hangar Tie-Down Change Administration Fee	$250.00	*Per occurrence*
Through-the-Fence Fee	5%	*Of ground rent*
Conference Room / Meeting Space Rental	$50.00	*Per hour*
Administrative / Late Payment Fee	2.5%	*Of total due*
Lease Assignment Fee	Percentage based	*Per lease agreement*
Credit Card Convenience Fee	2.5%	*Of total*
Conference Room: 1st Floor Terminal (seats 25)	$75 | $500	*Hourly | Daily*
Conference Room: 2nd Floor Terminal (seats 8)	$50 | $300	*Hourly | Daily*
Conference Room: Flight Service Station (seats 100)	$200 | $1,500	*Hourly | Daily*

[2] Rates are subject to periodic escalation and shall be reviewed no less than every two years to validate revenue performance against the Airport's capital and operating funding requirements.

General Aviation Policy Recommendations and Proviso Reporting

KCIA Roundtable Meeting
September 14, 2026

DRAFT

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Agenda

- Project Introduction/Overview
- Key Background & Observations
- Interviews - Key Takeaways
- Preliminary Policy Recommendations
- Next Steps

Project Overview

- In response to King County Council Proviso #2025-0288, C&S Engineers, Inc. (C&S) and the Aviation Planning Group (APG) have identified strategies to implement and grow Light General Aviation (LGA) at KCIA.

Project Methodology

- Understand what strategies KCIA can implement to promote LGA at the Airport.
  - ✓ Review Past Relevant Studies and Plans that impact LGA policies and assets
  - ✓ Meet with Interested Parties
  - ✓ Interview Comparative Airports
  - ✓ Analyze Comparative Rates, Capacity & Infrastructure, Access & Services
  - ✓ Research and Understand Educational Partnerships
- Develop a Reporting Tool
  - Document Metrics related to LGA
  - Distribute findings to interested parties
- Proviso Report and Council Motion
  - Document recommendations and strategies
  - Prepare Council Motion

Key Background & Observations

- State and Regional Role
  - Washington Aviation System Plan (2026) identifies KCIA's unique role in the state aviation system - classified as "major".
  - KCIA serves as a regional anchor for UPS air cargo.
  - Home to Boeing B-737 Flight Test Facility & Delivery Center and the Boeing Military Flight Center & Test Facility
  - Economic impact of 5.9 Billion
  - Contributes to Jobs 18,000
- Operations
  - Existing operations are predominately GA (75%).
  - 24-hour Air Traffic Control Tower and ability to go up to Index E Aircraft Rescue Firefighting services.
  - FAA Part 61 and 141 training offered by tenants at airfield.
  - High demand for aircraft storage currently with 5-year waitlist for tie-downs and hangars; continued growth in storage demand anticipated through 2045.

Key Background & Observations

- Existing Fee Structure
  - Segmented pricing strategy in place with zero landing fees and reduced fees for RON parking, tie-down, and storage for LGA aircraft and operators.
  - Transient aircraft parking available at $10 per day.
- Ongoing Relevant Studies or Activities
  - Rates and Charges Study is going on in parallel, looking at comparable and progressive rental rates and fees for LGA.
  - Vision 2045 Airport Plan – will guide development of KCIA infrastructure/assets over next 20 years.
  - KCIA Rates and Charges Study
  - Commercial Aviation Working Group

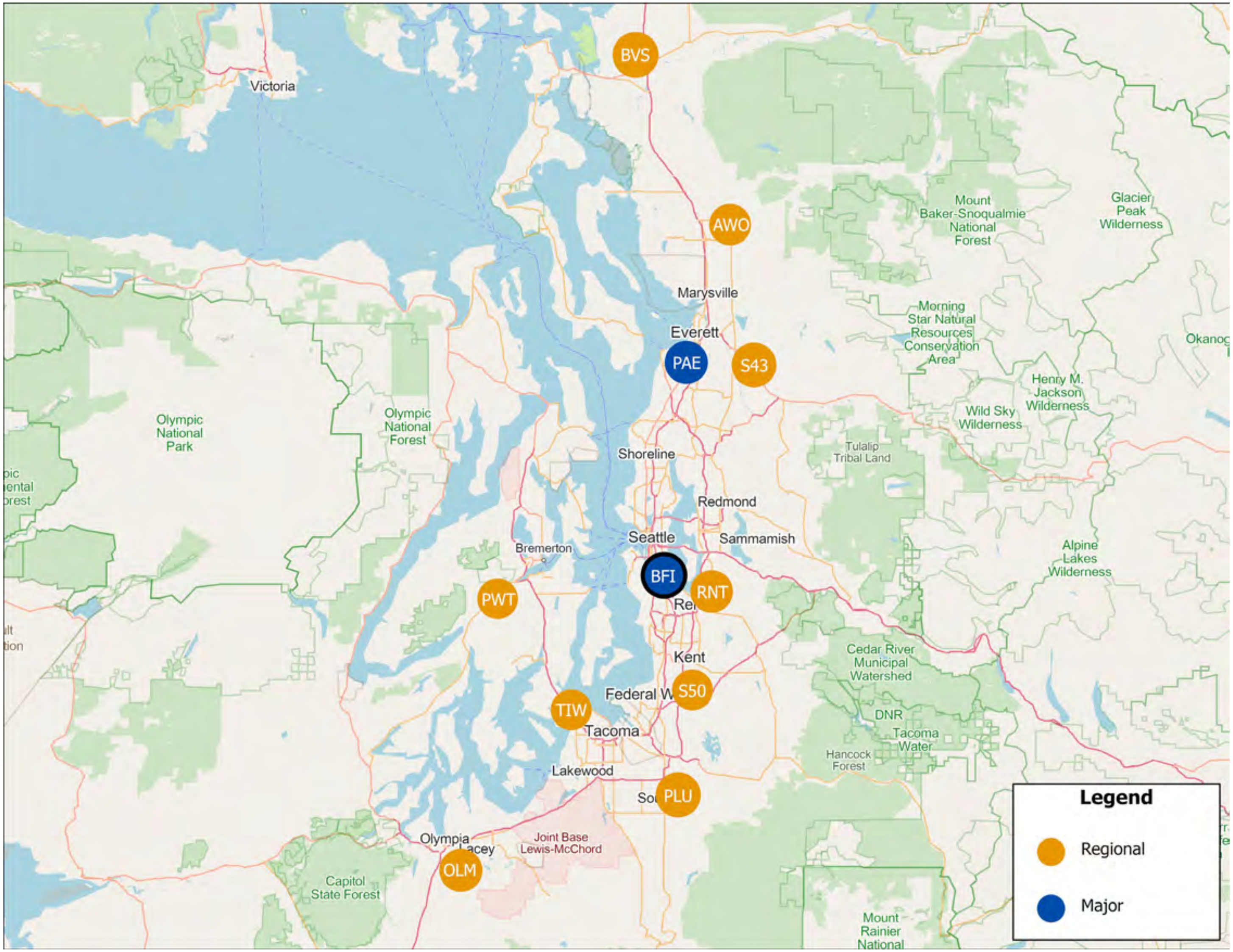
Interested Party Interviews: Key Takeaways

- **Escalating Costs Impacting LGA:** Across all interviews, high land lease rates, tie-down fees, and Fixed Based Operator (FBO) costs were cited as the primary reasons for pricing out LGA services and reducing hangar availability.

- **Positive Administration and Facilities:** Despite financial concerns, stakeholders consistently **praised KCIA's administration** for being responsive, community-involved, and for maintaining excellent, convenient facilities.

- **Calls for Enhanced Engagement:** Primary recommendations emphasize establishing regular tenant-administration meetings, offering creative business incentives (like public-private partnerships), and providing greater transparency on airport metrics and procedures.

Comparative Airport Interviews



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Comparative Airport Interviews: Key Takeaways

- **Significant Hangar Capacity Constraints:** Nearly every airport interviewed is experiencing high demand for hangar space, resulting in lengthy waiting lists.
- **Strong Focus on Education and Internships:** There is a widespread industry emphasis on cultivating the next generation of aviation professionals.
- **Creative LGA Business Incentives:** Examples include 18-month leeway before charging for leases (Arlington), promotional rates to incentivize prospective tenants (Pierce County and Tacoma Narrows), and 50% discounts for prop tenants (Van Nuys).
- **Community and Modernization Recommendations:** Emphasis of community building and operational updates. Auburn suggests making the airport office a "community hub" and hosting food truck days to foster partnerships, while Pierce County recommends updating payment infrastructure by using QR codes.
- **Business Offerings:** Standard flight training and maintenance/avionics services. Most operate with 1 to 2 Fixed Base Operators, with the exception of Van Nuys, which operates with 4.

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Preliminary Policy Recommendations: Infrastructure & Capacity

- **Preserve LGA Capacity:** Ensure Vision 2045 projects do not reduce existing tie-down and hangar space, requiring equal or greater replacement for any impacted facilities.

- **Phase Construction Strategically:** Sequence airfield projects to minimize disruptions to LGA parking (e.g., complete the Southeast Tie-down Replacement before Taxiway B improvements to allow for tenant relocation).

- **Evaluate Expansion Options:** Assess potential airport expansion opportunities to alleviate capacity constraints, despite surrounding land use limitations.

- **Consolidate LGA Facilities:** If expansion is feasible, collaborate with interested parties to implement efficient infrastructure strategies, such as creating a dedicated "propeller park" (similar to Van Nuys) to consolidate LGA amenities.

Preliminary Policy Recommendations: Access & Waitlist

- **Optimize Underutilized Spaces:** Repurpose existing transient tie-down spaces for based tenants or use them as temporary LGA overflow parking during airfield construction.

- **Actively Manage the Waitlist:** Transition away from a self-removal system by requiring annual check-ins to confirm active interest. Consider cross-referencing lists with neighboring airports to gauge true demand, and raising the current $110 waitlist fee to ensure genuine intent.

- **Implement Strategic Prioritization:** Move from a strictly chronological waitlist to an objective policy that prioritizes local King County residents, current tenants, or revenue-generating businesses (leveraging successful models from airports like Brownwood, TX and Bend, OR).

- **Ensure Compliance and Transparency:** Ensure any new waitlist prioritization strategies align with FAA grant assurances, and publish waitlists and policies publicly to maintain trust with prospective and current tenants.

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Preliminary Policy Recommendations

- Economic Rate:
  - Consider updates to *Section 4.56.160, Manner of awarding lease or rental agreement,* of the King County Code.
  - Pursue the acquisition of airport-adjacent property, if opportunities exist in the future.
  - Conduct regular Rates and Charges Studies.
  - Ensure current rates and fees are clearly published and accessible on KCIA website.

- Airport Governance and Structure:
  - Consider evaluation of other governance options such as Airport Authority or Board.
  - Consider System of airports including Vashon Municipal Airport, which designated as a King County Special District.

- Community Relations:
  - Continue to leverage the Roundtable for regular dialogue.

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Preliminary Support Services Recommendations

- **Continue to Optimize Space Requirements:** Reassess minimum square-footage standards to encourage niche or specialty providers. Publish a Minimum Standards Matrix that summarizes insurance requirements for potential LGA operators.

- **Clarify Maintenance Operator Guidelines:** Ensure the requirements and approved locations for independent LGA maintenance operators are clear and easily accessible.

- **Leverage Public Private Partnerships:** Utilize to incentivize the development of new LGA facilities and amenities.

- **Prioritize Critical Services:** Partner with local pilot groups to identify gaps in services/businesses essential for safe LGA operations and determine needs

- **Develop a LGA Service Hub:** If airport space allows in the future, create a dedicated, right-sized central facility to serve as a hub for LGA service providers.

Preliminary Educational Partnerships Recommendations

- **Create an educational connector committee**: Identify a group to set up a committee within the Roundtable to tackle educational recommendations including:
  - **Grow Airframe & Powerplant Educational Programming**: Leverage partnerships with RAHS and on-field Fixed Based Operators to expand Aircraft Maintenance Technology training and internships, positioning KCIA as a focal point to address industry shortages.
  - **Partner with CorePlus Aerospace**: Position KCIA as the central regional hub for area high schools in the CorePlus program, providing a dedicated airport location for schools lacking an active presence.
  - **Create a Central Education Hub**: Develop a shared "common space" or education complex to house local EAA chapters, Civil Air Patrol squadrons, and other youth programming to foster synergy.
  - **Host National Career Events**: Establish KCIA as the regional home for national aviation career pathway events (e.g., Aircraft Owners and Pilots Association, Aviation Start) in coordination with RAHS and The Museum of Flight.
  - **Facilitate Expanded RAHS Activities**: Increase RAHS student exposure to LGA through on-field activities like field trips, afterschool clubs, job-shadowing, and affiliated flight and A&P training.

Recommended Near-Term Actions

- Update KCIA website
  - For ease of navigation, finding key information, and clarity
  - To include Educational Resources page
- Set up check-in meetings with local educational organizations to identify opportunities for growth at KCIA.
- Roundtable suggestions?

Next Steps

- Next Steps
  - Finalize Recommendations – *September*
  - Develop Tool – *September*
  - Develop Draft Proviso Report & Council Motion
  - Develop Final Provision Report & Council Motion

King County International Airport

DRAFT SYNTHESIS REPORT

C&S COMPANIES

King County International Airport Boeing Field

AGP ASCENSION GROUP PARTNERS

September 10, 2026

1.0 INTRODUCTION

Ascension Group Partners ("AGP"), as subconsultant to C&S Companies, was engaged by King County International Airport / Boeing Field ("BFI" or "the Airport") to conduct a Rates and Charges Study. The purpose of the study is to determine aeronautical fees sufficient to cover the Airport's operating expenses and its share of funding for planned capital projects. A survey of market-based rates was conducted across a peer set of airports to provide a comparable benchmark informing a cost recovery methodology consistent with FAA rate setting guidance.

BFI's operating budget is self-sufficient, but the Airport's capital expenditures will grow substantially heading into the Taxiway B Safety Improvement Project. BFI ended FY2025 with $28.7 million in reserve, following $5.1 million in operating income for the year. This reserve, while substantial, will be insufficient to fund the Airport's share of Taxiway B capital costs given a declining operating income trend. Operating expenses are projected to grow faster (6.25% – 6.85% annually) than aeronautical operating revenues[1], further necessitating rate increases to maintain the Airport's financial self-sufficiency.

Federal Airport Improvement Program (AIP) sources are expected to fund the 90 percent of the $745 million[2] Taxiway B project over the ten-year planning horizon. However, the Airport Sponsor's required contribution to capital projects, including projects that are not eligible for federal funding, is expected to total $142.5 million, of which $57.4 million is required by 2030.

A combination of large capital projects and operating expenses outpacing revenue growth are the primary drivers of this study, independent of how BFI's current fees compare to the peer market. Market benchmarking is therefore used to demonstrate how recommended fees are positioned relative to comparable airports, as the financial pro forma establishes that fee increase are necessary.

This report is intended to satisfy the comparative market analysis component (Requirement A) of the King County budget proviso conditioning release of $250,000 in appropriated funds on the Executive's transmittal of this analysis and the Council's passage of a motion acknowledging receipt. AGP's recommendations in this report independently validate the Airport's previously proposed rates assumed in the biennial budget against the market survey of comparable airports. New and uncollected fee categories discussed in Section 3 reflect AGP's own recommendations based on national industry best practices. Proviso Requirements B (major lease terms for existing tenants) and C (five-year monthly occupancy and vacancy rates) are separate work products outside the scope of this engagement.

[1] King County 2026-2027 Biennial Budget
[2] KCIA Taxiway B Cost Load Schedule, August 20, 2026 (see Appendix B).

1.1 RATE SETTING METHODOLOGY

The FAA prefers that airport rates be kept as low as practical to promote aeronautical activity, and that rates be established in consultation with local users. Federal law does not prescribe a single approach to rate setting; airports may use their preferred methodology so long as it is applied consistently to similarly situated aeronautical users and conforms to the requirements of the FAA's Policy Regarding Airport Rates and Charges. The FAA will not ordinarily investigate the reasonableness of a general aviation airport's fees absent evidence of a progressive accumulation of surplus aeronautical revenues.

AGP applies a hybrid market-based, cost recovery approach to rate setting for BFI. Under this methodology, the Airport charges market-based rates comparable to a peer set of airports for aeronautical related services, while the landing fee is calibrated to balance the Airport's operating and capital budgets after cross crediting other airport revenues and any reserves. Surplus revenue from the operating budget is transferred to the Airport's reserve fund. Landing fee and parking revenue collected from transient aircraft are intended to be proportional to airfield usage, in order to balance operating requirements with capital reserve funding.

1.2 COMPARABLE AIRPORTS ANALYSIS

AGP evaluated 4,241 publicly owned, public use airports nationwide and scored them against seven criteria to identify the airports most comparable to BFI:

- National Plan of Integrated Airport Systems (NPIAS) role
- Number of based aircraft
- Operations for Airport Reference Code C-II aircraft or larger
- Presence of an Air Traffic Control Tower (ATCT)
- Presence of an Instrument Landing System (ILS) approach
- Acres of airport land
- Airport Rescue and Fire Fighting (ARFF) Index

Data was acquired from the FAA Form 5010-1 Airport Master Record database. Traffic Flow Management System Count ("TFMSC") operations for Airport Reference Code C-II aircraft or larger were acquired from the FAA Aviation System Performance Metrics Web Data System.

All airports in the Peer Set were scored on the seven criteria by indexing the value for each airport to the value for BFI on a scale of 0 to 1, where 1 indicates airports with an identical value and 0 indicates the most dissimilar value to BFI. For instance, BFI received a score of 1 in each of the seven criteria for a total index score of 7.00. Long Beach (LGB) was the highest ranked comparable airport with a total index score of 6.80: NPIAS Role (0.89), based aircraft (0.97), TFMSC C-II Operations (0.96), ATCT (1.00), and ILS (1.00), acres (0.98), and ARFF Index (1.00).

Twenty-one (21) airports were identified for inclusion in the Peer Set, consisting of fourteen comparable airports, four additional Western comparable peers, and three National competitive airports (*Figure 1*).

Rank	Code	City	State	Runway (ft)	Acres	NPIAS Role	ARFF	Based AC	CII TFMSC	INDEX
1	BFI	SEATTLE	WA	10,007	634	Non-Hub	C	383	22,450	7.00
2	LGB	LONG BEACH	CA	10,000	1,166	Small	C	398	39,575	6.80
3	BZN	BOZEMAN	MT	8,994	2,481	Small	C	394	34,526	6.79
4	DAB	DAYTONA BEACH	FL	10,500	1,800	Non-Hub	C	260	9,957	6.71
5	JQF	CONCORD	NC	7,402	750	Non-Hub	C	245	7,142	6.70
6	MLB	MELBOURNE	FL	10,181	2,420	Non-Hub	C	263	8,328	6.69
7	STS	SANTA ROSA	CA	6,000	1,125	Non-Hub	B	334	15,691	6.68
8	ISP	ISLIP	NY	7,006	1,311	Small	C	264	16,218	6.63
9	PIE	ST PETERSBURG	FL	9,730	1,900	Small	C	261	25,876	6.62
10	PGD	PUNTA GORDA	FL	7,193	1,934	Small	B	399	16,526	6.61
11	TLH	TALLAHASSEE	FL	8,000	2,485	Non-Hub	C	207	16,324	6.60
12	BIL	BILLINGS	MT	10,518	2,500	Non-Hub	C	197	15,117	6.58
13	BTR	BATON ROUGE	LA	7,500	1,250	Non-Hub	C	170	18,336	6.58
14	MSO	MISSOULA	MT	9,501	2,700	Non-Hub	C	174	13,140	6.53
15	LAL	LAKELAND	FL	8,500	1,776	National	B	320	8,958	6.51
18	SBP	SAN LUIS OBISPO	CA	6,101	340	Non-Hub	B	225	12,687	6.48
21	HLN	HELENA	MT	9,000	1,224	Non-Hub	B	233	4,434	6.45
22	RDD	REDDING	CA	7,003	1,584	Non-Hub	B	240	3,987	6.45
23	PAE	EVERETT	WA	9,010	1,315	Non-Hub	B	552	9,894	6.44
255	MMU	MORRISTOWN	NJ	5,998	625	National	NULL	169	11,964	5.87
348	VNY	VAN NUYS	CA	8,001	725	National	NULL	752	37,658	5.56
387	APA	CENTENNIAL	CO	10,001	1400	National	NULL	863	18,654	5.36

Western Peers   National Peers

Figure 1. BFI Peer Set Airports.

The four Western peers were the next highest ranking airports in the FAA's Western Service Area that includes the Northwest Mountain and Western Pacific regions. These airports were included to ensure the analysis satisfies the King County proviso's requirement of at least ten comparable airports in the western region: Long Beach (CA), Bozeman (MT), Santa Rosa (CA), Billings (MT), Missoula (MT), Van Nuys (CA), Centennial (CO), San Luis Obispo (CA), Helena (MT), Redding (CA), and Everett (WA). The National peers were selected, despite their poor rankings due primarily to lack of ARFF certification, because they compete nationally for large general aviation activity and therefore provide valuable market context.

Surveys of peer airports were conducted to collect aeronautical rates and charges that provide insight into competitive and fair market ranges for each fee category. While ground leases, hangar rents, and fuel flowage fees often account for nearly all aeronautical revenues at general aviation airports, many other circumstances influence the revenue generating ability of an airport to cover capital and operating expenses toward the FAA's stated goal of self-sufficiency. Additional income derived from airport owned FBOs, commercial aeronautical operators, large aircraft operations, local economic development, and occasionally nonaeronautical leases for facilities, ground, or natural resource extraction may offset or subsidize aeronautical rates necessary to cover the rate base.

Comparable market rates are informative in determining appropriate rates at BFI, but market rates may reflect other revenue sources, public sponsor subsidies, or different operating and capital expenditure needs. Therefore, the Airport may unilaterally impose fees outside of market ranges, after consultation with users, if it is consistent with FAA policy and necessary to promote self-sufficiency.

2.0 COMPARATIVE RATE MATRIX BY FEE CATEGORY

This section summarizes the matrix of fee data collected from the survey of peer airports relative to BFI. The market analysis includes aeronautical fees such as landing fees, fuel flowage fees, aircraft parking fees as well as nonaeronautical operating fees such as vehicular parking and ground transportation fees. Aeronautical ground and facility lease rates were surveyed along with the operational fees and are included in this summary despite being established by appraisal under King County Code. A summary of the ranges for each fee category is below. The consolidated fee matrix can be found in Appendix A.

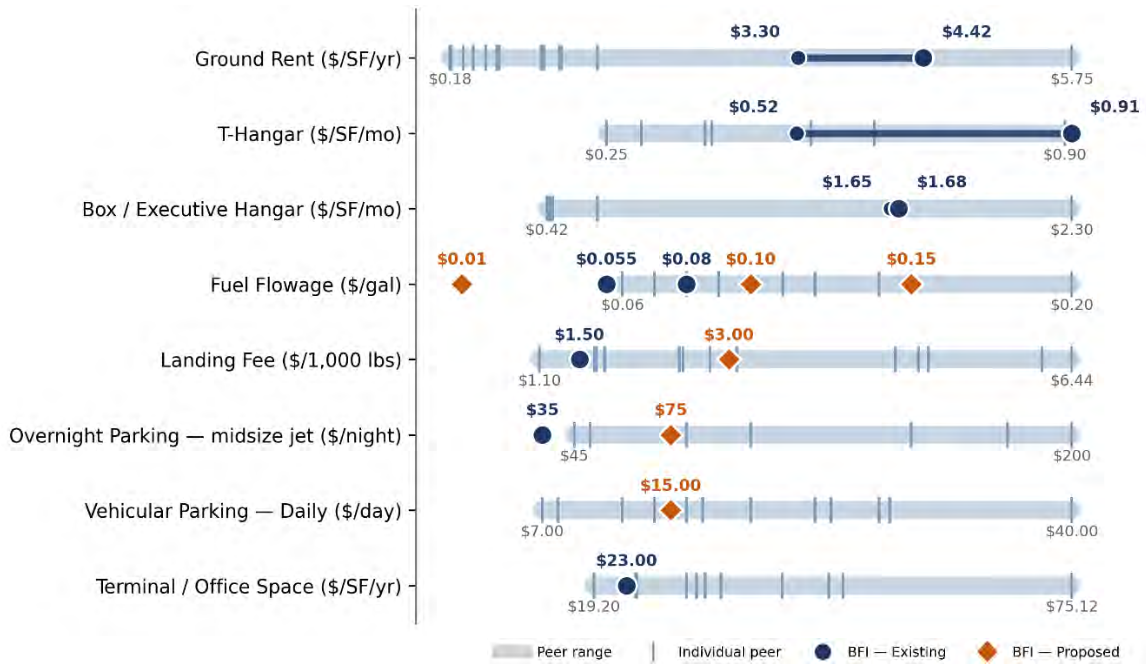


Figure 2. Peer Airport Fee Comparison Summary.

Ground and facility lease rates sit at or above the midpoint of their respective peer ranges and have kept pace with the broader market because these rates are periodically adjusted to fair market value through an independent appraisal process required under King County Code. By contrast, aeronautical and nonaeronautical operating fees cluster at or near the low end of their peer ranges, in some cases falling below the lowest peer entirely. These operating fees have not kept pace with the market over time without the same periodic, externally driven adjustment that ground and facility leases receive through appraisal. The practical effect is that BFI's revenue base has become heavily reliant on ground and facility lease rents, while landing fees, fuel flowage fees, and parking fees have drifted below comparable airports. This imbalance provides a rationale for fee increases in alignment with the market.

2.1 LANDING FEES

BFI's current landing fee is $1.50 per 1,000 lbs for aircraft over 12,500 lbs. Peer airports cluster around $3.00 per 1,000 lbs, with larger general aviation airports in the $4.50–$6.00 for aircraft between 6,000 – 10,000 lbs, or even all transient aircraft down to 0 lbs.

The landing fee applies only to transient (non-based) aircraft, since based aircraft already contribute to airport revenue through ground or hangar lease, tiedown rents, fuel flowage fees, and other aeronautical operating fees. This practice is standard for airports as is exempting light GA aircraft on the premise that heavier aircraft contribute more to pavement deterioration.

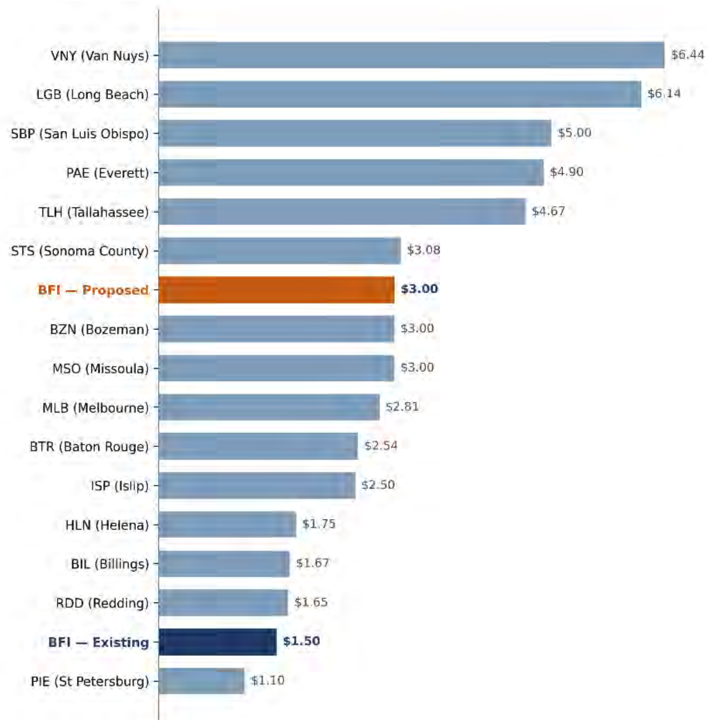


Figure 3. Aircraft Landing Fees ($/1,000 lbs.)

Weight is a significant factor in pavement deterioration, but moisture and wet weather loading also contribute independent of the aircraft using the runway. Light GA aircraft operating well within the pavement's designed weight bearing capacity still contribute to that wear through frequency of operations. A landing fee threshold set at 12,500 lbs exempts light GA traffic from contributing to a repair and replacement cost of capital assets utilized by the fleet. Lowering the threshold to 8,000 lbs captures a meaningfully larger share of that traffic without reaching down to the smallest, lowest impact aircraft.

Landing fees are also one of the few fee categories at BFI that scale directly with airfield activity rather than with a fixed lease term or uniformly applied to all users. Landing fees are a usage charge based on the weight of an aircraft, making this fee one of the more direct levers available to recover costs proportionate with the usage and wear an aircraft operation contributes to the airfield. Transient aircraft account for approximately 40% of landed weight at BFI, yet contribute only about 3% of aeronautical revenue under the existing $1.50/1,000 lbs fee, which would increase to nearly 7% at $3.00/1,000 lbs.

Recommendation: Increase the landing fee from $1.50 to $3.00 per 1,000 lbs for aircraft over 8,000 lbs, with a future phased increase to $4.50 to be reexamined as capital funding needs require.

2.2 FUEL FLOWAGE FEES

BFI's current fuel flowage fee is $0.08 per gallon on Jet A and $0.055 per gallon on Avgas. Rates at $0.15 / gallon Jet A and $0.10 / gallon for Avgas sit at the higher end of the peer range. However, most of the peers are commercial service airports with revenue sources not available to BFI.

Fuel flowage revenue has declined as a share of airport revenue over time. Modern engines burn less fuel so even a growth in operations no longer translates into proportional fuel flowage fees. At the same time, fuel network consolidation and contract fuel pricing have made it increasingly practical for larger business jet and charter operators to "tanker" fuel. This allows large operators to fuel up at airports with favorable contract pricing and skip purchases along their route.

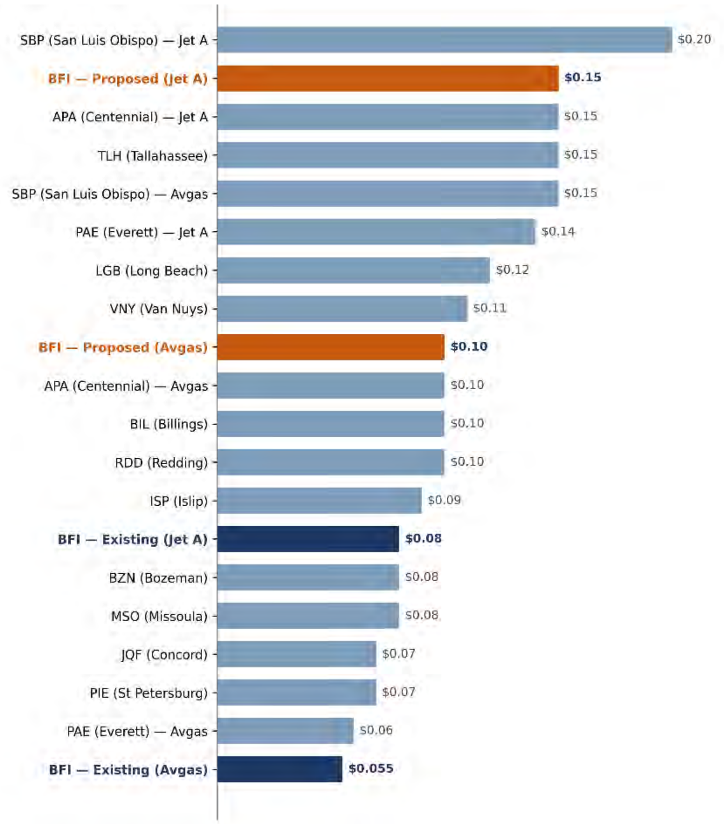


Figure 4. Fuel Flowage Fees ($/gallon).

Due to these underlying structural trends, the flowage rate has to increase over time simply to maintain a steady share of revenue. It also means fuel flowage is a comparatively fragile stand alone lever for closing BFI's capital funding gap. Even an increase to $0.15/gallon does not offset slower growth in fuel flowage in the same way as a broad increase across landing fees, parking, and other operating fees. This dynamic supports BFI's rate calibrated to the peer market in the future so that fuel flowage revenues maintain a proportional share of aeronautical operating revenue.

Recommendation: Increase the fuel flowage fee from $0.08 to $0.15 per gallon on Jet A, introduce a bifurcated 100LL Avgas / Sustainable Aviation Fuel (SAF) rate of $0.10 per gallon, and add a $0.01 per gallon fee for unleaded fuel to incentivize the transition to unleaded fuel.

2.3 AIRCRAFT PARKING

BFI's current overnight aircraft parking rates are tiered by aircraft weight. The proposed fee schedule uses a wingspan-based tier aligned with the FAA Airplane Design Group (ADG) classification. The heatmap compares BFI's existing and proposed rates to available peer data, with peer rates approximated to the nearest ADG equivalent group using each airport's own aircraft type, wingspan, or weight tiers.

Among the peer set, Long Beach (LGB) is both the most comparable airport and also a base to large aerospace manufacturing tenants. LGB's transient aircraft parking rates are structured for a growing business aviation sector that includes large cabin corporate, business and transport category jets. LGB shares a similar fleet mix with Boeing's active flight operations that most other peer airports don't accommodate.

	SE <36'	Group I 36'-49'	Group II 49'-79'	Group III 79'-118'	Group IV 118'-171'	Group V 171'-214'	Group VI 214'-262'
BFI — Existing	$10	$10	$21	$35	$19	$86	$86
BFI — Proposed	$10	$30	$75	$600	$900	$1,200	$1,500
LGB (Long Beach)	$60	$132	$150	$624	$960	$1,500	$1,500
ISP (Islip)	$75	$75	$100	$200	$200	$200	$200
PGD (Punta Gorda)	$30	$30	$90	$100	$250	$250	$250
JQF (Concord)	$22	$22	$125	$180	$405	$405	$405
BZN (Bozeman)	$10	$10	$40	$80	$160	$160	$160
MSO (Missoula)	$25	$25	$50	$200	$300	$300	$300
STS (Sonoma County)	$11	$29	$36	$45	$60	$95	$95
SBP (San Luis Obispo)	$15	$15	$50	$50	$150	$150	$150
RDD (Redding)	$7	$7	$22	$45	$45	$45	$45

Figure 5. Aircraft Parking Fees by Aircraft Design Group (4 - 24 hours).

BFI's current flat rate ceiling caps out at $86/night for aircraft above 275,000 lbs. Under LGB's comparable structure, that same aircraft would be priced up to $1,500/night. This gap is a structural one, not just a pricing one. BFI's existing weight tiers have no mechanism to price aircraft above the 275,000 lb. Every aircraft above that threshold pays the same $86/night. Moving to a wingspan-based ADG structure, aligned with LGB, is what allows BFI to differentiate prices for larger aircraft up through Group VI. The proposed BFI fee schedule closely mirrors LGB across Groups III through VI while remaining below LGB in the smaller groups since these account for the majority of BFI's transient traffic.

Recommendation: Restructure aircraft overnight aircraft parking from a weight-based tiers to a daily (4 < 24 hours), wingspan-based categories using FAA Airplane Design Group (ADG) tiers calibrated to align with LGB at the upper end of the tier range. Establish a short-term aircraft parking rate (0 < 4 hours) at 1/6th the daily rate.

2.4 VEHICLE PARKING

BFI recently introduced a daily public vehicular parking rate schedule of $3 per hour, $15 per day, and $100 per week, with tenant employee parking held at $100 per month.

The proposed rate positions BFI conservatively within the peer set. At $15/day, BFI's proposed rate sits below all but two of the fifteen peers surveyed, well under the peer average of approximately $20/day. This is an introductory rate rather than a market matching one in order to establish a structured vehicle parking fee for hourly, daily, and weekly tiers where none previously existed without pricing BFI's general aviation passengers and tenants at the level of higher cost peers.

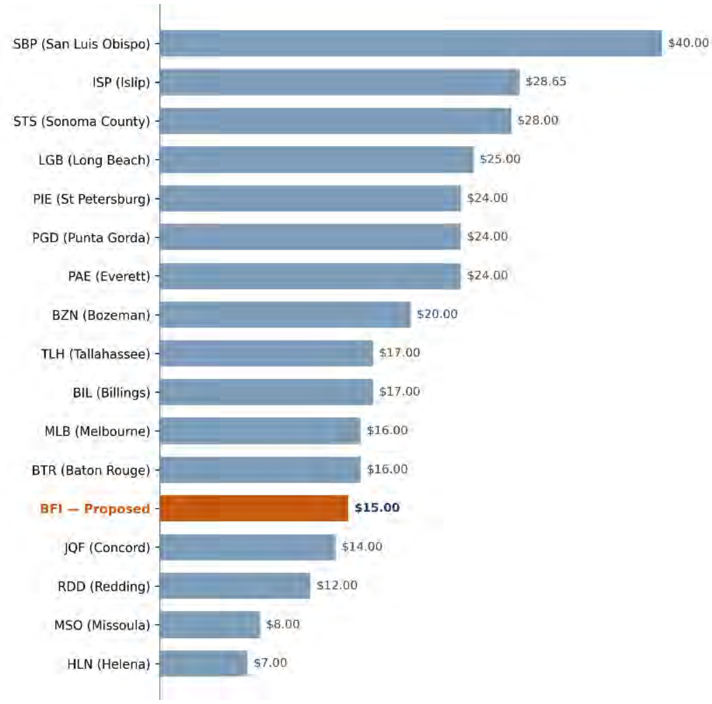


Figure 6. Vehicular Parking Fees ($/day).

An hourly/daily/weekly tier with a discounted monthly rate for tenant employees is the standard structure used across the peer set. This gives BFI a defensible, market framework to build on, with room to increase the daily rate toward the peer median in a future phase once activity levels and a revenue baseline are established.

Recommendation: Introduce vehicle parking at $3/hour, $15/day, and $100/week with tenant employee parking at $100/month, consistent with rate structures at a deliberately conservative price point allowing for future consideration of adjustment toward the peer median if appropriate.

2.5 GROUND AND FACILITY LEASE RENTS

Ground and facility lease rents were surveyed for market context but are not within the scope of this study's recommendations. These rates are governed through King County Code's requirement that leases be periodically adjusted to fair market value by appraisal. They are included here to complete the comparative matrix required by the proviso and to provide context for the revenue mix discussion.

Ground lease and hangar rent rates are difficult to compare because property leases are uniquely determined based on existing improvements, access to the airfield, negotiation between parties, appraisals, and/or comparative properties. Surveying these rates is informative, but such rates are not universally comparable across airports. They are typically influenced by terms specified in the lease such as required scheduled improvements over the lease term and reversion requirements at the end of the term. Ground lease rates are often bifurcated for unimproved sites with no utilities or taxiway access and improved sites that have utilities and taxiway access. For simplicity, both improved and unimproved ground rate ranges are depicted together in the figure below.

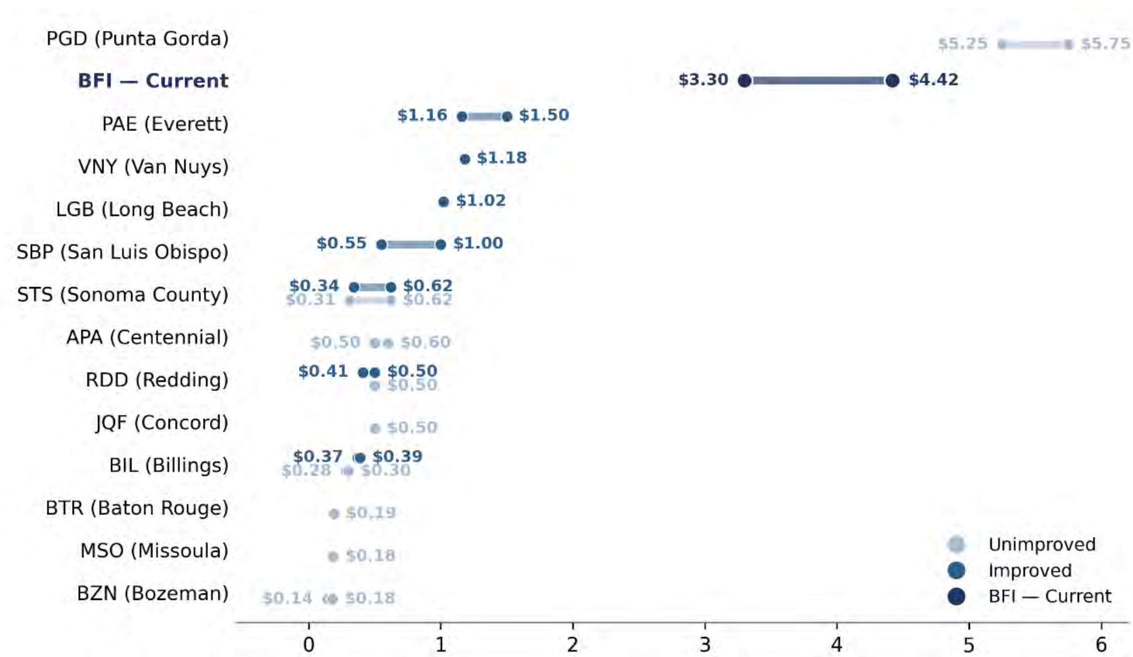


Figure 7. Aeronautical Ground Rent Charges ($/SF annually).

BFI's existing ground rent of $3.30 - $4.42/SF per year sits well above peers surveyed, except for Punta Gorda (FL), consistent with fair market value set through appraisal in a major metropolitan area.

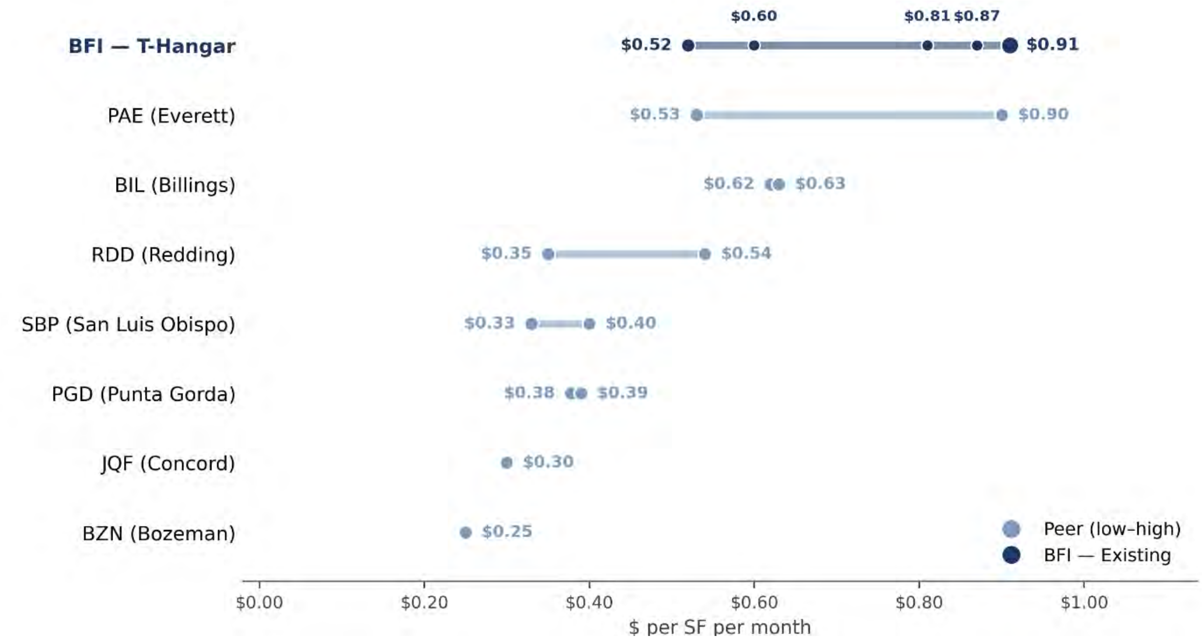


Figure 8. T-Hangar Facility Rent ($/SF monthly).

T-Hangar and box/executive hangar rents are also governed through the County's appraisal process and, like ground rent, are presented here for market context rather than as part of the published fee schedule. BFI's existing and proposed rates sit near the top of the respective peer ranges.

Figure 9. Box Hangar Rent ($/SF monthly).

BFI's current terminal/office space rate of $23.00 per square foot annually (excluding a separate $10/SF Common Area Maintenance charge) sits near the low end of the peer range. Most peer airports are served by major network or low cost carriers providing scheduled commercial service, which supports higher-value terminal space demand than BFI's general aviation profile.

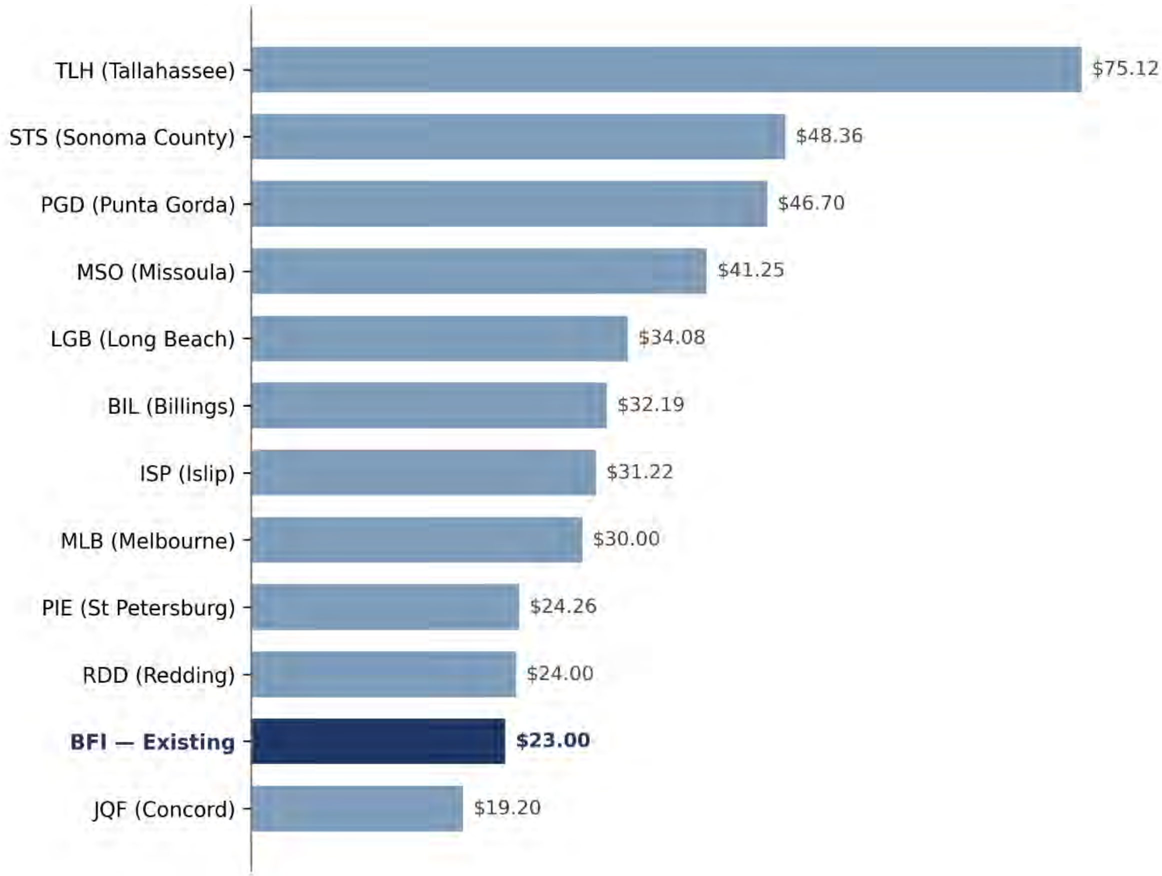


Figure 10. Terminal / Office Rent ($/SF annually).

3.0 NEW AND UNCOLLECTED REVENUE OPPORTUNITIES

In addition to benchmarking BFI's existing fee categories, the market survey identified several other fee categories that appear in peer airport fee schedules, but are not consistently collected at BFI:

Commercial Aeronautical Permit Fee

BFI does not currently collect a Commercial Aeronautical Permit Fee. However, the previously proposed fee schedule introduced a $1,000 fee for an initial Specialized Aviation Service Operation (SASO) permit with a $500 renewal, and a separate $150 tier for independent operators, with permits typically running two years (one year for new entrants) and independent operator permits renewed annually.

Commercial aeronautical permit fee structures vary significantly in both approach and magnitude at peer airports. Centennial charges a comparable one-time structure $1,500 for a SASO application with a $500/year minimum thereafter, in line with BFI's proposed fee. San Luis Obispo applies a more detailed structure with a common $450 application / annual renewal fee in addition to annual permit fees of $2,500 for FBOs/SASO to $1,000 fee for other commercial operators. Others like Billings simply charge a flat $300 fee while Concord and Sonoma County apply a regularly reoccurring fee. Concord charges FBOs $2,200 per month with SASO rates from $55–$385 depending on operation type. Sonoma County charges an annual operating agreement fee ranging from $456 (aeronautical, based, limited services) to $748 (nonaeronautical, based, full service).

BFI's proposed fee sits in the middle of the peer range among airports using a comparable initial / renewal permit structure, and a separate, lower cost Independent Operator tier ($150) is a distinction most peers in this survey do not offer. This provides BFI a defensible structure that doesn't overprice smaller independent operators relative to full service FBOs.

Nonaeronautical Permit Fees: Rental Car, Ground, and Transportation Network Company (TNC)

Ground transportation permits are a common fee category across the peer airports that share a common structure worth adopting. Most peer airports incorporate (1) an upfront annual or percentage of gross permit or application fee, (2) an ongoing per vehicle annual fee, and/or (3) a fixed or variable per trip fee that scales with vehicle size (seat count). Ten percent (10%) of gross revenue for on-airport rental car concessions, and $2–$6 per trip for Uber/Lyft (TNC) pickups and drop offs via a geofenced access system have become industry standard.

No fee is currently collected at BFI. The recommendation is to establish a ground transportation permit structure for car rental, TNC, and shuttle van / charter operators at BFI combining a fixed application/annual permit fee with a 10% of gross receipts for rental car operators, a $4 per trip rate for TNC / ground transportation operators under 10 seats, or a $1.50 / seat rate for vehicles 10 seats or larger.

Derelict / Non-Operational Aircraft Fee and Nonaeronautical Storage Fee

A fee of approximately $1,500 per non-operational aircraft occupying a tiedown, and 150% of standard hangar rent for hangars without an operational aircraft, is an emerging practice at several general aviation airports in Northern California and is not currently collected at BFI.

Alternatively, airports charge a fee for nonaeronautical storage on a price per square foot basis (e.g., Punta Gorda: $0.47/SF annually and Everett: $0.61/SF monthly). This reflects FAA policy requiring that any nonaeronautical use of aeronautical facilities, including hangars, be charged fair market value rent comparable to what the same storage would command off airport, regardless of whether that use is permanent or only temporary. An aircraft without an airworthiness certificate is a nonaeronautical use subject to this requirement even if the arrangement is short-term. Non-aeronautical storage rates allow an airport to assess non-operational aircraft as well as permanent and temporary nonaeronautical storage, but it is difficult to apply for derelict aircraft in tiedown spaces.

Through-the-Fence (TTF) Fee

BFI already collects a through-the-fence fee of five percent (5%) of the applicable ground rent for aeronautical use of Airport facilities by operators based on adjacent, fee simple property. Only Concord ($440/month minimum), Sonoma County ($342–$446/month), Tallahassee ($350/day access charge for specialized operators, or 12% of gross for aeronautical use), and Centennial (equal to the FBO ground rent rate) publish a comparable fee, and none use a directly comparable percentage of ground rent structure.

Given the limited peer data, BFI's TTF fee is better evaluated against FAA policy than peer set airports. It is worth noting that most of FAA's published through-the-fence policy governs residential through-the-fence access specifically. BFI's TTF fee applies to aeronautical, non-residential use, which is not directly addressed by the statutory framework and is governed instead by the federal grant assurances that apply to airport access broadly, most notably Grant Assurance 5 (Preserving Rights and Powers) and Grant Assurance 22 (Economic Nondiscrimination). The core compliance principle under both is the same regardless of whether the TTF arrangement is residential or commercial: an off-airport operator gaining access to airport facilities must not do so on more favorable terms than an on-airport tenant would receive, or the arrangement risks being treated as an improper grant of access and a potential Grant Assurance 22 violation. BFI's 5% of ground rent structure is consistent with that principle in that it ties the TTF charge to the same rent basis used for on-airport tenants, rather than setting an independent, potentially lower rate for off-airport access.

No change to the TTF fee is recommended. However, BFI should periodically benchmark the TTF rate against current ground rent to gauge how revenue compares with on-airport tenant rates.

Badge and Vehicle Access Fees

BFI’s current flat $25 lost badge fee is below market and likely insufficient to recover the cost of administering the full access badge program. Peer airports typically charge $30–$60, assessed separately for initial issuance, renewal, and criminal history background checks as well as incremental fines for multiple lost or reissued badges. Separate from personnel badging, many peer airports charge a distinct fee for airfield vehicle access permitting in the range of $12–$50 / vehicle.

BFI's proposed schedule is more structured, incorporating a tiered replacement fee ($100 for a first offense, $150 for a second, $200 for a third, with a fourth replacement resulting in revocation), a separate key fee schedule ($10/$20/$30 across the same tiers), and a distinction between a $100 fee for tenant unreturned badges versus $500 for contractor unreturned badges.

Special Event Permits: Filming and Temporary Nonaeronautical Access

Several peer airports have established detailed fee schedules for filming and other special events, which represent a fee category BFI has not developed. BFI's current approach applies a general a burden rate by position to capture cost recovery for staff time but does not distinguish between event types or scale with the nature or duration of access. This approach is a simple method to recover the cost of staff time but should be periodically reviewed to ensure rates and level of effort adequately recover staffing costs.

Conference Room / Meeting Space Rental

Several peers monetize administrative office space as an additional, albeit minor, source of revenue ranging from $50 - $150 / hour and up to $800 / day). Rental of airport and/or terminal facilities for tenant, transient, and public usage can facilitate the airport’s role as a business and economic hub.

Administrative, Late, and Credit Card Processing Fees

Administrative fees may take many different forms. A fee for coordinating or paying invoices on a tenant's behalf is charged at several peers as either a flat minimum or a percentage between 10% - 15% of the amount processed. BFI's credit card convenience fee (2.5%) is already within the peer range (0%–3%) and a new administrative / late fee matching the 2.5% is recommended.

Lease Application / Assignment Fees

Peer airports are increasingly moving toward percentage-based fees on lease renewals and assignments, in place of a fixed cost recovery fee, to capture a share of the value created for tenants by an extended or assigned lease term. BFI currently includes a range of percentage-based fees into ground leases and also assesses a $250 administrative tie-down change fee for non-hangar storage. No change is recommended.

Commercial Aeronautical Permit Fee	• **Current:** Not currently collected • **Proposed:** $1,000 initial (SASO) / $500 renewal; $150 independent operator • **Comparable Structures:** APA $1,500 + $500/yr min.; SBP $450 app. + $1,000–$2,500 by type; BIL $300 flat
Ground Transportation Fees (Rental Car / TNC / Shuttle)	• **Current:** Not currently collected • **Proposed:** 10% of gross (rental car); $4/trip (<10 seats); $1.50/seat (10+ seats) • **Comparable Structures:** BZN $1.50/pax at 16+ seats (matches proposed rate); PGD, MLB, MSO scale per-trip by seat count instead
Derelict Aircraft & Non-Aeronautical Storage Fees	• **Current:** Not currently collected • **Proposed:** $1,500/aircraft (tiedown) or 150% of hangar rent; appraised FMV/SF (non-aeronautical storage) • **Comparable Structures:** PGD $0.47/SF annually; PAE $0.61/SF monthly; a flat/percentage-based fee like BFI's proposed structure is a common alternative to a $/SF FMV approach
Through-the-Fence (TTF) Fee	• **Current:** 5% of applicable ground rent • **Proposed:** No change • **Comparable Structures:** APA ties TTF to its FBO ground rent rate (same principle); JQF, STS, and TLH use other bases, none directly comparable
Badge & AOA Vehicle Access Fees	• **Current:** $25 badge fee, flat; no separate vehicle access fee • **Proposed:** Badge fee unchanged; add tiered replacement $100/$150/$200 + key fees $10/$20/$30; AOA Vehicle Access Fee, $25 • **Comparable Structures:** Peers commonly charge $12–$50 / badge or vehicle separately for airfield access
Special Event Permits (Filming / Temporary Access)	• **Current:** Burden rate by staff position regardless of event type • **Proposed:** No change; recommend periodic review of burden rate • **Comparable Structures:** Peers have developed detailed filming/event fee schedules BFI has not adopted
Conference Room / Meeting Space Rental	• **Current:** Not currently monetized • **Proposed:** Main Terminal (25 seats): $75/hr, $500/day; Main Terminal (8 seats): $50/hr, $300/day; Flight Service Station (100 seats): $200/hr, $1,500/day • **Comparable Structures:** LGB $50/hr; SBP $150/hr, $800/day; PGD $150–$300/half-day
Administrative, Late & Credit Card Fees	• **Current:** 2.5% credit card convenience fee; no defined administrative/late fee • **Proposed:** Add a 2.5% Administrative/Late Payment Fee, matching the existing credit card fee • **Comparable Structures:** Peer admin fees 10%–15% of amount processed; credit card fees range 0%–3%
Lease Assignment & Tie-Down Change Fees	• **Current:** Percentage-based lease assignment fee, varies by lease; Hangar Tie-Down Change Administration Fee, $250 (2-hr minimum, cost recovery thereafter) • **Proposed:** No change • **Comparable Structures:** APA 3% of transfer value; VNY graduated by lease value; BZN $300 non-commercial / $3,000 commercial transfer

4.0 FINANCIAL PRO FORMA ANALYSIS

AGP prepared a ten-year financial pro forma for the Airport Operating Fund and Airport Capital Improvement Fund for FY 2026 through FY 2037. Given the inherent uncertainty in operating and capital assumptions, this analysis focuses on the five-year planning period from 2026 through 2030.

The pro forma draws on two primary sources. Baseline operating revenues and expenses, along with KCIA's locally funded capital expenses, were established using the King County 2026–2027 Biennial Budget. Capital improvement program assumptions were updated using the KCIA Taxiway B Cost Load Schedule, revised August 20, 2026, which provides the most current cost and phasing estimates for the airfield's federally eligible capital improvement program.

The scale of KCIA's capital program is the primary driver of the funding pressure described below. The Taxiway B Cost Load Schedule identifies capital needs exceeding $744 million across the ten-year period. The FY2026–2027 budget carries approximately $6.25 million in annual locally funded capital appropriations in addition to the federally eligible ACIP program.

The biennial budget operating baseline already reflects the fee increases previously proposed by the Airport in its revenue projections. Landing fee revenue was assumed to grow from $1.2 million in 2025 to $2.8 million in 2026, and fuel flowage revenue from $1.6 million to $3.3 million over the same period, with both escalating at 2.5% annually over the planning horizon. AGP independently validated these previously proposed increases against the market survey of comparable airports and concluded that the proposed rates and fees are warranted and justified based on this financial pro forma analysis.

Even without the intensive capital program, fee increases would be necessary to offset the Airport's growth in operating expenses relative to revenues. Total operating revenue is forecast to grow from $42.3 million in 2026 to $44.5 million in 2030, roughly 1.3% annually while total operating expenses grow from $36.7 million to $43.6 million over the same period, roughly 4.4% annually and more than three times the rate of revenue growth. The gap is driven in large part by a projected 13.2% annual escalation in intragovernmental central rate charges, well above the 6.25% - 6.85% escalation applied to salaries, supplies, services, and other direct costs. The result is that Total Airport Operating Profit available to support the capital reserve is projected to fall from $5.6 million in 2026 to just $0.9 million in 2030, an 83% decline, before accounting for the capital program's draw on the reserve.

The capital reserve is projected to decline sharply over the planning period because the operating surplus available to support capital funding is shrinking just as the capital program demands accelerate. Absent supplemental debt financing, the reserve expressed as a percentage of Uncompleted Projects Funding in Reserve, falls from approximately 20% in 2026 to a deficit of -12% (approximately $9.9 million) by 2030.

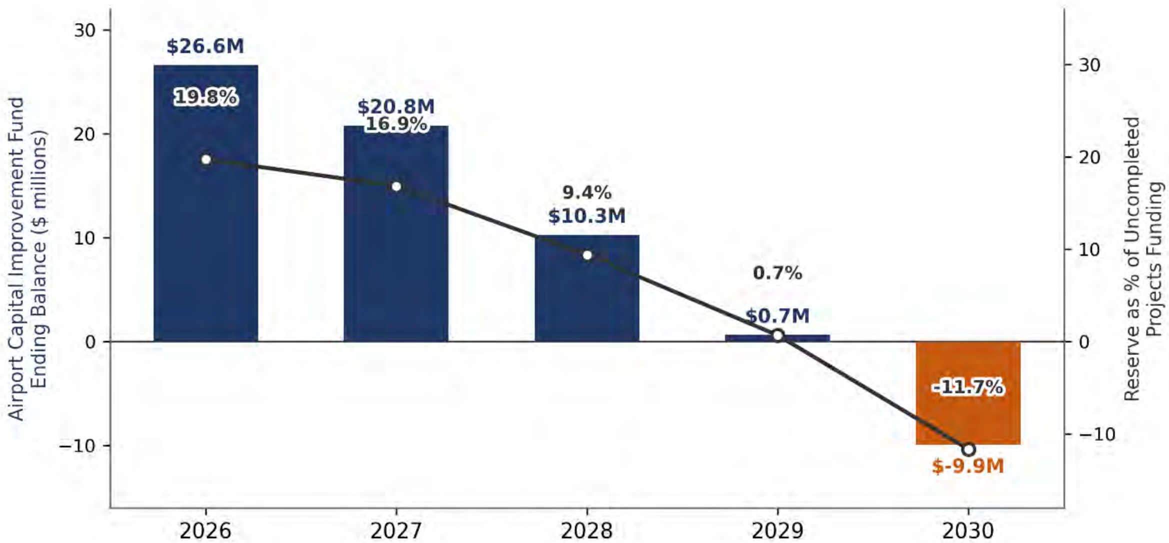


Figure 11. Capital Reserve Trajectory, FY2026 - FY2030.

After the reserve fund has been depleted, the Airport would need to rely entirely on debt financing to fund the remaining capital plan. While debt financing is a less favorable financing position than maintaining a positive reserve, it is likely unavoidable given the necessary capital improvements required to comply with FAA safety and design standards. Therefore, AGP concludes that the proposed fee increases are necessary regardless of KCIA's position relative to the peer market described in Section 2.

These revenue projections do not include the new and currently uncollected fee categories AGP recommends in Section 3 of this report. TNC/rental car and ground transportation permitting along with derelict aircraft and nonaeronautical storage fees and the other categories discussed have no baseline activity at KCIA to forecast and any projection of their future revenue would be speculative. The actual reserve position could be more favorable than conservatively modeled here to the extent that the Airport implements the Section 3 recommendations and these fees generate meaningful revenue.

Further, any cost savings from deferred or eliminated capital projects the Airport can realize in executing the capital plan would not reduce the need for the recommended fee increases but could further extend the reserve and reduce the Airport's dependence on debt financing.

Given this, AGP recommends the Airport revisit the fee schedule every two years, consistent with the biennial budget cycle, to validate the actual revenue generated by the proposed increases and assess the sufficiency of current capital reserve funds. This will allow the Airport to adjust fees based on recent revenue and reserve trends into projections determining the need for further rate adjustments necessary to sustain the capital reserve at that time.

5.0 KEY FINDINGS AND RECOMMENDATIONS

5.1 KEY FINDINGS

- BFI's current aeronautical fees from operations such as landing fees, fuel flowage fees, and aircraft parking fall below the peer market range, in several cases well below the low end of that range.
- Airport revenue is comparatively over reliant on ground and hangar rents, while other core aeronautical fee categories are priced well below peers across most categories.
- This imbalance is structural. Ground and facility lease rents are periodically reset to fair market value through King County's appraisal process while aeronautical fees are set directly by the Airport and have not kept pace with the market or escalating operating costs.
- Total operating expenses are projected to grow roughly three times faster than total operating revenue over the five-year planning period (4.4% vs. 1.3% annually).
- Even with the fee increases already reflected in the King County 2026–2027 Biennial Budget, KCIA's capital reserve is projected to fall from approximately 20% of Uncompleted Projects Funding in Reserve in 2026 to a deficit of roughly $9.9 million by 2030.

5.2 RECOMMENDATIONS

1. AGP independently validated aeronautical rates and fees previously proposed by the Airport against the peer market survey and concludes they are warranted and justified. AGP recommends the County proceed with adoption of the Airport Fee Schedule in Appendix A.
2. The Airport should collect activity data on new and currently uncollected fee categories identified in this study that represent revenue opportunities present at peer airports but absent at BFI.
3. The Airport should also revisit aeronautical rates in the Airport Fee Schedule in two years, consistent with the biennial budget cycle, to validate actual revenue performance against projections and assess the need for further adjustments to sustain the capital reserve.
4. Finally, the Airport should evaluate opportunities for value engineering or cost savings realized in executing the capital plan. While this does not eliminate the need for the recommended fee increases, it could reduce the scale of future fee increases as well as extend the capital reserve further, thereby reducing the Airport's dependence on debt financing.

APPENDIX A — AIRPORT FEE SCHEDULE

King County International Airport – Boeing Field (BFI)

<table>
<tr><th>Fee / Charge</th><th>Rate</th><th>Basis / Notes</th></tr>
<tr><td>A. AERONAUTICAL FEES</td><td></td><td></td></tr>
<tr><td>Landing Fee (>= 8,000 lbs MTOW)</td><td>$3.00</td><td>Per 1,000 lbs MTOW</td></tr>
<tr><td>Fuel Flowage Fee — Jet A</td><td>$0.15</td><td>Per gallon</td></tr>
<tr><td>Fuel Flowage Fee — Avgas (100LL) / SAF</td><td>$0.10</td><td>Per gallon</td></tr>
<tr><td>Fuel Flowage Fee — Avgas (Unleaded)</td><td>$0.01</td><td>Per gallon</td></tr>
<tr><td>Commercial Aeronautical Permit — SASO, Initial</td><td>$1,000</td><td>1-year term</td></tr>
<tr><td>Commercial Aeronautical Permit — SASO, Renewal</td><td>$500</td><td>2-year term</td></tr>
<tr><td>Commercial Aeronautical Permit — Independent</td><td>$150</td><td>Annual</td></tr>
<tr><td>B. AIRCRAFT PARKING</td><td></td><td></td></tr>
<tr><td>Single Engine (wingspan <36')</td><td>$0 | $10</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Group I (wingspan <49')</td><td>$10 | $30</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Group II (wingspan 49' < 79')</td><td>$25 | $75</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Group III (wingspan 79' < 118')</td><td>$100 | $600</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Group IV (wingspan 118' < 171')</td><td>$150 | $900</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Group V (wingspan 171' < 214')</td><td>$200 | $1,200</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Group VI (wingspan 214' < 262')</td><td>$250 | $1,500</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Rotary Wing – Small (rotor diameter <36')</td><td>$10 | $30</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>Rotary Wing – Large (rotor diameter >36')</td><td>$25 | $75</td><td>(<4 hrs) | (4-24 hrs)</td></tr>
<tr><td>C. GROUND & FACILITY LEASE RENTS — SET BY COUNTY APPRAISAL[1]</td><td></td><td></td></tr>
<tr><td>Ground Rent (Private Hangars)</td><td>$4.42</td><td>Per SF / year</td></tr>
<tr><td>Ground Rent (Commercial)</td><td>$3.30 - $4.42</td><td>Per SF / year</td></tr>
<tr><td>Midfield Airpark - Bldg A (Small Executive Box)</td><td>$4,197.65</td><td>Per month</td></tr>
<tr><td>Midfield Airpark - Bldg B (Large Executive Box)</td><td>$5,822.54</td><td>Per month</td></tr>
<tr><td>Midfield Airpark - Bldg C (Large T-Hangar)</td><td>$1,419.53</td><td>Per month</td></tr>
<tr><td>Midfield Airpark - Bldg D (Small T-Hangar)</td><td>$1194.98</td><td>Per month</td></tr>
<tr><td>Northeast Airpark - Bldg A (Small T-Hangar)</td><td>$1044.00</td><td>Per month</td></tr>
<tr><td>Northeast Airpark - Bldg B (Small T-Hangar)</td><td>$1044.00</td><td>Per month</td></tr>
<tr><td>Northeast Airpark - Bldg C (Small T-Hangar)</td><td>$1044.00</td><td>Per month</td></tr>
<tr><td>Northeast Airpark - Bldgs A & B (Half Bays)</td><td>$515.00</td><td>Per month</td></tr>
<tr><td>Southwest Airpark - Bldgs C, D, E (Large T-Hangar)</td><td>$1026.00</td><td>Per month</td></tr>
<tr><td>Southwest Airpark - End Units - C8, E8 (Large T-Hangar)</td><td>$1047.00</td><td>Per month</td></tr>
<tr><td>Midfield Airpark Tiedowns</td><td>$148.95</td><td>Per month</td></tr>
<tr><td>Northeast Airpark Tiedowns</td><td>$148.95</td><td>Per month</td></tr>
<tr><td>Southwest Airpark Tiedowns</td><td>$148.95</td><td>Per month</td></tr>
<tr><td>Non-Aeronautical Storage Fee</td><td>Appraised FMV</td><td>Per SF / month</td></tr>
<tr><td>D. ACCESS & SECURITY FEES</td><td></td><td></td></tr>
<tr><td>AOA Vehicle Access Fee — Initial / Renewal</td><td>$25.00</td><td>Per issuance</td></tr>
<tr><td>Badge Fee — Initial / Renewal</td><td>$25.00</td><td>Per issuance</td></tr>
<tr><td>Badge Replacement — 1st / 2nd / 3rd</td><td>$100 / $150 / $200</td><td>Per issuance</td></tr>
<tr><td>Key Fee — 1st / 2nd / 3rd</td><td>$10 / $20 / $30</td><td>Per issuance</td></tr>
<tr><td>Unreturned Badge — Tenant / Contractor</td><td>$100 / $500</td><td>Per badge</td></tr>
</table>

Fee / Charge	Rate	Basis / Notes
E. VEHICLE & GROUND TRANSPORTATION FEES		
Vehicle Parking — Hourly	$3.00	*Per hour*
Vehicle Parking — Daily	$15.00	*Per day*
Vehicle Parking — Weekly	$100.00	*Per week*
Vehicle Parking — Tenant Employee Monthly	$100.00	*Per month*
Rental Car Concession Fee	10%	*Of gross receipts*
Transportation Network Company (TNC) Fee	$4.00	*Per trip*
Ground Transportation Permit (Shuttle <10 seats)	$4.00	*Per trip*
Ground Transportation Permit (Charter 10+ seats)	$1.50	*Per seat*
Electric Vehicle Charging (Tier 1 and 2)	$0.25	*Per kWh*
F. OTHER FEES & CHARGES		
Derelict Aircraft Fee (Tiedown)	$1,500	*Per year*
Non-Operational Storage Fee (Hangars)	150%	*Of hangar rent*
Hangar Tie-Down Change Administration Fee	$250.00	*Per occurrence*
Through-the-Fence Fee	5%	*Of ground rent*
Administrative / Late Payment Fee	2.5%	*Of total due*
Lease Assignment Fee	Percentage based	*Per lease agreement*
Credit Card Convenience Fee	2.5%	*Of total*
Conference Room: 1st Floor Terminal (seats 25)	$75 | $500	*Hourly / Daily*
Conference Room: 2nd Floor Terminal (seats 8)	$50 | $300	*Hourly / Daily*
Conference Room: Flight Service Station (seats 100)	$200 | $1,500	*Hourly / Daily*

APPENDIX B - KCIA TAXIWAY B COST LOAD SCHEDULE, AUGUST 20, 2026

Taxiway B Addedum Cost Schedule

August 20, 2026

Project	Activity	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total Cost
Taxiway B Relocation	Design/Planning/Environmental							$ 12,600,350	$ 12,600,350					
	Construction									$ 126,003,500	$ 126,003,500			$ 277,207,700
Taxiway Z Removal & Hammer Head Taxiway	Design/Planning/Environmental									$ 717,600	$ 717,600			
	Construction											$ 14,352,000		$ 15,787,200
Boeing Commercial Apron	Design/Planning/Environmental				$ 258,250	$ 258,250								
	Construction						$ 6,180,000							$ 6,696,500
Lot 13-12 Development (New ATCT)	Design/Planning/Environmental	$ 4,993,700	$ 4,993,700											
	Construction			$ 66,925,000	$ 32,949,000									$ 109,861,400
Lot 13-12 Development (KBFI ARFF)	Design/Planning/Environmental			$ 1,696,700	$ 1,696,700									
	Construction					$ 16,967,000	$ 16,967,000							$ 37,327,400
Lot 13-12 Development (Boeing ARFF)	Design/Planning/Environmental		$ 2,481,150	$ 2,481,150										
	Construction				$ 24,811,500	$ 24,811,500								$ 54,585,300
Mid-Field Airpark	Design/Planning/Environmental						$ 1,031,250	$ 1,031,250						
	Construction								$ 20,625,000					$ 22,687,500
Corporate Tenant Development	Design/Planning/Environmental						$ 104,550	$ 104,550						
	Construction								$ 2,091,000					$ 2,300,100
Woods Meadow Aeronautical Development	Design/Planning/Environmental						$ 702,200	$ 702,200						
	Construction								$ 14,044,000					$ 15,448,400
Southwest Airpark Development	Design/Planning/Environmental						$ 99,700	$ 99,700						
	Construction								$ 1,994,000					$ 2,193,400
Museum of Flight Modifications	Design/Planning/Environmental					$ 9,850	$ 9,850							
	Construction							$ 197,000						$ 216,700
Boeing Military Delivery Center	Design/Planning/Environmental						$ 9,400	$ 9,400						
	Construction								$ 188,000					$ 206,800
Southeast Airpark Expansion	Design/Planning/Environmental						$ 123,200	$ 123,200						
	Construction								$ 2,464,000					$ 2,710,400
Woods Meadows Property Acquisition	Acquisition		$ 30,290,000											$ 30,290,000
Runway 14R-32L Reconstruction	Construction									$ 7,500,000	$ 7,500,000	$ 72,800,000	$ 78,500,000	$ 166,300,000
Environmental Assessment	Environmental	$ 1,000,000												$ 1,000,000
		$ 5,993,700	$ 37,764,850	$ 71,102,850	$ 59,715,450	$ 42,046,600	$ 25,227,150	$ 14,867,650	$ 54,006,350	$ 134,221,100	$ 134,221,100	$ 87,152,000	$ 78,500,000	**$ 744,818,800**
	Design/Planning/Environmental	$ 5,993,700	$ 7,474,850	$ 4,177,850	$ 1,954,950	$ 268,100	$ 2,080,150	$ 14,670,650	$ 12,600,350	$ 717,600	$ 717,600	$ -	$ -	
	Construction	$ -	$ -	$ 66,925,000	$ 57,760,500	$ 41,778,500	$ 23,147,000	$ 197,000	$ 41,406,000	$ 133,503,500	$ 133,503,500	$ 87,152,000	$ 78,500,000	
	Acquisition		$ 30,290,000											

Notice of Public Open House
King County International Airport – Boeing Field
Runway 14R-32L Rehabilitation and Taxiway B Relocation
Environmental Assessment
Seattle, Washington

King County International Airport – Boeing Field (Airport), through the King County Department of Executive Services (Airport Sponsor), and in coordination with the Federal Aviation Administration (FAA), have prepared a Draft Environmental Assessment (Draft EA) to evaluate potential environmental impacts of Runway 14R-32L Rehabilitation and Taxiway B Relocation (Proposed Action) at the Airport. The FAA is the lead federal agency to ensure compliance with the National Environmental Policy Act (NEPA) for airport development actions, and the Draft EA has been prepared under the supervision of the FAA. The Draft EA provides an overview of reasonably foreseeable environmental impacts related to the Proposed Action on resource categories defined in FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* and U.S. Department of Transportation (US DOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*.

The purpose of the Proposed Action is to meet current FAA safety and design standards at the Airport by rehabilitating Runway 14R-32L and relocating Taxiway B 50 to 75 feet to the west. Other project components include, but are not limited to, demolition/removal of pavement; demolition and relocation of the Airport Traffic Control Tower (ATCT) and Aircraft Rescue and Fire Fighting (ARFF) buildings; land acquisition; and other support project components, such as stormwater facilities and fence construction. The Draft EA will include a detailed description of the components of the Proposed Action.

Draft EA Availability. The Airport Sponsor will notify the public when the Draft EA is available to view.

The Draft EA will be available in electronic format on the Airport Sponsor's website:
https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation/nepa

Public Open House. The Airport Sponsor will hold two separate events: a virtual Public Open House and an in-person Public Open House. Each event will provide an opportunity for agencies and interested members of the public to receive information on the Proposed Action and the environmental analyses contained in the Draft EA.

The virtual Public Open House will be held:
Wednesday, October 14, 2026, 11:30 AM – 12:30 PM Pacific Daylight Time (PDT)
https://kingcounty.zoom.us/webinar/register/WN_PTbHxeVUSWm3e7f668SWQw

The in-person Public Open House will be held:
Wednesday, October 14, 2026, 6:00 PM – 7:30 PM PDT
KCIA Flight Service Station
6526 Ellis Avenue S.
Seattle, WA 98108

Comments. Agencies and members of the public may email comments on the Draft EA until November 13, 2026.

Emailed comments on the Draft EA may be sent to the Attention of Eric Miller at:
KCIACommunityOutreach@kingcounty.gov

Handwritten comments may also be submitted via U.S. mail at:
Eric Miller, C.M., PMP, ENV SP
Capital Project Manager
King County International Airport, Department of Executive Services
7277 Perimeter Road South, Suite 200
Seattle, WA 98108

Handwritten and emailed written comments must be received by 5:00 PM PST on Friday, November 13, 2026.

Before including your address, phone number, email address or other personal identifying information, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may, in your written comment, request that your personal identifying information be withheld from public review, we cannot guarantee that we will be able to do so.

The responsible FAA official for information purposes is:
Laura Sample
Environmental Protection Specialist
FAA, Seattle Airport District Office
(907) 457-9249
Laura.A.Sample@faa.gov

External Relations Monthly Report

September 2026

Meetings & Events Attended

1. **Duwamish River Festival Tabling - August 8th, 2026**
2. **Othello Park Festival Tabling - August 9th, 2026**
3. **FOD Walk - August 15th, 2026**
4. **Tukwila Touch a Truck Event - August 22nd, 2026**
5. **Alaska Airlines Interns Airport Tour - August 27th, 2026**
6. **Embry Riddle Staff Airport Tour - August 28th, 2026**

Upcoming Meetings & Events

1. **South Park Neighborhood Association Meeting - September 8th, 2026**
2. **SEA Interns Airport Tour - September 9th, 2026**
3. **Georgetown Community Council Meeting - September 21st, 2026**
4. **Airport Way Cleanup by Wastewater Treatment Division - September 24th, 2026**

Resources

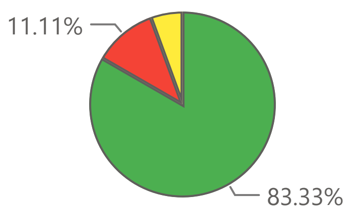
- **Taxiway Bravo Environmental Assessment:** https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation/nepa.
- **Vision 2045 / Part 150 Website:** kciaplanning.com
- **KCIA Construction Projects**: https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects
- **Sign up for Plane talk:** https://public.govdelivery.com/accounts/WAKING/signup/40499

King County International Airport
Boeing Field

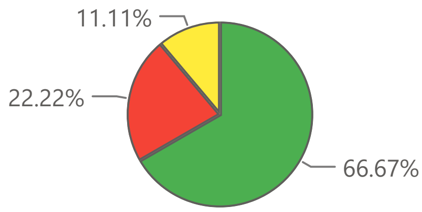
CIP KPI Monthly Report

September ...

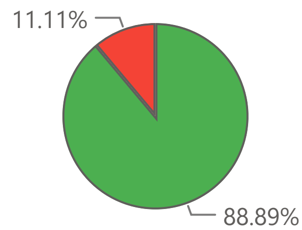
KPI Scope



KPI Cost



KPI Schedule

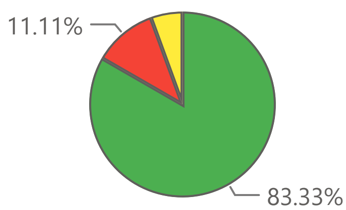


Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
AD VISION 2045/PART 150 STUDY	●	●	●	The project is on track and advancing through the planning phase, with staff currently reviewing chapter drafts covering facility requirements and alternatives analysis. Environmental planning is also progressing as the SEPA review process gets structured. Overall progress is at 80% completion, with $3,769,829 spent to date against a $5,175,000 budget appropriation. Upcoming Key Milestones & Immediate Actions - Draft Review: Complete internal stakeholder reviews of the facility requirements and alternatives analysis chapters. - Environmental Review: Advance the SEPA planning and documentation workflow through late 2026. - Governance Approval: Maintain progress toward the target Council Approval milestone scheduled for June 30, 2027.
AD TXWY B5 STRMWTR PIPE RPLMNT	●	●	●	The transit agency has executed the contract, and the contractor is currently procuring the pipe lining material. Material lead time is approximately 6–8 weeks. Construction is anticipated to begin by the end of September and continue through the end of October. The primary schedule risk is potential delay in material procurement, which could impact the planned start and completion dates.
AD TERMINAL PRKNG LOT LIGHTING	◆	●	●	'- After a site walk on 7/14/2026 per John Parrot's request the scope of work changed - New SOW (the goal is to illuminate Gate 3): • Terminal Roof Light(s). • Bollard lights (Terminal entrance) • Glare study - The plan is to use JOC KC001028 GLY-FMD.
AD TEMPORARY ARFF BAY	●	◆	●	The implementation phase is actively underway, with primary focus through September centered on connecting utility services with Seattle City Light (SCL). The overall project timeline remains structured through December 2029, with ongoing cost management required to ensure long-term alignment with the allocated budget. Current financial tracking reflects $344,798 spent to date across active design, rental, and life safety contracts. Upcoming Key Milestones & Immediate Actions - Fire Permitting: Finalize the outstanding fire permit preparation originally targeted for late July. - SCL Inspections & Connection: Complete initial utility inspections scheduled for August 13 and August 31, leading to full SCL work completion by September 30, 2026.

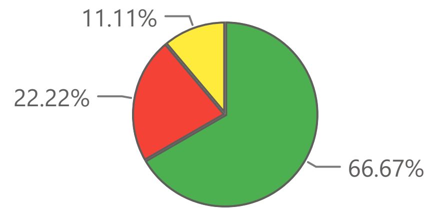
CIP KPI Monthly Report

September ...

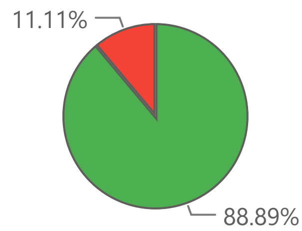
KPI Scope



KPI Cost



KPI Schedule

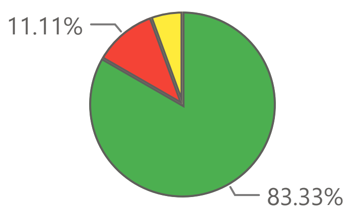


Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
AD TAXIWAY B RELOCATION	●	◆	●	Currently revising and updating the Planning report to incorporate the updated Air Traffic Control Tower (ATCT) location and Aircraft Rescue and Firefighting stations for KCIA and Boeing. Updated cost estimates are also being developed and will be integrated into the report. Continuing work on the Environmental Assessment Report, the Draft Environmental Assessment (EA) has been sent to the FAA for their review, and we are continuing to partner with NMFS and Fish and Wildlife with their reviews. We have a public open house (in-person and virtual options will be offered) scheduled for 10/14.
AD SENSUS WATER METER INSTALL	●	◆	◆	Project transferred to Brian Bartley Based on dicussion with Mx only 4 meters remain and they do not have a plumber to do the work in house.
AD RUNWAY 14R-32L REHAB	▲	●	●	Project is on hold while we continue to work with the FAA to confirm funding timeframes and environmental approvals. We are continuing to monitor the runways pavement condition and are forecasting a small scale rehabilitation in 2028. Continuing work on the Environmental Assessment Report, the Draft Environmental Assessment (EA) has been sent to the FAA for their review, and we are continuing to partner with NMFS and Fish and Wildlife with their reviews. We have a public open house (in-person and virtual options will be offered) scheduled for 10/14.
AD KENMORE HANGAR DEMO	●	●	◆	The project scope includes demolition of the three former Kenmore hangars, site clearing, fencing, and site restoration. Per management direction, the privacy slats have been removed from the fencing scope. The project is anticipated to reach substantial completion by the end of September 2026. Punch-list and final closeout activities will follow. Project costs remain within the current appropriation, and final costs will be reconciled during contract closeout.
AD FSS HVAC SYS REPL & SOLAR	◆	◆	●	'- Scope Change: Solar Panels were removed from the SOW due to a structural issue. - Updated Cost Estimate is below $400K (provided by Kimley-Horn on 6/22/2026. - Current project delivery method proposed: 1. Construction delivery method: ITB 2. CA Services: Small Works Roster
AD DIGITAL ASSET	●	●	●	Planning phase is underway. C&S will evaluate and recommend

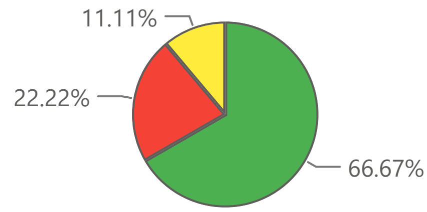
CIP KPI Monthly Report

September ...

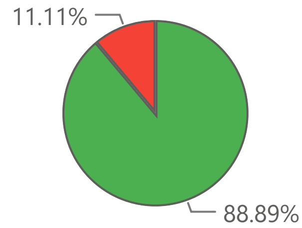
KPI Scope



KPI Cost



KPI Schedule

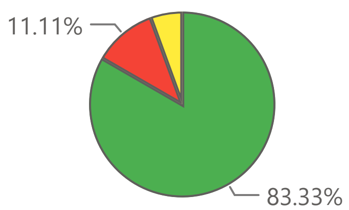


Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
AD KENMORE HANGAR DEMO	●	●	◆	The project scope includes demolition of the three former Kenmore hangars, site clearing, fencing, and site restoration. Per management direction, the privacy slats have been removed from the fencing scope. The project is anticipated to reach substantial completion by the end of September 2026. Punch-list and final closeout activities will follow. Project costs remain within the current appropriation, and final costs will be reconciled during contract closeout.
AD FSS HVAC SYS REPL & SOLAR	◆	◆	●	'- Scope Change: Solar Panels were removed from the SOW due to a structural issue. - Updated Cost Estimate is below $400K (provided by Kimley-Horn on 6/22/2026. - Current project delivery method proposed: 1. Construction delivery method: ITB 2. CA Services: Small Works Roster
AD DIGITAL ASSET STANDARDS	●	●	●	Planning phase is underway. C&S will evaluate and recommend standards for design, construction, and professionals working with KCIA as part of the upcoming Standards Assessment Workshop.
AD ATCT UPGRADES 2025	●	●	●	'- SOW (JOC Contract KC001028 GLY-FMD) o Roof leak Repair (SOW changed after meeting with Leadership on 7/29/26. - Proposal from GLY received on 8/21/2026 for KCIA Review ($36K)
AD ATCT REPLACEMENT	●	●	●	The Phase 1 Planning contract has been submitted to the FAA for their review and approval, we are working closely with them to resolve any questions or issues and finalize/execute the contract. Continuing work on the Environmental Assessment Report, the Draft Environmental Assessment (EA) has been sent to the FAA for their review, and we are continuing to partner with NMFS and Fish and Wildlife with their reviews. We have a public open house (in-person and virtual options will be offered) scheduled for 10/14.
AD ARFF STATION REPLACEMENT	●	●	●	The Phase 1 Planning contract has been submitted to the FAA for their review and approval, we are working closely with them to resolve any questions or issues and finalize/execute the contract. Continuing work on the Environmental Assessment Report, the Draft Environmental Assessment (EA) has been sent to the FAA

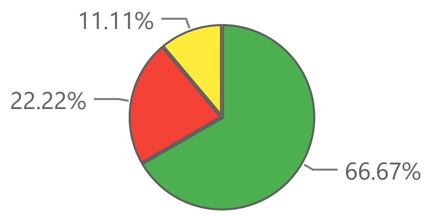
CIP KPI Monthly Report

September ...

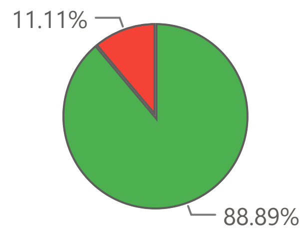
KPI Scope



KPI Cost



KPI Schedule



Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
REPLACEMENT				for their review and approval, we are working closely with them to resolve any questions or issues and finalize/execute the contract. Continuing work on the Environmental Assessment Report, the Draft Environmental Assessment (EA) has been sent to the FAA for their review, and we are continuing to partner with NMFS and Fish and Wildlife with their reviews. We have a public open house (in-person and virtual options will be offered) scheduled for 10/14.
AD ARFF STATION REPLACEMENT	●	●	●	The Phase 1 Planning contract has been submitted to the FAA for their review and approval, we are working closely with them to resolve any questions or issues and finalize/execute the contract. Continuing work on the Environmental Assessment Report, the Draft Environmental Assessment (EA) has been sent to the FAA for their review, and we are continuing to partner with NMFS and Fish and Wildlife with their reviews. We have a public open house (in-person and virtual options will be offered) scheduled for 10/14.
AD AIRPORT WAY STORMWATR INPUT	●	▲	●	There is no change to the project scope. The project team continues to advance the final design and permitting to mitigate off-site stormwater impacts. The 100% design is expected to be completed by the end of September and then submitted for permitting review. Subject to confirmation of available funding and Finance approval, bid advertisement is planned for October, with bid opening anticipated in late 2026. Construction is expected to begin in 2027, with substantial completion scheduled for November 2027. The project team will continue monitoring the budget while focusing on completing the final design and permitting process.
AD 26-27 FLEET VEHICLE PRCHS	●	●	●	
AD 2026-2027 PAVEMENT REHAB	●	●	●	Currently (8/27/26) working with Procurement on the new solicitation process for the 2026 Pavement Improvements WO Contract (KC001683) - When the 2026 Pavement Improvements WO Contract is signed we will be able to set up work orders to perform pavement repairs.
AD 2025 FLEET VEHICLE PRCHS	●	●	●	
AD 2024 FLEET VEHICLE PRCHS	●	▲	●	

JANUARY – AUGUST 2026

Total Revenue YTD

$27.3M

January – August 2026

YTD Avg Monthly Revenue

$3.4M

per month

Total Expenditures YTD

$21.5M

January - August 2026

Net Position

$5.8M

Revenue – Expenditures

FUEL/LANDING - JANUARY – JUNE 2026

Fuel Gallons YTD

9M Gallons

January – June 2026

Avg Monthly Fuel Gallons

963,936 Gallons

June Landing Weight (MLW)

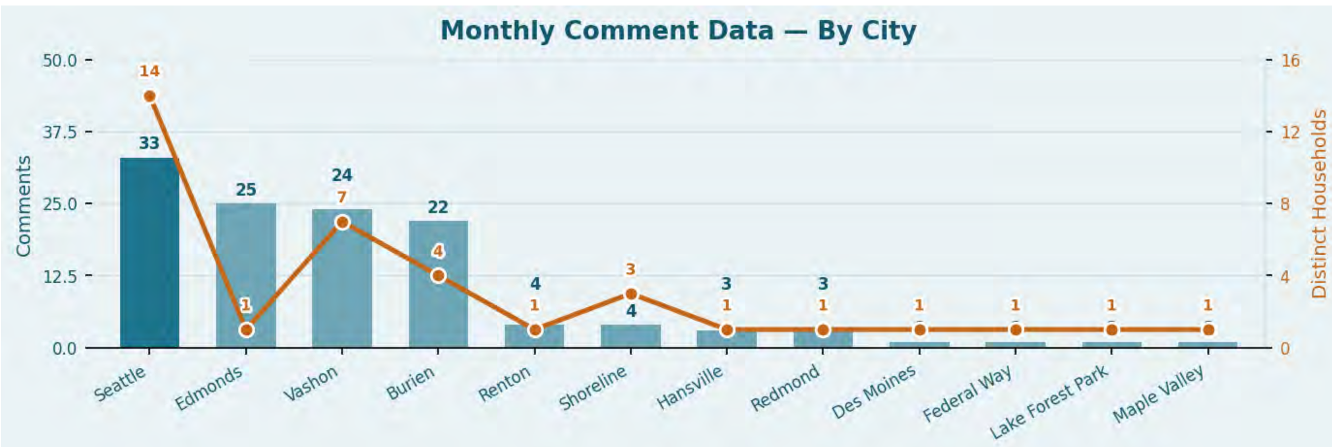
109.7M lbs

June 2026

Monthly Totals & Trends

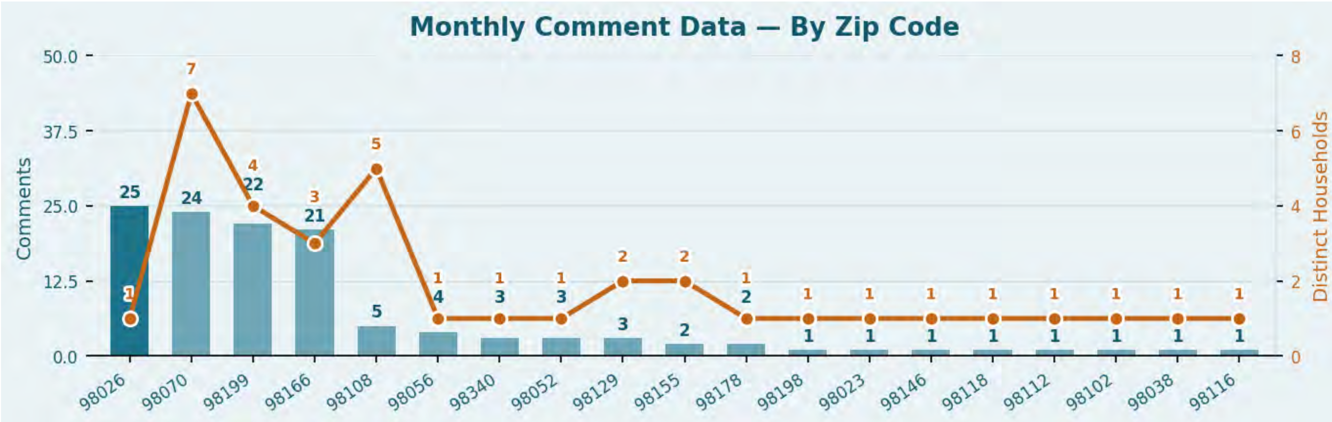
DISTINCT HOUSEHOLDS	COMMENTS	COMMENTS YTD	DISTINCT HOUSEHOLDS YTD
36 this month	**122** this month	**569** year to date	**105** year to date

Monthly Totals & Trends — By City



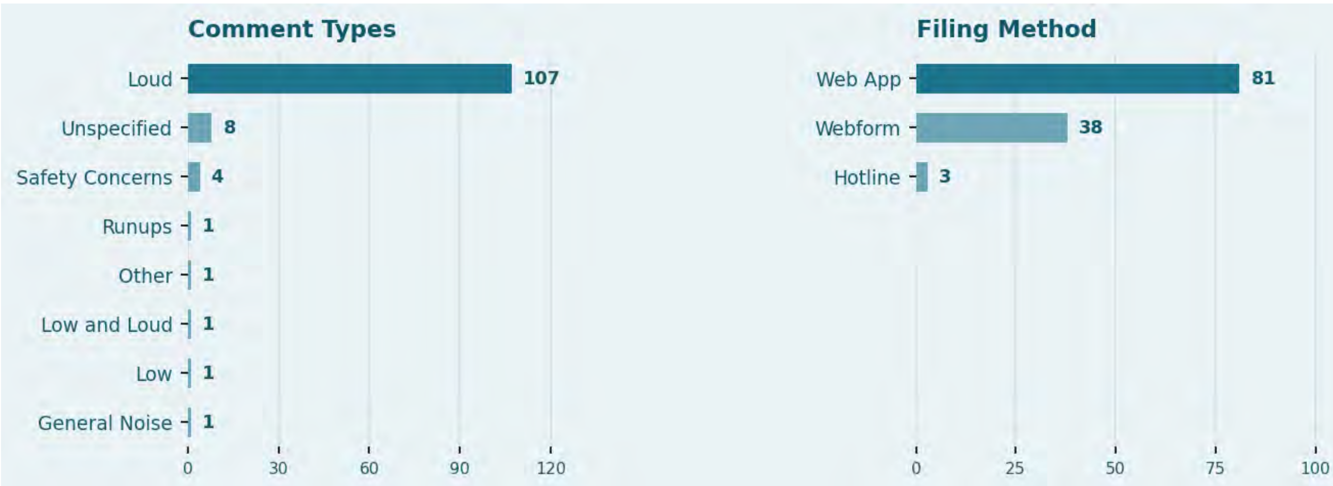
CITY	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS / HOUSEHOLD
Seattle	33	14	2.4
Edmonds	25	1	25.0
Vashon	24	7	3.4
Burien	22	4	5.5
Renton	4	1	4.0
Shoreline	4	3	1.3
Hansville	3	1	3.0
Redmond	3	1	3.0
Des Moines	1	1	1.0
Federal Way	1	1	1.0
Lake Forest Park	1	1	1.0
Maple Valley	1	1	1.0
Totals	**122**	**36**	**3.4**

Monthly Totals & Trends — By Zip Code



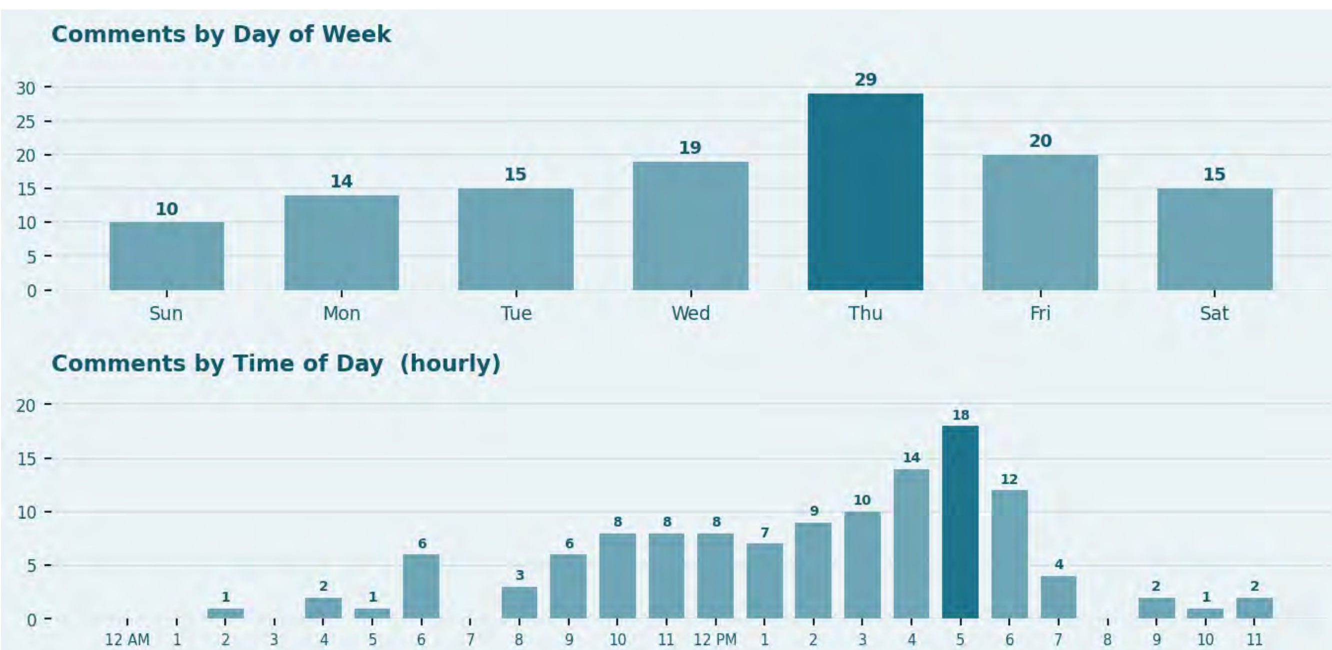
ZIP CODE	COMMENTS	DISTINCT HOUSEHOLDS	AVG COMMENTS / HOUSEHOLD
98026	25	1	25.0
98070	24	7	3.4
98199	22	4	5.5
98166	21	3	7.0
98108	5	5	1.0
98056	4	1	4.0
98340	3	1	3.0
98052	3	1	3.0
98129	3	2	1.5
98155	2	2	1.0
98178	2	1	2.0
98198	1	1	1.0
98023	1	1	1.0
98146	1	1	1.0
98118	1	1	1.0
98112	1	1	1.0
98102	1	1	1.0
98038	1	1	1.0
98116	1	1	1.0
Totals	**122**	**36**	**3.4**

Comment Breakdown — Types & Filing Method

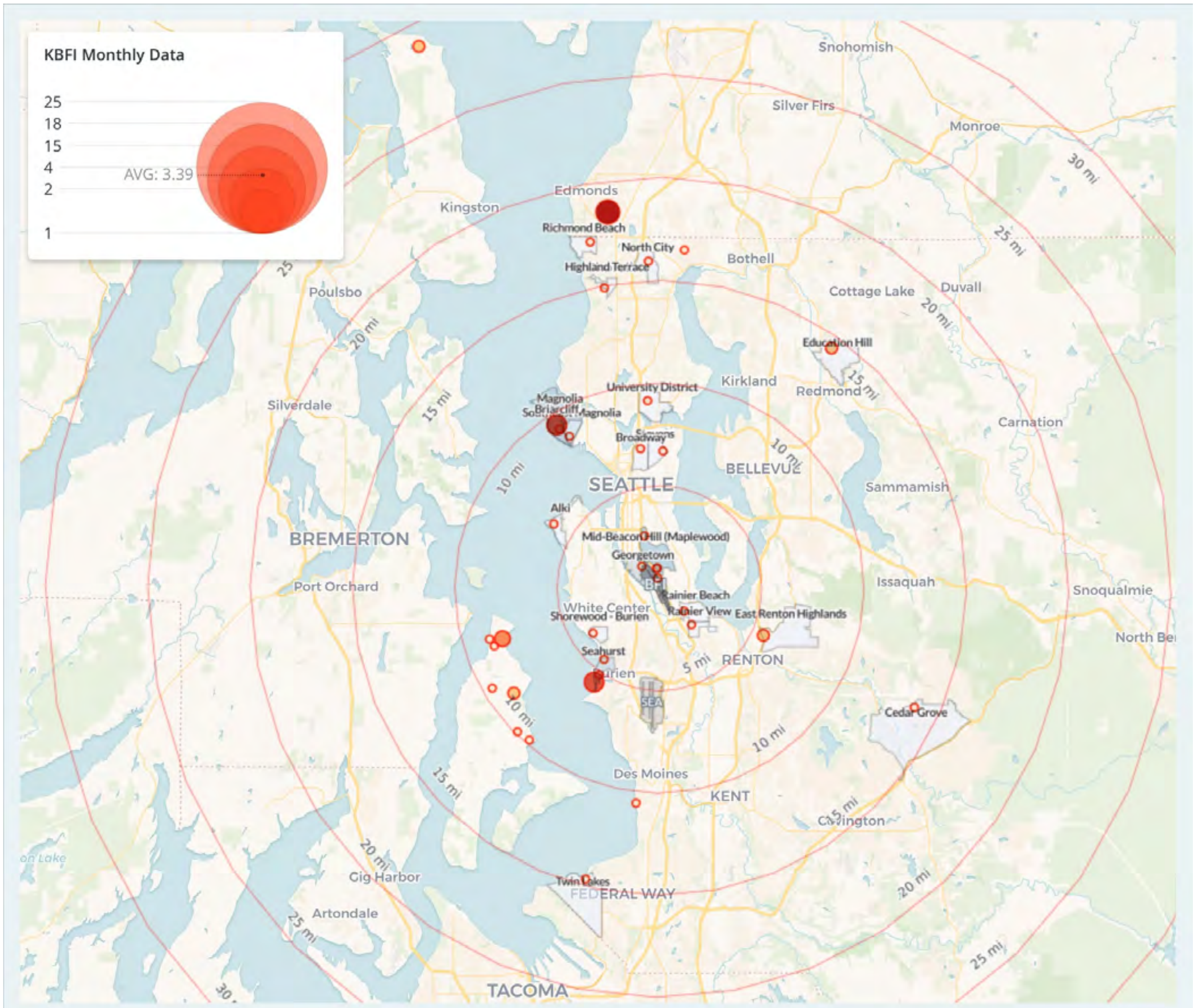


Web App = third-party web application; Webform = comment submitted via the airport noise webform; Hotline = voicemail message via the noise hotline phone system.
Comments listing more than one concern (e.g. "Loud, Low") are counted under each type they mention, so the comment-type counts can exceed the monthly comment total.

Comment Breakdown — Day and Time

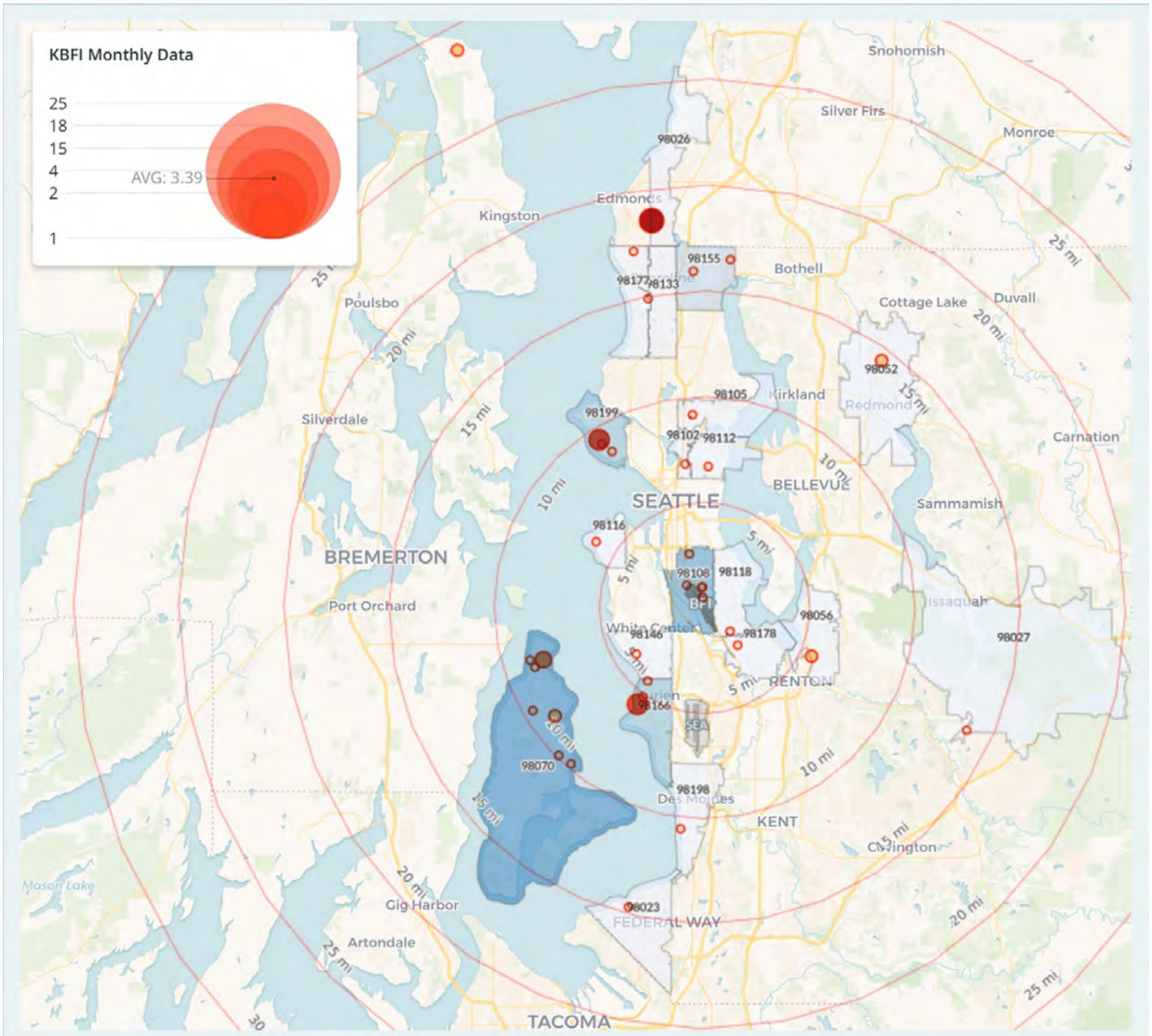


Noise Comment Map — By City



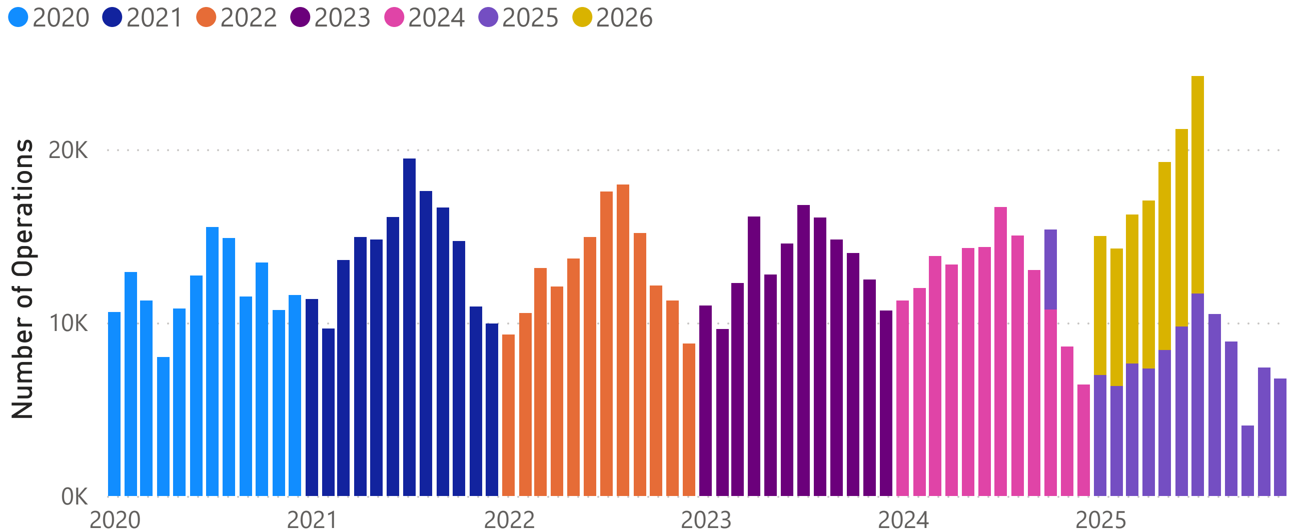
NOTES: Noise comments from households submitted without valid address information are not depicted on the map.

Noise Comment Map — By Zip Code



NOTES: Noise comments from households submitted without valid address information are not depicted on the map.

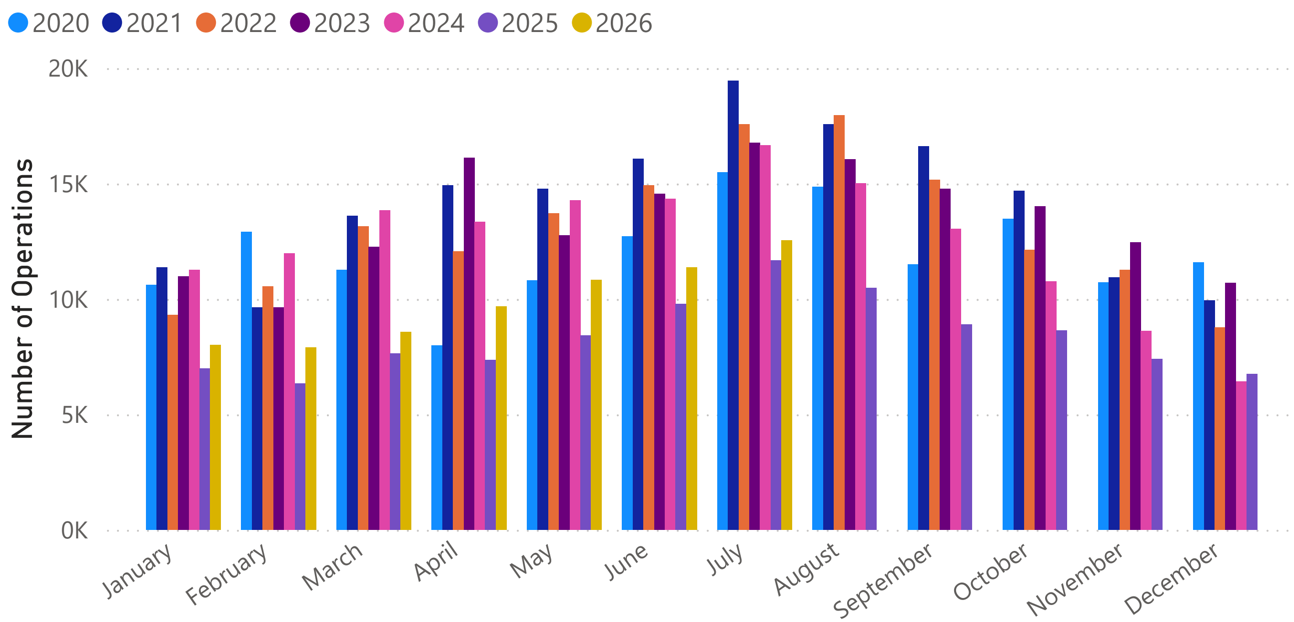
Total Flight Operations 2020 - Present



Total Flight Operations 2020 - Present

Month	2020	2021	2022	2023	2024	2025	2026
January	10,614	11,362	9,309	10,971	11,262	6,995	8000
February	12,908	9,635	10,556	9,634	11,981	6,344	7905
March	11,254	13,612	13,142	12,268	13,846	7,634	8571
April	7,996	14,925	12,067	16,106	13,334	7,362	9674
May	10,797	14,774	13,700	12,760	14,283	8,432	10833
June	12,715	16,072	14,919	14,562	14,338	9,789	11370
July	15,497	19,449	17,567	16,763	16,657	11,671	12536
August	14,869	17,575	17,955	16,045	15,017	10,489	
September	11,489	16,625	15,160	14,780	13,029	8,893	
October	13,467	14,686	12,126	14,003	10,763	8,636	
November	10,729	10,925	11,251	12,463	8,625	7,397	
December	11,581	9,929	8,770	10,698	6,424	6,757	
Total	**143,916**	**169,569**	**156,522**	**161,053**	**149,559**	**100,399**	**68889**

Total Flight Operations Comparison



Year

All

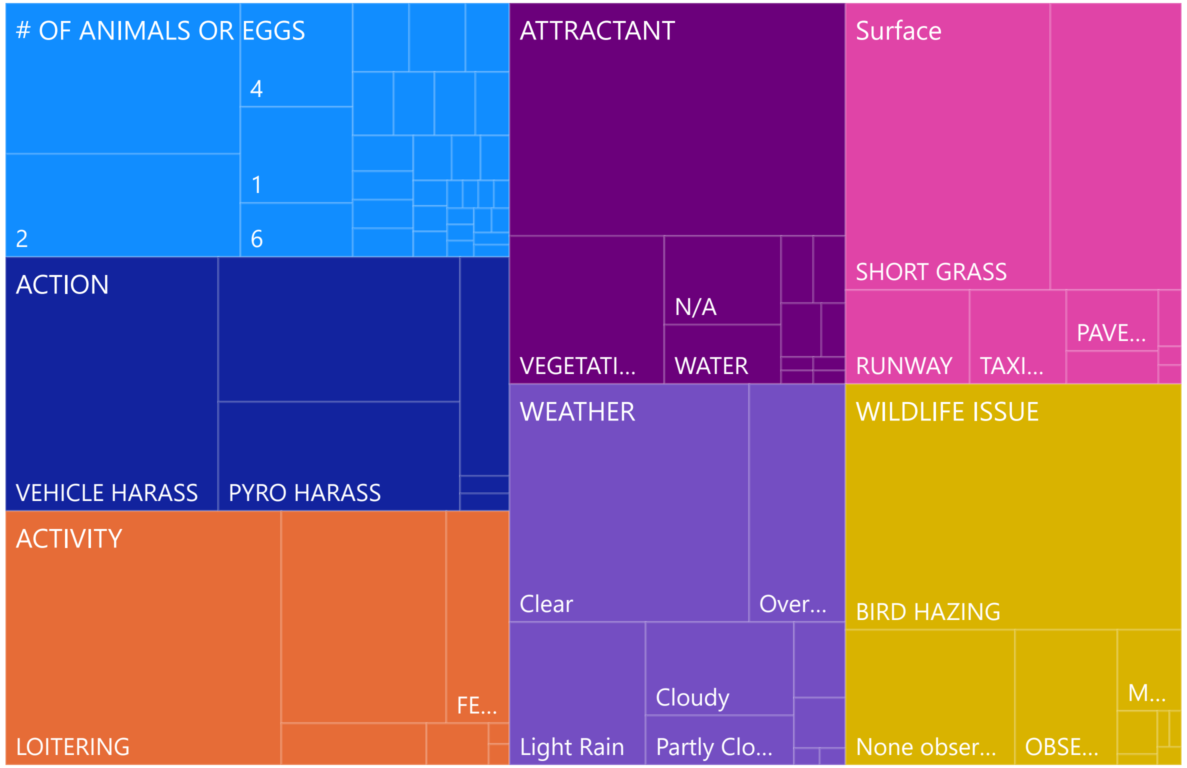
Quarter

All

Month

All

Count of REQUESTID by CUSTFIELDNAME and CUSTFIELDVALUE



INITIATEDBY: All

CATEGORY: Wildlife Issue

CUSTFIELDNAME: Multiple selections

DATETIMEINIT: Last 6 Months

3/1/2026 - 8/28/2026

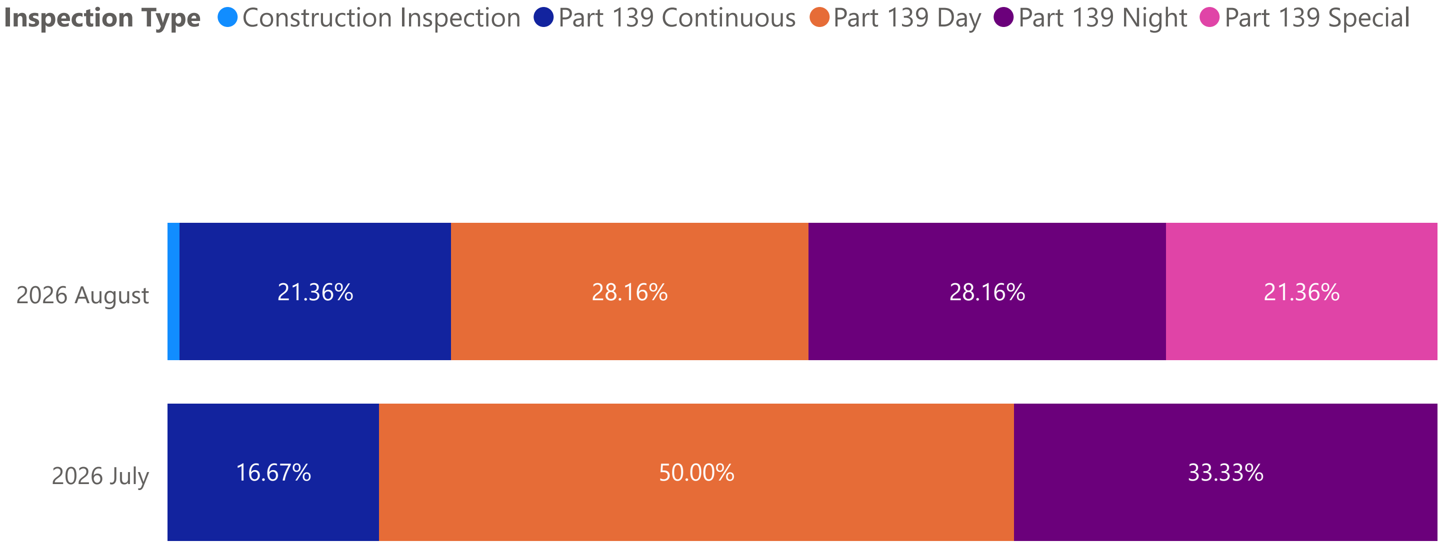
296

Count of REQUESTID

Number of Logbook Entries Created Over Time

REQUESTID	# OF ANIMALS OR EGGS	ACTION	ACTIVITY	ATTRACTANT	Surface	WEATHER	WILDLIFE ISSUE
15706	200	VEHICLE HARASS	LOITERING		PAVEMENT	Overcast	BIRD HAZING
15702						Cloudy	None observed
15700	2	VEHICLE HARASS	LOITERING		RUNWAY	Overcast	BIRD HAZING
15698						Cloudy	None observed
15686	12	PYRO HARASS	FEEDING	VEGETATION	RUNWAY	Clear	BIRD HAZING
15685	15	PYRO HARASS	LOITERING	VEGETATION	SHORT GRASS	Clear	BIRD HAZING
15684	25	PYRO HARASS	FEEDING	VEGETATION	SHORT GRASS	Clear	BIRD HAZING
15683						Cloudy	None observed
15681	26	PYRO HARASS	FEEDING	VEGETATION	SHORT GRASS	Clear	BIRD HAZING
15680						Clear	None observed

Inspection Types by Month as a Percentage



INITIATEDATE

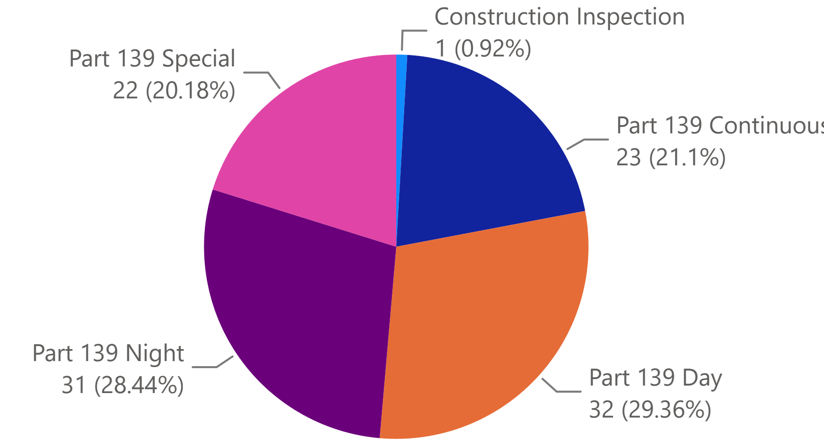
Last | 1 | Months

7/29/2026 - 8/28/2026

109

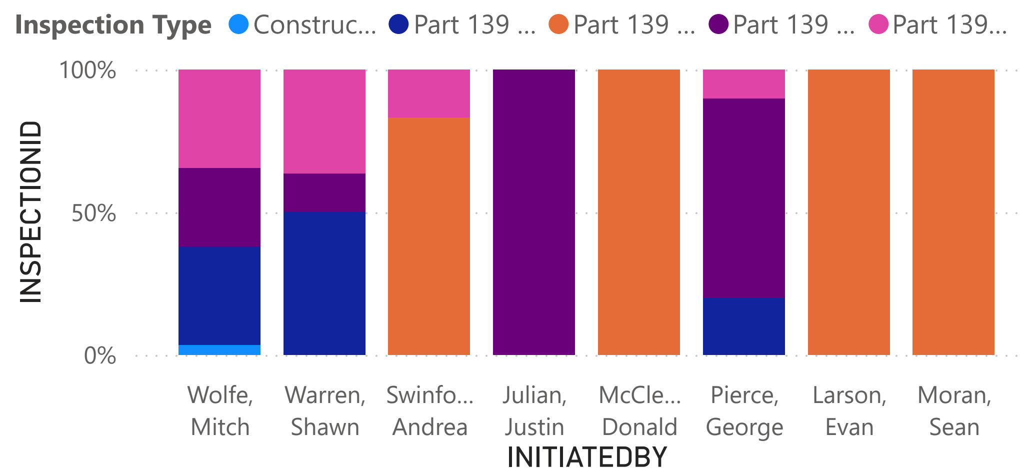
INSPECTIONID

Part 139 Inspections by Type



INSPECTIONID	INITIATEDATE	INSPTEMPLATENAME	INITIATEDBY	INSPECTEDBY	CLOSEDBY	STA
9336	08/28/2026	Part 139 Day	Swinford, Andrea	Swinford, Andrea	Swinford, Andrea	CLO
9335	08/28/2026	Part 139 Special	Wolfe, Mitch	Wolfe, Mitch	Wolfe, Mitch	CLO
9334	08/28/2026	Part 139 Continuous	Wolfe, Mitch	Wolfe, Mitch	Wolfe, Mitch	CLO
9333	08/27/2026	Part 139 Night	Pierce, George	Pierce, George		OPE
9332	08/27/2026	Part 139 Day	Swinford, Andrea	Swinford, Andrea	Swinford, Andrea	CLO
9331	08/27/2026	Part 139 Continuous	Wolfe, Mitch	Wolfe, Mitch	Wolfe, Mitch	CLO
9330	08/27/2026	Part 139 Special	Warren, Shawn	Warren, Shawn	Warren, Shawn	CLO
9329	08/26/2026	Part 139 Night	Julian, Justin	Julian, Justin	Julian, Justin	CLO
9328	08/26/2026	Part 139 Day	McClendon, Donald	McClendon, Donald	McClendon, Donald	CLO
9327	08/26/2026	Part 139 Special	Warren, Shawn	Warren, Shawn	Warren, Shawn	CLO
Total						

Inspection Types by Employee as a Percentage



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.

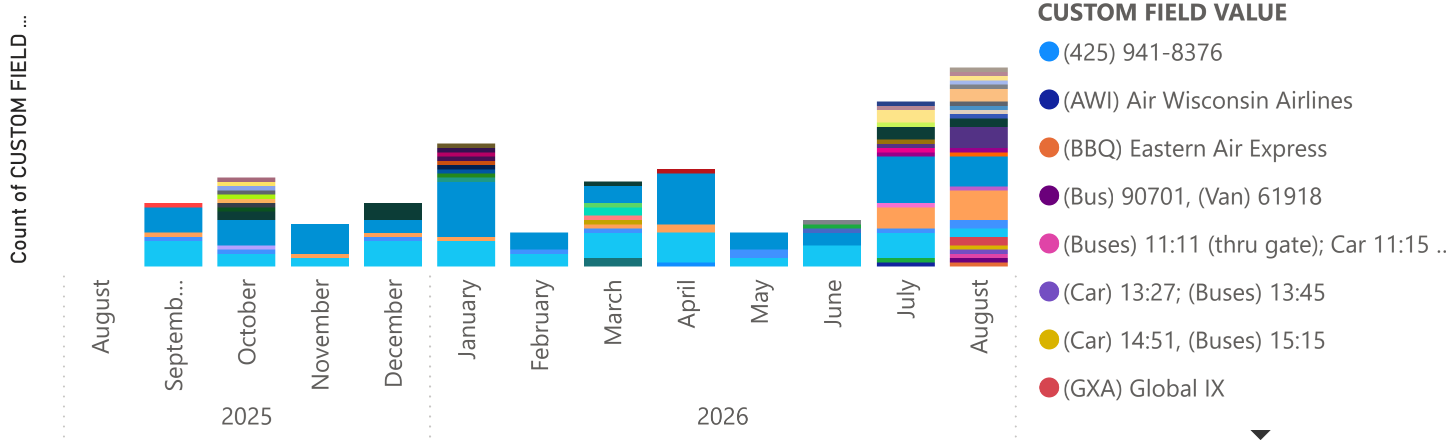
Date

Last | 1 | Years

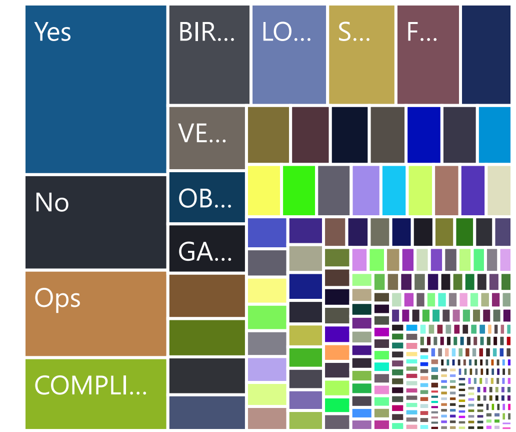
Logbook Drill Down Slicer

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

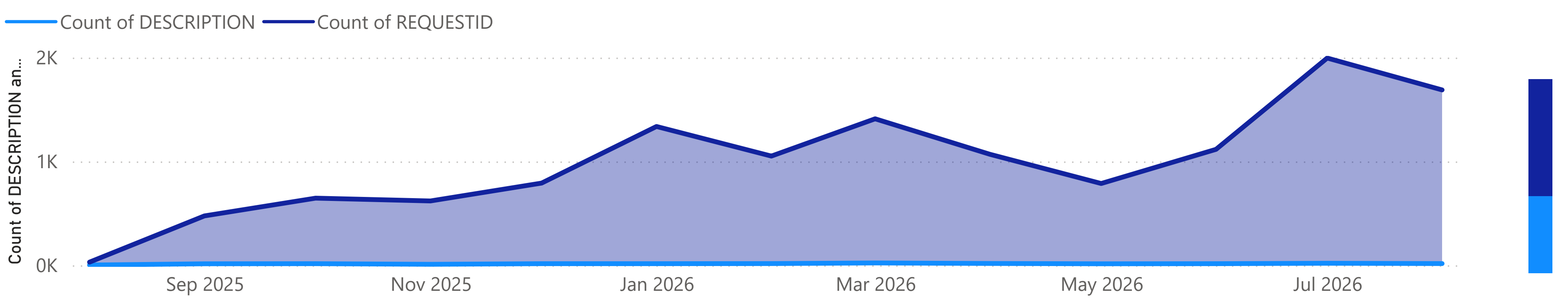
Count of Custom Field Name and Custom Field Values Over Time



Count of Custom Field Value and Logbook Entry



Count of Logbook Description and Logbook Entries Over Time



Logbook 'Custom Fields' Details

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

Count of Logbook Entries with CF values: 1411

REQUESTID	# Birds Seen	# Birds Struck	# OF ANIMALS OR EGGS	# of Crew	# of Crew (archived)
15711					
15710					
15709					
15708					

General Details Based on 'Description'

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

Count of Logbook Entries based on Description: 1489

REQUESTID	DATETIMEINIT	DESCRIPTION	STATUS	DETAILS
15711	08/28/2026	Safety Rules Compliance Log	OPEN	
15710	08/28/2026	Safety Rules Compliance Log	OPEN	
15709	08/28/2026	Safety Rules Compliance Log	OPEN	
15708	08/28/2026	FOD	CLOSED	REMOVED SMALL BALL OF CRA[illegible]
Total				