



7277 Perimeter Road S., Seattle WA 98108

Meeting: Roundtable Advisory Committee

Date: October 5, 2026

Time: 5 – 7 p.m.

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

Meeting objectives:

- Rate and Fee Proviso Draft Subcommittee to present findings and recommendations
- Discuss the GA Study update presented at the September Roundtable meeting
- Roundtable members to share updates on ongoing initiatives

Time	Topic	Lead
5 p.m.	Welcome & Community Norms	Ali Lee
5:02 p.m.	Roll Call	Ayako Shapiro
5:03 p.m.	Approve September 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 Subcommittee Recommendations ○ Q&A and Discussion • Discussion: GA Study Update ○ Q&A and Discussion	Erik Utter Ali Lee
5:55 p.m.	Airport Staff Report and Updates • Community Engagement Report Out • Open House Taxiway Bravo Draft Environmental Assessment Virtual: October 14 via Zoom at 11:30 a.m.-12:30 p.m. In-person: October 14th at 6-7:30 p.m. • Airport Winter Operations Pre Season Briefing ○ In Person, October 29 at 11:00 a.m. at the FSS Building	Troy Chen Matt Sykora

	○ Virtual October 29, via Zoom at 4:00 p.m. ● FAA 101, October 26 at 4:00 p.m. ● Airport Carbon Accreditation Program Update	
6:10 p.m.	Roundtable Chair Report ● Process for making recommendations on Community seats ● Roundtable Member Reports ● Roundtable Priorities Report Out ● Light Rail/ Bus Stop Letter	Ali Lee
6:30 p.m.	Old Business ● Topics for Roundtable Discussion ○ Community Engagement and Flight Monitoring Coordinator position ○ RNAV Advocacy Letter and FAA ● Topics Deferred to Future Meetings ○ Steam Plant Next Steps ○ Airport Parcel Update	Ali Lee Ken Moninski and KCIA staff Mark McIntyre
6:50 p.m.	New Business ● Roundtable Request: Agenda items for November meeting due by October 30 ● Opening up to New Business Items from Roundtable 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)
<i>Vacant</i>	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)

<i>Vacant</i>	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
<i>Vacant</i>	West Seattle
Ryan Tomasich	Boeing Company
Velma Veloria	Beacon Hill
<i>Vacant</i>	South Park

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

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Meeting Opening, Roll Call, and Quorum Update

The meeting was called to order by Erik Utter (Vice Chair) at approximately 5:05 p.m. Rollcall was conducted and a quorum was present at the time of roll call.

Approval of Prior Meeting Minutes

Following confirmation of quorum, Erik Utter (Vice Chair) called for approval of the August Airport Roundtable Meeting Minutes.

A motion was made and seconded to approve the August meeting minutes as prepared. The motion passed, and the minutes were approved.

Public Comment

Matt Sykora (KCIA) reviewed the public comment procedures for participants attending in person, through Zoom, and by telephone. The Roundtable reserved ten minutes for public comment, with individual speakers allotted two minutes each.

During the public comment period, four comments were received. Each comment is summarized below, with the commenter's name shown in bold text.

Betsy McFeely

Betsy McFeely introduced herself as a South Park resident who has lived in the neighborhood since 2009 and is seeking appointment to the South Park position on the Airport Roundtable.

Betsy described her extensive community involvement, including service on several nonprofit boards, current participation with El Centro de la Raza's Humanitarian Committee, involvement in community capacity-building initiatives, and participation in neighborhood support groups. She also highlighted her professional background, including more than twenty years in the nonprofit sector, most recently with Seattle Goodwill, where she served in communications and community relations leadership roles.

She stated that her strengths as a community connector and networker would allow her to effectively communicate Roundtable information back to South Park residents and local

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organizations. Betsy emphasized the importance of strong representation for historically underserved communities. She expressed her desire to serve as a strong voice for her community.

Velma Veloria

Velma Veloria spoke in support of Betsy McFeely's candidacy for the South Park Airport Roundtable position.

Velma highlighted Betsy's professional experience and extensive network within both the nonprofit and private sectors. She stated that Betsy's understanding of community concerns would strengthen the Roundtable's work on airport operations and community impacts, particularly for children and families living in neighborhoods adjacent to the airport.

Velma also noted that Betsy has participated in prior KCIA planning efforts. She described Betsy as someone well-positioned to serve as a bridge between the Roundtable and South Park residents.

John La Porta

John La Porta, speaking on behalf of Alki Air, expressed concern about the Taxiway B project's potential impacts on small general aviation. He noted that different meetings had cited inconsistent numbers of tie-down spaces that could be displaced, approximately 10, 22, or 32. He requested that KCIA establish and publicly confirm the number of spaces to be eliminated and the replacement capacity available.

John also asked that the cumulative impacts of Taxiway B and related projects be considered before the environmental assessment advances. In addition, he requested direct Federal Aviation Administration participation in future Taxiway B and Roundtable meetings so the FAA could independently address questions regarding project requirements, environmental review, and project approval.

Alice Fong

Alice Fong spoke in support of Betsy McFeely's appointment to the South Park Roundtable position.

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She stated that Betsy's experience, ability to ask thoughtful questions, and commitment to community engagement would make her a valuable addition to the Roundtable. Alice noted that she had also submitted a letter of support to Councilmember Mosqueda and echoed many of the positive attributes previously described by Velma Veloria.

Alice emphasized the importance of community representation and stated that Betsy's ability to communicate with South Park residents and report information back to community groups would strengthen relationships between KCIA and surrounding neighborhoods.

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

Presentation and Updates

Airport Rates and Fees Study Update

Ryan Leick of Ascension Group Partners (AGP) presented an update on the Airport Rates and Fees Study, which was conducted in response to a King County Council proviso. The presentation served as a continuation of the information presented at the July 13, 2026, Airport Roundtable meeting. Since that meeting, comments have been received and incorporated, and refinements have been made to the study. T

Ryan provided an update on AGP's draft analysis of King County International Airport's fee structure and financial outlook. The study compared KCIA with approximately 15 peer airports, including Paine Field and other Western airports, by benchmarking ground and hangar rents, landing fees, fuel-flowage charges, aircraft parking, vehicle and ground-transportation fees, and access/security charges. It also included a five-year financial projection using the County's operating budget and Taxiway B capital schedule, showing expenses growing faster than revenues and the capital reserve potentially declining to approximately -12%; FAA grants were accounted for, with only the airport's 10% sponsor share included in the reserve model.

The analysis found that:

- Ground leases and hangar rents generally fall within the middle-to-upper range of comparable airports.

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- Aeronautical fees such as landing fees, fuel flowage fees, and aircraft parking fees are generally at the low end of the peer airport range or below comparable airports.
- Airport revenues are heavily dependent on ground leases and hangar rents, while aeronautical fees have not kept pace with operating costs over time.

AGP recommended reassessing the fees every two years, and the Roundtable requested that the final report add median peer values, raw comparison data, and explanations for the inclusion or exclusion of specific airports such as Punta Gorda and Hillsborough.

Roundtable Discussion

Erik Utter (Renton/Kent/South King County) asked about changes to the peer airport comparison charts from earlier presentations and whether those changes resulted from modifications to the peer airport list.

Ryan Leick explained that additional western airports, including Paine Field, were added in response to previous feedback. He also noted that the updated analysis displays the full range of rates at Boeing Field rather than a single data point.

Erik Utter requested that detailed peer airport fee data be included in the report appendix to provide greater transparency and demonstrate consistency with the King County Council proviso requirements. Ryan Leick agreed that additional supporting data could be incorporated into the final report.

Erik Utter also asked whether the projected decline in airport reserves was primarily attributable to anticipated Taxiway Bravo project expenditures. Ryan Leick confirmed that the financial forecast includes anticipated Taxiway Bravo costs and reflects only the Airport's share after accounting for expected FAA grant participation.

Evan Nelson (Small GA) submitted a question through the Zoom chat asking whether projected reserve levels accounted for anticipated FAA grant funding. Ryan Leick confirmed that expected FAA participation and grant funding assumptions are incorporated into the financial analysis.

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Mark McIntyre (Corporate Aviation) requested that median values be added to the peer airport comparison charts to provide additional context for the recommended rates. Ryan Leick agreed and indicated that median values could be incorporated into the revised materials.

Lisa Krober (Tukwila) asked who would be subject to the proposed parking fees for the airport terminal. Matt Sykora (KCIA) explained that the fees would primarily apply to users of the Airport's terminal parking lot. He noted that increased airline activity and long-term parking utilization have created parking capacity concerns. Airport visitors, passengers, and employees would be subject to applicable parking fees, with potential validation options still under evaluation.

Lisa Krober also shared feedback from a local airport user who supported implementing parking fees, noting concerns about individuals leaving vehicles at the Airport for extended periods.

Several Roundtable members discussed the significant variation in ground lease rates among peer airports, including examples from airports in Florida. Airport staff and consultants clarified that ground lease rates are established through King County's appraisal process and are not included among the fee increase recommendations presented as part of the study.

Ken Moninski (Off-site Businesses) asked whether the proposed ground transportation fees would apply to airport shuttle operators. Matt Sykora (KCIA) confirmed that shuttle providers operating at the Airport would generally be subject to the proposed fee structure unless otherwise exempted through an existing contractual arrangement.

Light General Aviation Proviso Study Update

Barbie Schalmo of C&S Companies and Leah Whitfield of The Aviation Planning Group (APG) presented an update regarding the Light General Aviation (LGA) Policy Study.

The study included reviewing relevant prior and ongoing studies, interviewing comparable airports and KCIA stakeholders, assessing rates, infrastructure, services, and access, and exploring educational and workforce-development partnerships. They noted that KCIA is classified as a major airport in the Washington Aviation System Plan, supports significant

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Boeing and UPS operations, contributes substantially to the regional economy, and faces sustained demand for aircraft storage, including a five-plus-year waitlist for tie-downs and hangars.

Barbie and Leah summarized the interview findings, which identified the rising cost of doing business including land leases, tie-down fees, and FBO costs as the primary challenge facing Light GA. At the same time, interviewees praised KCIA's responsive administration, community engagement, and facility quality, and expressed interest in helping develop solutions through improved communication, structured tenant-administration meetings, and public-private partnerships. Preliminary recommendations included preserving existing Light GA capacity, replacing any displaced tie-downs or hangars with equal or greater capacity, strategically sequencing Taxiway B and Southeast Tie-Down projects, evaluating expansion opportunities, and considering a dedicated "propeller park" modeled on Van Nuys.

Barbie and Leah also discussed improving waitlist management by publishing the list, conducting annual check-ins, cross-referencing demand with neighboring airports, and potentially increasing the current waitlist fee, while ensuring any prioritization system complies with FAA requirements. Additional recommendations included regularly reviewing and clearly publishing rates, simplifying minimum standards and maintenance guidelines, exploring alternative governance models, and developing partnerships with Raisbeck Aviation High School, Core Plus Aerospace, Civil Air Patrol, Central Washington University, and other educational organizations. Barbie identified several near-term actions, including improving the KCIA website, adding educational resources and job postings, and facilitating structured meetings between airport staff, education partners, and Roundtable members; the draft report and a Light GA metrics reporting tool were still being finalized.

Roundtable Discussion

Roundtable members thanked the consultants for providing creative and forward-looking recommendations.

Erik Utter (Renton/Kent/South King County) raised questions regarding how general aviation activity statistics were defined and requested additional comparative data showing KCIA

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alongside peer airports. The consultants noted that more detailed comparison tables would be included in the draft report.

Mark McIntyre (Corporate Aviation) asked about examples of community-building initiatives, such as food-truck events at peer airports, and inquired about educational program requirements and instructor qualifications.

Discussion also focused on public-private partnership opportunities, with members requesting examples of successful airport developments that leveraged private investment. The consultants cited the “Propeller Park” concept at Van Nuys Airport as one example and referenced upcoming FAA and U.S. Department of Transportation discussions regarding airport public-private partnerships.

Roundtable members expressed interest in continuing to provide feedback as the study is refined. Airport staff encouraged Roundtable members to submit comments and recommendations for consideration and inclusion in the final report.

Roundtable Proviso Study Subcommittee

Following the discussion, the Roundtable unanimously approved the formation of a subcommittee to review both the Rates and Fees Study and the Light General Aviation Proviso Study and develop feedback for transmission to the King County Council and County Executive.

Roundtable members interested in serving on the subcommittee were asked to contact the Chair and Vice Chair.

Airport Staff Updates

Community Engagement Report

Matt Sykora noted that the Community Engagement Report was included in the meeting packet and was not reviewed in detail due to time constraints.

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Open Seats Update

Airport staff provided an update on Roundtable appointments, noting that the Unincorporated King County and Rainier Valley representative seats remain vacant pending final approval from the Executive's Office. The Museum of Flight appointment remains under King County Council review. Members also discussed the Roundtable's role in providing recommendations for the South Park and West Seattle community seats and expressed uncertainty regarding the appointment process, requesting additional clarification before making future recommendations. Airport staff indicated that application materials could be redistributed to Roundtable members for review prior to further discussion.

Open House Taxiway Bravo Environmental Assessment

Matt Sykora (KCIA) announced that two open houses will be held on October 14th. A virtual open house is scheduled for 11:30 a.m., followed by an in-person open house from 6:00 p.m. to 7:30 p.m. The Draft Environmental Assessment (EA) is expected to be published in late September or early October.

Paid Parking In Terminal Lot

Matt Sykora (KCIA) reported that implementation of paid parking at the Airport has been delayed and that the previously announced October 1st implementation date is no longer in effect while Airport staff evaluate next steps.

Runway 14L/32R Update

David Decoteau (KCIA) reported that a pavement failure occurred on a portion of the recently reconstructed Runway 14L/32R. Airport engineering staff determined that approximately seven to eight inches of pavement will require replacement due to delamination. The runway repairs are still within the warranty period. Staff are coordinating corrective work with the contractor and evaluating scheduling options for completing the repairs.

FAA Airport 101 Training

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Matt Sykora (KCIA) discussed scheduling a special FAA Airport 101 training session for Roundtable members. Several potential dates in October were presented for Airport Roundtable members to vote on. Generally, Roundtable Members voted towards the October 26th at 4pm meeting time. Following the vote, a meeting notice was sent to Airport Roundtable members and posted on the King County airport website of this special meeting.

Runway Rehabilitation Update

David Decoteau reported that a pavement failure had occurred on a portion of the recently reconstructed short runway.

Airport engineering staff determined that approximately seven to eight inches of pavement will require replacement due to delamination issues discovered within the warranty period.

Staff are coordinating corrective work with the contractor and evaluating scheduling options.

Roundtable Chair Report

In the interest of time, this section of the agenda was not discussed in detail.

Old Business

Super Guppy Letter

Trip Switzer (At-large) reported that the Roundtable's previously approved letter of support for the Museum of Flight's proposed Super Guppy display had been submitted. Members were also informed that NASA may continue operating the aircraft longer than originally anticipated, which could delay its potential transfer to the Museum of Flight.

Upcoming October Roundtable Meeting Schedule

Because the regular October meeting date falls on a holiday, members discussed holding the next meeting on October 5, 2026, allowing an opportunity to discuss the Fees Study before the public comment period closes.

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Key Action Items from the Roundtable

- Submit comments on the Airport Rates and Fees Study by October 16, 2026
- Form and organize the Roundtable Proviso Study Subcommittee
- Continue providing comments on the Light General Aviation Study through airport staff

Closing

A motion to adjourn the meeting, seconded and passed at around 6:54 p.m.

Roundtable members

Name	Representing	Attending
Ali Lee	Magnolia/ North Seattle	N
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	N
Lisa Krober	Tukwila	Y
Ed Lutgen	Labor (IAM District 751)	Y
Mark McIntyre	Corporate Aviation	Y
Ken Moninski	Off-site Business	Y
Evan Nelson	Small General Aviation	Y
Dan Anderson	FAA (ex-officio)	N
Guido Perla	Unincorporated King County	N
Stephen Ratzlaff	Pilots' Association	Y
<i>Vacant</i>	West Seattle	-
Ryan Tomasich	Boeing Company	Y
Velma Voloria	Beacon Hill	Y
<i>Vacant</i>	South Park	-

King County Staff in attendance: Troy Chen, Matt Sykora, Nadja Rustempasic, John Parrott, Dave Decoteau

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Facilitators and support staff: Jenny Thacker (PRR), Steven Derengowski (InterVISTAS),
Harris Burkhardt (InterVISTAS)

From: [Whitney Nakamura](#)
To: [KCIA Community Outreach](#)
Subject: Comments for Roundtable
Date: Monday, September 14, 2026 4:19:43 PM

[EXTERNAL Email Notice!] External communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hello,

I learned that the Airport Roundtable is seeking new members. I can't provide my comments because I'll be picking up my children at that time, so I'm writing to say that I hope Betsy McFeely's application is selected to fill the South Park spot.

I have come to know Betsy through her volunteer work. Betsy is a longtime South Park resident and engaged community member. I trust her to bring a strong neighborhood awareness and commitment to this role. She is approachable, knowledgeable and invested in supporting community well-being and success. She has collaborated successfully with diverse stakeholders, including businesses, nonprofit organizations, and community groups and members. She leads with care, intention and humor. I think the Roundtable would benefit from her long-term connections and knowledge of the neighborhood and its relevant issues and opportunities. Thank you for your consideration.

Sincerely,
Whitney Nakamura



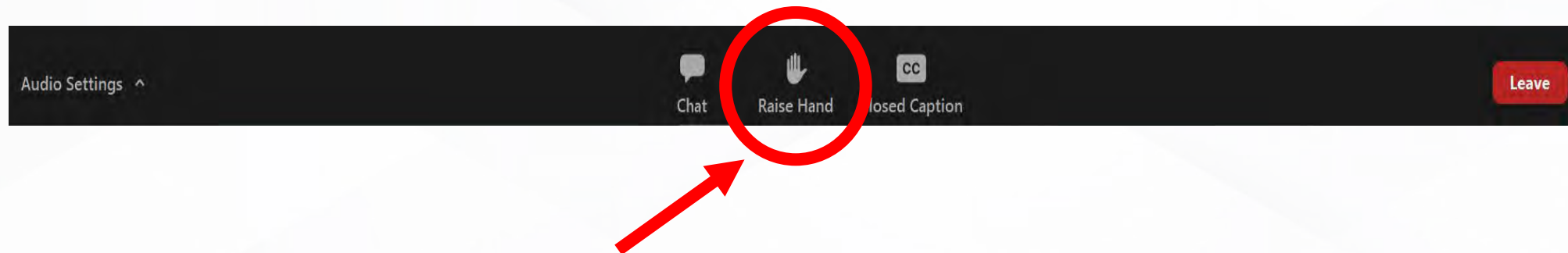
King County
International Airport
Boeing Field

Airport Roundtable Advisory Committee

Public Comment Instructions & Community Norms

Making a Public Comment

- + In person: Raise your hand and let airport staff or the facilitator know you'd like to make a public comment.
- + By phone: Press *9 to raise your hand. You'll be recognized and unmuted to speak. When finished, press *9 again to lower your hand.
- + On Zoom: Use the "Raise Hand" feature to indicate you'd like to provide a comment. Click the "Raise Hand" feature following your comment.



Attendees will have 2 minutes to provide their comment

Public Comment Process

- + Airport Staff will call your name, and the names of the next two people who will speak after you.
- + Listen for your name so you are ready when called.
- + Share and spell your first and last name prior to beginning your public comment.
- + After you share and spell your name, a timer will begin and you will have 2 minutes.
- + A max of 10 minutes total is allowed for public comment per meeting.
- + Public comments will not receive real-time responses, but all comments will be recorded in the meeting notes.

Community Norms

01

Not letting perfection be the enemy of the good, focusing on forward momentum.

02

Using the prompts “Why am I talking?” and “Why am I not talking?” to help balance participation.

03

Respecting different technical backgrounds and lived experiences around the table.

04

Using plain language (plain talk) instead of aviation jargon (plane talk).

05

Acknowledging that some issues will require multiple meetings and may not reach closure immediately.

06

Bringing community originated ideas into the conversation.

07

Modeling transparency in both airport and community communication.

APPENDIX A — AIRPORT FEE SCHEDULE

King County International Airport – Boeing Field (BFI)

Fee / Charge	Rate	Basis / Notes
A. AERONAUTICAL FEES		
Landing Fee ($\geq$ 8,000 lbs MTOW)	\$3.00	<i>Per 1,000 lbs MTOW</i>
Fuel Flowage Fee — Jet A	\$0.15	<i>Per gallon</i>
Fuel Flowage Fee — Avgas (100LL) / SAF	\$0.10	<i>Per gallon</i>
Fuel Flowage Fee — Avgas (Unleaded)	\$0.01	<i>Per gallon</i>
Commercial Aeronautical Permit — SASO, Initial	\$1,000	<i>1-year term</i>
Commercial Aeronautical Permit — SASO, Renewal	\$500	<i>2-year term</i>
Commercial Aeronautical Permit — Independent	\$150	<i>Annual</i>
B. AIRCRAFT PARKING		
Single Engine (wingspan $<36'$)	\$0 \$10	<i>(<4 hrs) (4-24 hrs)</i>
Group I (wingspan $<49'$)	\$10 \$30	<i>(<4 hrs) (4-24 hrs)</i>
Group II (wingspan $49' < 79'$)	\$25 \$75	<i>(<4 hrs) (4-24 hrs)</i>
Group III (wingspan $79' < 118'$)	\$100 \$600	<i>(<4 hrs) (4-24 hrs)</i>
Group IV (wingspan $118' < 171'$)	\$150 \$900	<i>(<4 hrs) (4-24 hrs)</i>
Group V (wingspan $171' < 214'$)	\$200 \$1,200	<i>(<4 hrs) (4-24 hrs)</i>
Group VI (wingspan $214' < 262'$)	\$250 \$1,500	<i>(<4 hrs) (4-24 hrs)</i>
Rotary Wing – Small (rotor diameter $<36'$)	\$10 \$30	<i>(<4 hrs) (4-24 hrs)</i>
Rotary Wing – Large (rotor diameter $>36'$)	\$25 \$75	<i>(<4 hrs) (4-24 hrs)</i>
C. GROUND & FACILITY LEASE RENTS — SET BY COUNTY APPRAISAL¹		
Ground Rent (Private Hangars)	\$4.42	<i>Per SF / year</i>
Ground Rent (Commercial)	\$3.30 - \$4.42	<i>Per SF / year</i>
Midfield Airpark - Bldg A (Small Executive Box)	\$4,197.65	<i>Per month</i>
Midfield Airpark - Bldg B (Large Executive Box)	\$5,822.54	<i>Per month</i>
Midfield Airpark - Bldg C (Large T-Hangar)	\$1,419.53	<i>Per month</i>
Midfield Airpark - Bldg D (Small T-Hangar)	\$1194.98	<i>Per month</i>
Northeast Airpark - Bldg A (Small T-Hangar)	\$1044.00	<i>Per month</i>
Northeast Airpark - Bldg B (Small T-Hangar)	\$1044.00	<i>Per month</i>
Northeast Airpark - Bldg C (Small T-Hangar)	\$1044.00	<i>Per month</i>
Northeast Airpark - Bldgs A & B (Half Bays)	\$515.00	<i>Per month</i>
Southwest Airpark - Bldgs C, D, E (Large T-Hangar)	\$1026.00	<i>Per month</i>
Southwest Airpark - End Units - C8, E8 (Large T-Hangar)	\$1047.00	<i>Per month</i>
Midfield Airpark Tiedowns	\$148.95	<i>Per month</i>
Northeast Airpark Tiedowns	\$148.95	<i>Per month</i>
Southwest Airpark Tiedowns	\$148.95	<i>Per month</i>
Non-Aeronautical Storage Fee	Appraised FMV	<i>Per SF / month</i>
D. ACCESS & SECURITY FEES		
AOA Vehicle Access Fee — Initial / Renewal	\$25.00	<i>Per issuance</i>
Badge Fee — Initial / Renewal	\$25.00	<i>Per issuance</i>
Badge Replacement — 1st / 2nd / 3rd	\$100 / \$150 / \$200	<i>Per issuance</i>
Key Fee — 1st / 2nd / 3rd	\$10 / \$20 / \$30	<i>Per issuance</i>
Unreturned Badge — Tenant / Contractor	\$100 / \$500	<i>Per badge</i>

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

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.



King County International Airport

DRAFT SYNTHESIS REPORT



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 revenues¹, 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 million² 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.

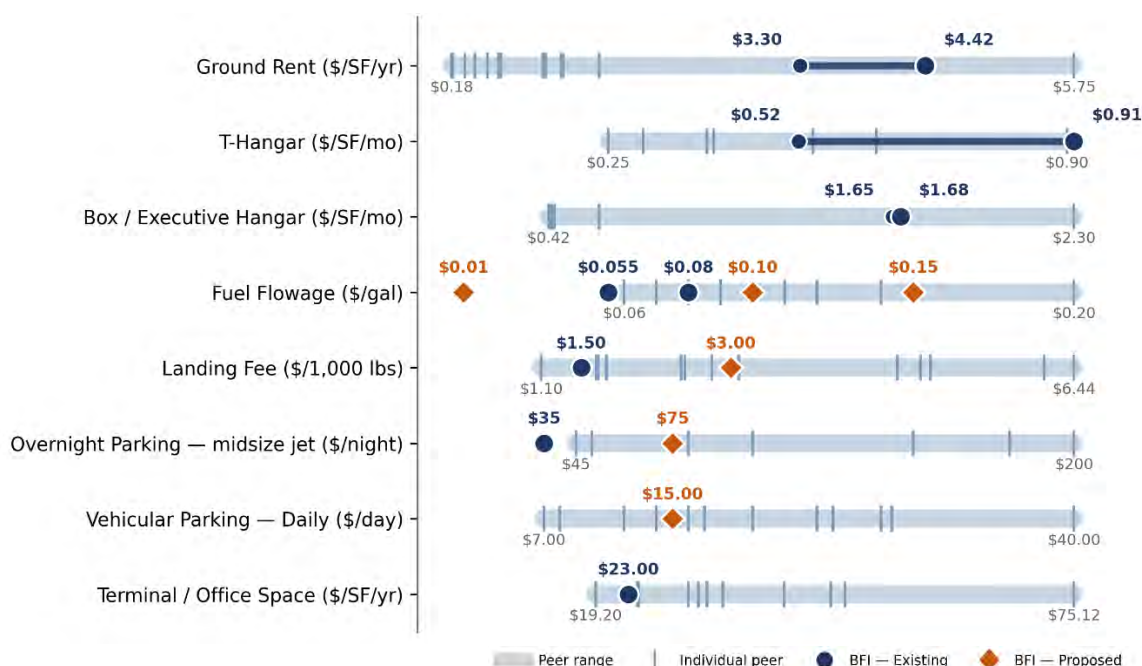


Figure 2. Peer Airport Fee Comparison Summary.

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.

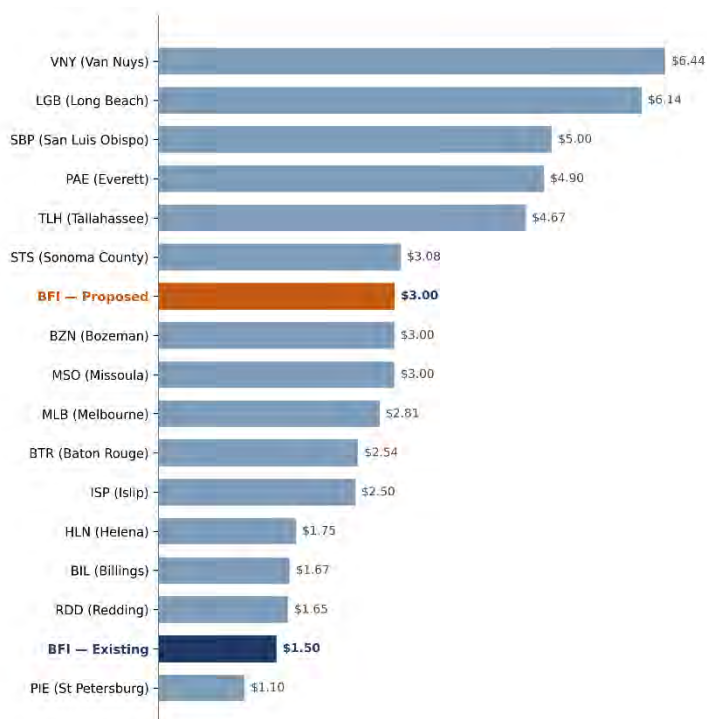


Figure 3. Aircraft Landing Fees (\$/1,000 lbs.)

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.

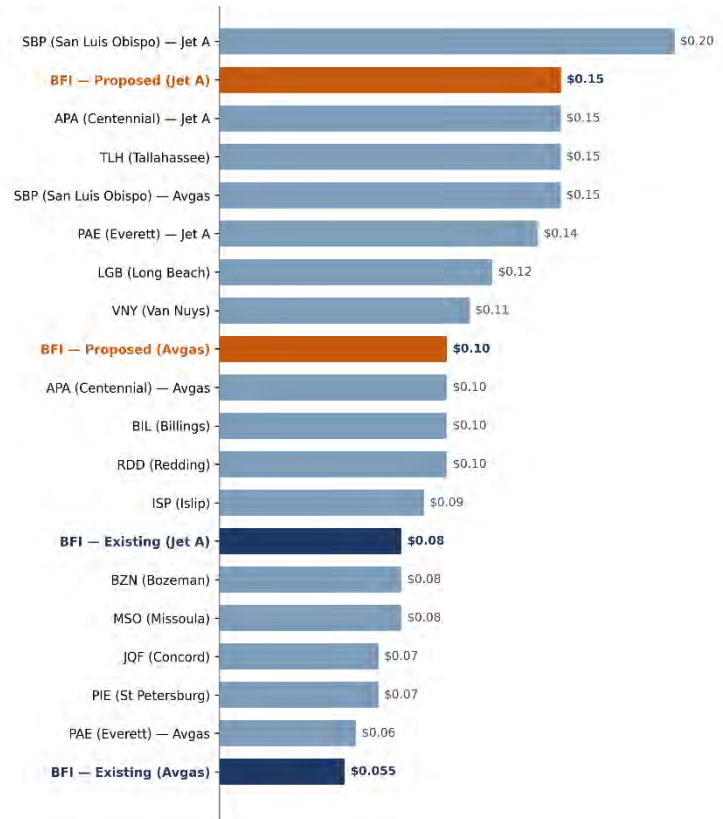


Figure 4. Fuel Flowage Fees (\$/gallon).

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.

BFI's current flat rate ceiling caps out at \$86/night for aircraft above 275,000 lbs.

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
	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'

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

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.

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.

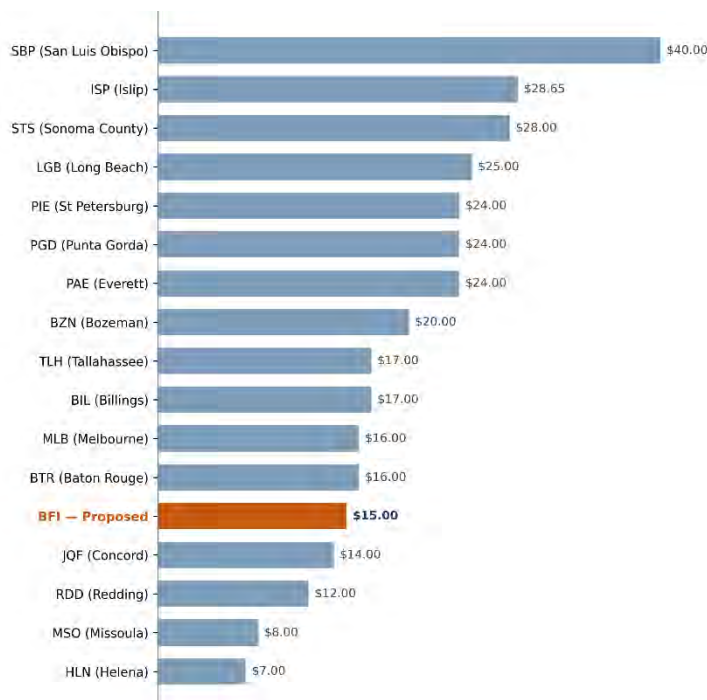


Figure 6. Vehicular Parking Fees (\$/day).

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.

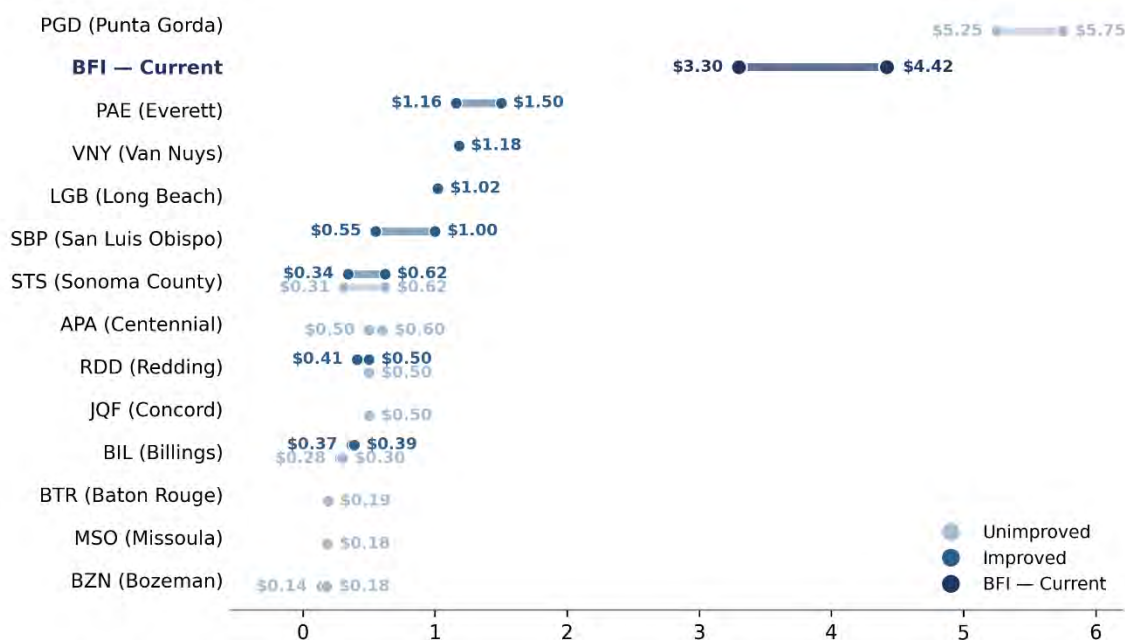


Figure 7. Aeronautical Ground Rent Charges (\$/SF annually).

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.

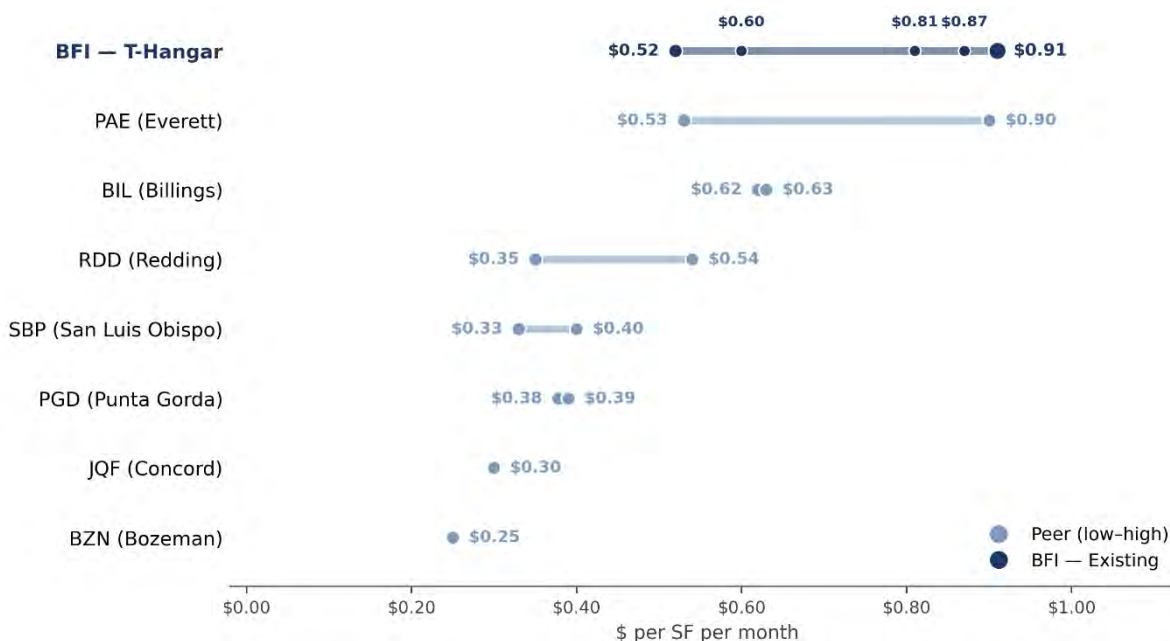


Figure 8. T-Hangar Facility Rent (\$/SF monthly).

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.

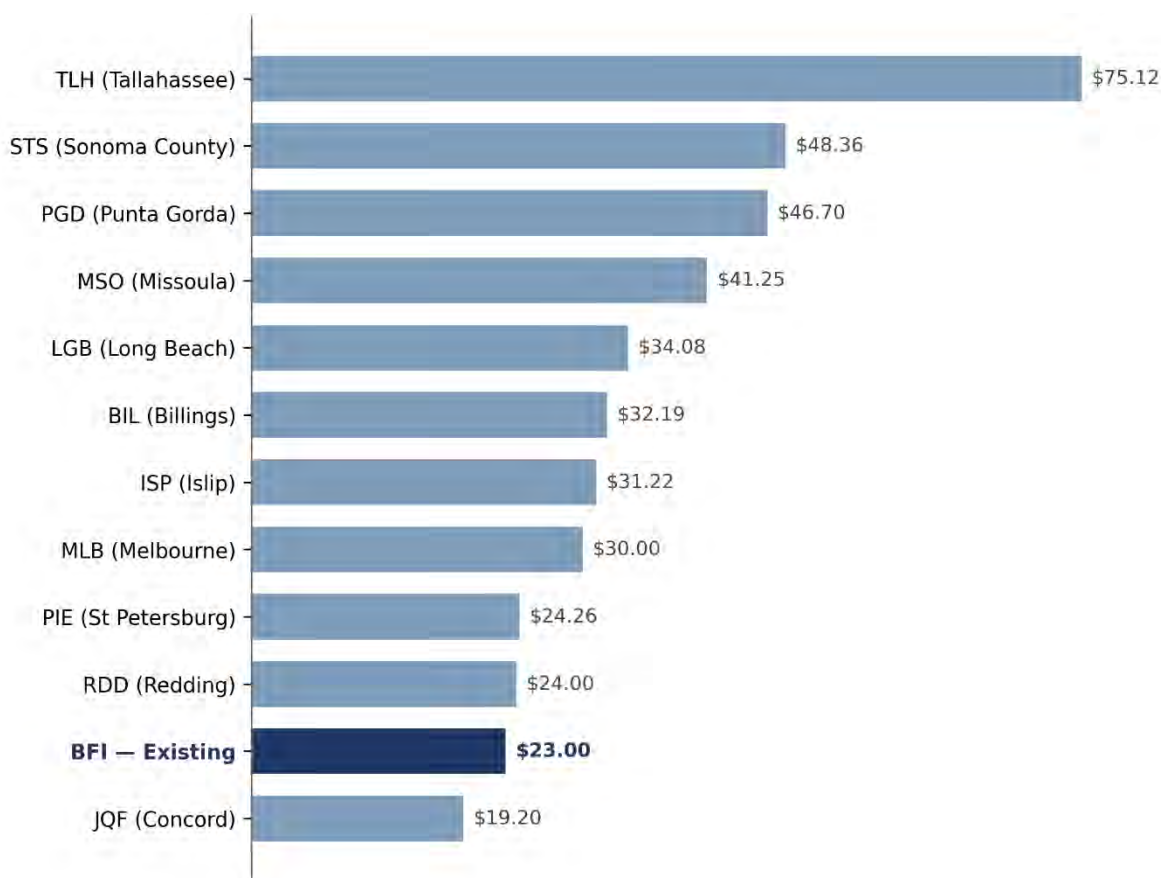


Figure 10. Terminal / Office Rent (\$/SF annually).

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.

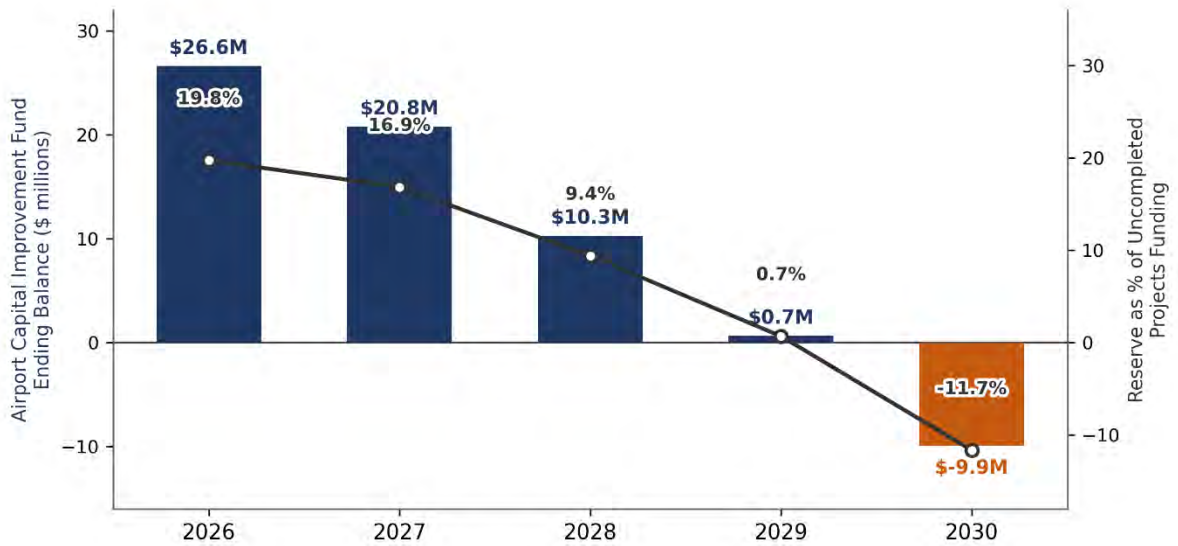


Figure 11. Capital Reserve Trajectory, FY2026 - FY2030.

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)

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 APPRAISAL¹		
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

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

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

Taxiway B Addendum 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							\$ 12,800,350	\$ 12,800,350					
	Construction									\$ 126,003,500	\$ 126,003,500			\$ 277,207,700
Taxiway Z Removal & Hammer Head Taxiway	Design/Planning/Environmental									\$ 717,800	\$ 717,800			
	Construction											\$ 14,952,000		\$ 15,787,200
Boeing Commercial Apron	Design/Planning/Environmental				\$ 258,250	\$ 258,250	\$ 6,180,000							\$ 6,696,500
	Construction													
Lot 13-12 Development (New ATCT)	Design/Planning/Environmental	\$ 4,993,700	\$ 4,993,700											
	Construction			\$ 66,925,000	\$ 32,948,000									\$ 109,861,400
Lot 13-12 Development (KBFI ARFF)	Design/Planning/Environmental			\$ 1,698,700	\$ 1,698,700									
	Construction					\$ 18,967,000	\$ 16,987,000							\$ 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								\$ 20,825,000					\$ 22,887,500
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						\$ 98,700	\$ 98,700						
	Construction								\$ 1,984,000					\$ 2,183,400
Museum of Flight Modifications	Design/Planning/Environmental					\$ 9,850	\$ 9,850							
	Construction							\$ 187,000						\$ 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	\$ 168,300,000
Environmental Assessment	Environmental	\$ 1,000,000												\$ 1,000,000
		\$ 5,993,700	\$ 37,784,850	\$ 71,102,950	\$ 59,715,450	\$ 42,046,600	\$ 25,227,150	\$ 14,867,850	\$ 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	\$ 14,870,850	\$ 12,800,350	\$ 717,800	\$ 717,800	\$ -	\$ -	
	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											

External Relations Monthly Report

October 2026

Meetings & Events Attended

1. Paine Field Airport Tour - September 8th, 2026
2. South Park Neighborhood Association Meeting - September 8th, 2026
3. Girls in Aviation Day Airport Tours - September 19th, 2026
4. Georgetown Community Council Meeting - September 21st, 2026
5. Arlington Airport Tour - September 22nd, 2026
6. Airport Way Cleanup by Wastewater Treatment Division - September 24th, 2026

Upcoming Meetings & Events

1. The Museum of Flight First Thursday Tabling - October 1st, 2026
2. South Park Neighborhood Association Meeting - October 13th, 2026
3. Taxiway Bravo Draft Environmental Assessment Open House - October 14th, 2026
4. The Museum of Flight Pathway to Success Tabling - October 15th, 2026
5. Georgetown Community Council Meeting - October 19th, 2026
6. Winter Operations Preseason Meeting - October 29th, 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

Notice of Availability
Draft Environmental Assessment and Public Open House for the
King County International Airport – Boeing Field
Runway 14R-32L Rehabilitation and Taxiway B Relocation
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 the 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 includes a detailed description of the components of the Proposed Action.

Draft EA Availability. The Airport Sponsor has made the Draft EA available for public review in electronic format on the Airport Sponsor's website: <https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/projects/taxiway-b-relocation>

Public Open House. The Airport Sponsor will hold two separate events: a virtual meeting 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 Airport Sponsor will present the same project information at both meetings.

The virtual meeting 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. Comments on the Draft EA will help FAA in making an informed decision about the Proposed Action. Agencies and members of the public may submit written comments on the Draft EA via email or U.S. Mail during the review period (October 14, 2026, through November 13, 2026).

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

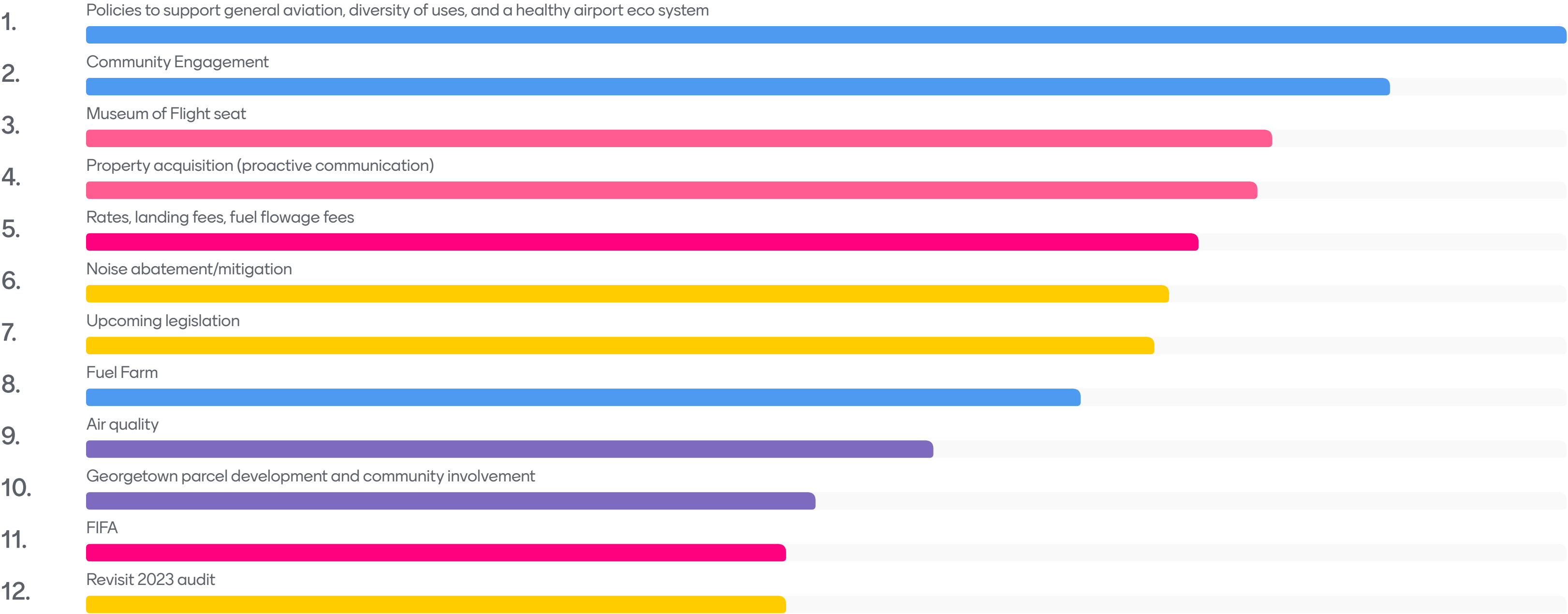
Handwritten comments may also be submitted via U.S. mail at:
Eric Miller, C.M., PMP, ENV SP
Capital Project Manager
King County International Airport, Department of Executive Services
7277 Perimeter Road South, Suite 200
Seattle, WA 98108

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

Please rank the potential agenda priorities below



May 28, 2026

John Parrott, AAE
Director
King County International Airport
7200 Perimeter Road S.
Suite 200
Seattle, Washington 98108

Subject: Airport Communications Specialist I

Dear Mr. Parrott,

Further to my comments during May 11, 2026, regular meeting of the KCIA Roundtable Advisory Committee, I am writing to respectfully request additional information related to the posting and hiring of the position noted above. I have previously raised concerns regarding airport rules, regulations, and standards as generally applied to single entity, private charter flights operated by U.S. certificated FAA Part 121 and 135 air carriers and have questioned the intent of such policies specifically directed to flight operations contracted by Immigration and Customs Enforcement (ICE) and other Government entities.

First, I remain appreciative of your candor in addressing these sensitive issues given the current political climate and directives from the King County Executive and Council. I understand the challenges of balancing Federal aviation requirements with the County's stated governing objectives, and I take no formal position as to any moral or ethical question with the continuation of ICE operations at Boeing Field. However, the detailed job description of this position does raise some issues germane to the operation of Boeing Field going forward:

1. Flight Monitoring and Reporting

- a. What are the criteria that will be used by the Airport to determine which charter flights will be monitored – i.e. aircraft size, certificate status, specific operators, etc.? Will this position be able to physically monitor "all charter flight activity" as indicated in the Job Duties?
- b. What is the new business case for acquiring passenger counts from these charter operations? At a previous Roundtable meeting I was told that there are no current fees, charges or other revenue source that is calculated on a per passenger basis. Scheduled airlines that currently operate at KCIA are not currently providing such information in a timely

manner, so is a dedicated employee necessary for the purpose of this data collection from charter flights?

- c. How is the airport currently informed of flight schedules for the arriving and departing charter flights of sports teams and the Federal Government (including ICE)? Are there any changes contemplated to the airport's Rules and Regulations related to the provision of flight schedules, passenger and crew counts, or other flight-related data by aircraft operators or service providers (including FBOs)?

2. Partner Communication

- a. What is the definition of "interested and affected parties" as it relates to the dissemination of charter flight schedules? Do you anticipate that communication as noted in this Job Duty will occur between the airport and non-governmental public policy groups, private individuals or corporate entities? How will an interested party request to receive charter flight information from this position and by what means will it be provided?
- b. Is it the intent of KCIA to provide notice of charter flight schedules prior to their arrival or departure from Boeing Field and to distribute counted passenger numbers to interested parties shortly thereafter?
- c. What are the anticipated guardrails or other measures that will accompany the dissemination of charter flight details to maintain the safety and security of these high-profile operations?
- d. Will any interested party, which includes State, City or County officials, be able to receive other specific flight details from this position? For example, could Seattle Mayor Wilson request information on the comings and goings of Starbucks' corporate jets to track the coastal commute of its CEO Brian Niccol?

3. Other Issues

- a. What is the annual budgeted cost for this position and to what internal account will it be accrued?
- b. The job posting indicates that this position is "term-limited temporary (TLT)." I know you stated that the position would most likely be made permanent, so why was it created with this designation? What, if any, is the specific term-limit related to this status?
- c. If the Federal Government operated its own aircraft for purposes of ICE flights at Boeing Field, would many of the recently implemented rules, regulations and policies related to such charter operations still be enforceable?

The job description of the Airport Communications Specialist makes evident the County's intent to use airport resources for the monitoring and distribution of details regarding ICE flights to non-

governmental actors to influence and possibly interfere with current Federal immigration policy. This is not an appropriate role for an airport operator that seeks to avoid any potential litigation in the future.

After being rebuffed by the 9th Circuit Court of Appeals in 2024 for its creative effort to end ICE flights by executive fiat, it appears that the County is now seeking to create an onerous environment for such operations at Boeing Field. At an earlier Roundtable meeting, the implementation of “emergency” regulations compelled me to speculate about the uneven handling of certain charter flights. Today, I am concerned about the safety and security of athletes, celebrities, and law enforcement agents along with those in their charge, as KCIA appears prepared to release sensitive charter flight information to the public, including some parties that may attempt to impede these operations.

I remain confident in the overall management of Boeing Field and hope the above questions will contribute to your efforts to craft reasonable policies governing airport operations. Please contact me if you have any questions regarding my comments or wish to discuss this matter further.

Sincerely,



Ken Moninski
Member (Off-site Business)
KCIA Roundtable Advisory Committee
BFIRT9@kingcounty.gov
206-303-7154

Cc: David Decoteau, AAE, CAE - Deputy Director – KCIA
Ali Lee, Chair – KCIA Roundtable Advisory Committee
Erik Utter – Vice-Chair, KCIA Roundtable Advisory Committee

From: [Moninski, Ken](#)
To: kmoninski@safeairmedia.com
Subject: Fw: KCIA visit
Date: Monday, September 14, 2026 2:52:07 PM

From: Parrott, John
Sent: Thursday, August 20, 2026 11:20 AM
To: Moninski, Ken; Decoteau, David
Cc: Lee, Ali; Utter, Erik
Subject: Re: KCIA visit

Dear Ken,

Thank you for your engagement and participation in the Airport Roundtable. We received your questions on May 28 regarding the duties of the new Airport Communications Specialist position at King County International Airport (KCIA).

Monitoring and Reporting

You inquired as to the criteria that will be used by KCIA to determine which charter flights will be monitored. As you know, King County implemented new public rules in January 2026 to increase transparency and safety in certain airport operations, including the regulation of large vehicles within the airfield. Under these rules, FBOs are required to verify the identity of operators of large vehicles (greater than 25 feet in length or 10,000 lbs. of empty weight) entering the airport to bring passengers to or from a flight serviced by that FBO; or where more than one vehicle is transporting passengers to or from a flight and we will monitor on that basis.

Passenger counts collected will be utilized to better administer the KCIA Supplemental Rules and Regulations in an effort to provide adequate safety considerations to passengers.

The airport utilizes a software system called GoApron for aircraft parking gate reservations.

Any parking of aircraft on airport operated gates must be approved through this system, which also includes some flight information. In addition, Fixed Based Operators are required to notify Airport Operations by phone of any large vehicle access to the airport.

Partner Communications

The definition of "interested and affected parties" as it relates to the dissemination of charter flight schedules is the public that has an interest in the information. The current plan is to post notice of charter flight schedules prior to arrival or departure from Boeing Field and to post passenger counts shortly thereafter on the airport website.

Other information that is responsive to a request would have to be submitted via a Public

Records Act Request.

Other Issues

- The cost of this position for the remainder of 2026 and for 2027 is approximately \$210,000, funded by the Airport Fund.
- The term of this position will not exceed three years, allowing time to determine whether it meets the long-term needs of the airport.

As noted in the job announcement the purpose of the Airport Communication Specialist I is to aid the airport in the administration of the KCIA Supplemental Rules and Regulations to support the safe, transparent, and efficient operation of airport activities and other airport business needs, as well as coordinating communication with King County leadership and the public, supporting community engagement efforts, and ensuring accurate and timely public information. Any information that will be collected will ensure privacy of individuals and will be focused on improving safety of passengers.

Happy to discuss privately or as an agenda item at the Round Table.

Cheers,
John P.

John Parrott, AAE
Director
King County International Airport/Boeing Field
+1 (206) 263-3489 office
+1 (206) 419-8179 cell
jparrott@kingcounty.gov
(he/him)

From: Parrott, John <jparrott@kingcounty.gov>
Sent: Tuesday, August 18, 2026 4:30 PM
To: Moninski, Ken <BFIRT9@kingcounty.gov>; Decoteau, David <ddecoteau@kingcounty.gov>
Cc: Lee, Ali <BFIRT4@kingcounty.gov>; Utter, Erik <BFIRT6@kingcounty.gov>
Subject: Re: KCIA visit

Hi Ken, the lack of response to your letter was entirely my fault. It just got away from me. You'll have a response by the end of the week.

Cheers

John P

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From: Moninski, Ken <BFIRT9@kingcounty.gov>
Sent: Tuesday, 18 August 2026 16:23:11
To: Decoteau, David <ddecoteau@kingcounty.gov>
Cc: Parrott, John <jparrott@kingcounty.gov>; Lee, Ali <BFIRT4@kingcounty.gov>; Utter, Erik <BFIRT6@kingcounty.gov>
Subject: Re: KCIA visit

Hi Dave,

I read the article about the ICE flights in Seattle Times this morning with great interest. I'm not sure how you or John got away with not providing a quote?

Now that the issue of the Communications Specialist is out in the public domain, I am reminded that there has been no reply to my letter dated May 28, 2026. You can imagine my frustration when the County is able to provide generalities regarding this position to the media, while still not addressing the specific concerns in my letter. Can you provide any update or estimate as to when the County will forward the Roundtable a response?

I have requested that the Roundtable Chair adds this item to our next meeting agenda and ensures the letter is included among the meeting materials. I was hopeful that both my letter and the County's reply could be reviewed concurrently by the Roundtable, but the Times' article has compelled a more immediate request.

Best regards,

Ken Moninski

From: Decoteau, David
Sent: Monday, June 15, 2026 5:36:56 PM
To: Moninski, Ken
Cc: Parrott, John; Lee, Ali; Utter, Erik
Subject: RE: KCIA visit

Ken,

It was great to meet with you last week and I am glad you found value in the tour. We should have a response back to you soon on your letter.

Thanks,
Dave

From: Moninski, Ken <BFIRT9@kingcounty.gov>
Sent: Monday, June 15, 2026 3:42 PM
To: Decoteau, David <ddecoteau@kingcounty.gov>
Cc: Parrott, John <jparrott@kingcounty.gov>; Lee, Ali <BFIRT4@kingcounty.gov>; Utter, Erik <BFIRT6@kingcounty.gov>
Subject: KCIA visit

Hi David,

I wanted to thank you for lunch on Thursday and hosting me for a tour of Boeing Field. The afternoon drive around the airfield really brought to life many of our Roundtable discussions and the current challenges facing stakeholders at KCIA. This was definitely time well spent for me.

I look forward to the County's response to my recent letter and remain committed as a member of the Roundtable to seek pragmatic solutions to issues of mutual concern.

Best regards,

Ken Moninski

Boeing Field isn't the right venue to take stand against ICE

Sep. 25, 2026 at 7:00 am | Updated Sep. 25, 2026 at 7:00 am

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People in U.S. Immigration and Customs Enforcement custody embark an ICE flight operating out of King County International Airport, or Boeing Field, on Aug. 28. (Ivy Ceballo / The Seattle Times)

By [Ken Moninski](#)

Special to The Seattle Times

I wish that I could share in the celebration around hiring the “first-of-its-kind role” to monitor Immigration and Customs Enforcement flights at Boeing Field (“[King County employee will monitor ICE flights from Boeing Field](#),” Aug. 18, Local News). However, the creation of this position at the behest of anti-deportation activists raises serious regulatory issues that could lead King County back into federal court — where it will likely lose again.

I have shared these concerns in writing with King County International Airport management as a member of the Boeing Field Airport Roundtable Advisory Committee. The Roundtable is a volunteer body of 18 members representing stakeholders including surrounding neighborhoods, organized labor and business entities on and off the airport property. We are appointed and confirmed by King County to “advise and make recommendations to the airport management, county executive, and county council on airport budget, programs, regulations, master plans, noise reduction strategies and other related matters.” I also have over 30 years of management experience in the aviation industry, including as an airport affairs executive in North America for an international airline.

Local governments using airports under their purview to advance public-policy objectives is nothing new. In the early 2000s, I was in the room when Massport (Boston-Logan International Airport) attempted to regulate nitrous oxide emissions from aircraft, and the city of San Francisco (SFO airport) added a lease term requiring airlines to provide same-sex partner benefits for every employee nationwide. Both were laudable goals, but they ran up against a legal framework where interstate air transportation is regulated almost entirely by the federal government. This fact and a rebuke from the 9th Circuit Court of Appeals have still not dissuaded King County.

As The Times story pointed out, the county executive issued an order in 2019 to ban ICE flights. When this action was struck down by a federal court, the county threatened airport leaseholders with nonrenewal if they provided services to any ICE-contracted flight. Once again, the federal court found that this action was unlawful as it constituted a discriminatory use of the airport — a decision that was upheld on appeal to the 9th Circuit in late 2024.

Not to be deterred by the courts, today King County has set out to create an onerous operating environment for ICE flights at the airport. Along with the promulgation of emergency regulations in November 2025, earlier this year the airport posted a job vacancy for a communications specialist. The primary duties of this position as listed on LinkedIn are monitoring charter flight operations and “coordinating communication with internal and external partners ...,” and includes counting passengers and distributing notifications to interested parties when such flights are scheduled. This implies support to outside groups that seek to end ICE operations at Boeing Field.

Boeing Field’s operating and capital costs are wholly paid by user fees and grants funded by federal aviation taxes — no state, county or local taxes are levied for or allocated to the airport. Therefore, the use of aeronautical-related revenue to fund off-airport activities, like assisting those opposed to current federal immigration policy, could result in FAA complaints, DOT fines or the impairment of future Airport Improvement Program grants. The county’s assertion notwithstanding, it is unlikely that the strict scrutiny of non-ICE flights such as sports team charters or other private flights utilizing large aircraft and buses will ever be applied. Such disparate treatment of similar operations at the airport invites future litigation to be paid for by airport users or county taxpayers.

Boeing Field remains a unique economic asset for the Puget Sound region. The management team there must balance the obligation of federal compliance against the political whims of its county overseers. It is imperative that the activists cheering on this new role accept that federal law protects the continuation of ICE flights, and as a prudent operator of Boeing Field, King County should reaffirm its commitment to make the airfield available to all users on nondiscriminatory basis. Then we can all turn our focus to affecting political change through the ballot box, where it belongs.

Ken Moninski: *is president of Safeair Media and has over 30 years of management and consulting experience. Since 2023, he has been a member of Boeing Field Airport Roundtable Advisory Committee representing off-airport, aviation-related businesses. The views expressed here are his own.*

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Net Position

\$3.2M

Revenue – Expenditures



Policy Recommendations for Light General Aviation (LGA) Protection and Expansion

King County International Airport – Boeing Field

Draft Report



September 30, 2026

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Attachments

Attachment 1 – Resource Review: Policy Issues and Background Findings

Attachment 2 – Airport and Interested Party Outreach Summary

Attachment 3 – Puget Sound Region Airports Rates and Fees Summary

Attachment 4 – SASO Land and Space Requirements Table

DRAFT

1 Introduction and Framing the Issue

King County International Airport - Boeing Field (FAA LID/IATA: BFI, and herein KCIA or Airport) is located four miles south of downtown Seattle, making it a central and appealing location for aviation activities. Operations at the Airport serve a variety of tenants and interests including commercial passenger airlines, cargo carriers, corporate jets, helicopters, general aviation (GA), light general aviation aircraft (LGA), and military aircraft.

KCIA is one of the busiest non-hub airports in the nation and serves as the primary GA reliever for the neighboring Seattle-Tacoma International Airport (SEA). The Airport is also home to major Boeing operations, as well as the Museum of Flight.

As described herein, KCIA serves a diverse range of tenants and users with varying roles and interests. As a public-use Airport owned and operated by King County and supported by both local and federal funding, KCIA must balance the needs and interests of the community it serves with its goals of financial self-sufficiency, federal grant assurances, regional and state responsibilities, and limited capacity.

KCIA has a long-standing history of serving GA as an essential role. This role must be considered in the context of concerns that the Airport's current operations, policies, and development may be limiting opportunities for light GA (LGA) users and contributing to their displacement – and also in the context of the many aviation roles, obligations, and considerations KCIA must balance as a focal point in the region's network of airports.

This report provides educational background and preliminary recommendations to help the County Council develop strategies that appropriately accommodate LGA activity at the Airport.

1.1 Definitions

GA aircraft are defined by the International Civil Aviation Organization (ICAO) as "all civil aviation aircraft operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire."¹ LGA, although not formally defined by the Federal Aviation Administration (FAA), function in the role described above but are generally small, lightweight aircraft typically weighing 12,500 lbs. or less.

1.2 State and Regional Roles and Operations

The 2024 Washington Aviation System Plan (WASP) developed by the Washington State Department of Transportation (WSDOT) Aviation Division, provides system-level guidance for airport development across Washington State (WA) and classifies airports according to their

¹ Skybrary. General Aviation (GA). Accessible at: <https://skybrary.aero/articles/general-aviation-ga> Accessed 8/21/26.

roles within the statewide aviation system.² The WASP identifies KCIA as one of ten “major” airports in the state, along with SEA. “Major” airports offer scheduled air service and commercial service.

In contrast, other airports in the Puget Sound region such as Arlington Municipal Airport (AWO), Auburn Municipal Airport (S50), Bremerton National Airport (PWT), Olympia Regional Airport (OLM), Renton Municipal Airport (RNT), Skagit Regional Airport (BVS), Pierce County Field (PLU), and Tacoma Narrows (TIW), are classified as “regional” airports. These airports primarily serve corporate and business travel via GA aircraft or air taxi and commuter services. Together, these classifications highlight KCIA’s distinct role in the Puget Sound region as a major airport serving a broader range of commercial needs, compared to its regional peers, which primarily serve local GA demand.

The WASP further highlights KCIA’s unique role as a multiuse airport that hosts activities from aircraft manufacturing and testing, GA, corporate and business activity, passenger charters, and cargo. Notably, KCIA serves as one of four airports in WA that collectively support more than 95 percent of the state’s total cargo volume. KCIA serves as the primary United Parcel Service (UPS) cargo hub for the Puget Sound region, with UPS accounting for more than 99 percent of KCIA’s total cargo operations. This function distinguishes KCIA from other airports in the region and underscores its importance to the broader regional and statewide transportation system. According to the WASP, cargo demand at KCIA is projected to increase by approximately 3.6 percent annually through 2041, while existing cargo facilities are insufficient to accommodate long-term demand.

Boeing also has a prominent presence at the Airport and serves as KCIA’s primary leaseholder, occupying over 106 acres of on-airport facilities. Key Boeing facilities at KCIA include its B-737 Flight Test Facility and Delivery Center, which allows for the comprehensive final testing of B-737 aircraft before production and final delivery, as well as for flight testing of new entrant aircraft such as the Boeing 777X. Additionally, the Boeing Military Flight Center and Test Facility is located at KCIA and provides for the testing of diverse military aircraft such as the Boeing P-8 Poseidon, E-3 Sentry (AWACS), and the KC-46 Pegasus.

These classifications and roles highlight KCIA’s specialized position within the state aviation system, in which it provides scheduled air service and commercial service as a major airport – while also serving a number of other aviation user categories. Accordingly, it must provide higher standards of infrastructure and service, and more complex airport operations, than most others in the region.

Vision 2045 Airport Plan (Vision 2045), a strategic planning document in progress to guide future development at the Airport to meet aviation demand for the next 20 years, provides

² Washington State Department of Transportation. *Washington Aviation System Plan* (December 2025). Accessible at: <https://wsdot.wa.gov/construction-planning/statewide-plans/aviation-plans-studies/washington-aviation-system-plan-wasp> Accessed 8/19/26.

additional context for aviation activity at KCIA.³ Per this document, existing operations at KCIA are predominately GA, which occupied approximately 75 percent of total operations in 2025. Vision 2045 anticipates growth in aviation activity for all user types through 2045 with the largest growth rates for Boeing, GA, and cargo operations.

As of 2023, 340 aircraft were based at KCIA. Of these, the majority (63 percent) were single-engine aircraft (including LGA aircraft), followed by jets (22 percent). Demand for aircraft storage at the Airport is high and is anticipated to grow through 2045. There is currently a five-year waiting list for T-hangar and tie-down spaces at the Airport.

1.3 Airport Obligations

As a public-use airport in the National Plan of Integrated Airport Systems (NPIAS), KCIA is federally obligated – meaning that it receives grant funding from the FAA and is subject to its authority and must comply with federal grant assurances while balancing the needs and wants of its tenants. Grant assurances most applicable to Airport's efforts to appropriately accommodate LGA activity are summarized as follows:

- Grant Assurance #24 (Fees and Rental Structure) indicates that an airport sponsor "will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection."⁴ This highlights the County's responsibility to maintain rates and fees in a manner supporting KCIA's self-sufficiency.
- Grant Assurances #22 (Economic Nondiscrimination) requires the Sponsor to provide reasonable, nondiscriminatory access to all types, kinds, and classes of aeronautical activities and services, with the only exception to this being that the sponsor can prohibit or place limitations if necessary for safe operations.
- Grant Assurance #23 (Exclusive Rights) ensures that a Sponsor cannot give exclusive access to a sole aeronautical operator.
- Grant Assurance #40 (Access to Leaded Aviation Gasoline) ensures that the Sponsor may not restrict or prohibit the sale of or self-fueling with 100-octane low lead aviation gasoline (100LL) if it was made available at the airport at any point during calendar year 2022. This requirement will remain in effect until December 31, 2030, or until the provision of unleaded aviation gasoline as a replacement for 100LL for use in nearly all piston-engine aircraft and engine models has been approved by the FAA.

Together, these obligations provide important context for understanding KCIA's ability and responsibility to serve LGA users, as the Airport must balance financial sustainability and

³ KCIA. Vision 2045 Airport Plan Update, Forecast of Aviation Demand Chapter.

⁴ FAA. Airport Sponsors (4/2025 – applicable for airport development). Accessible at: https://www.faa.gov/airports/aip/grant_assurances/assurances-airport-sponsors-2025.pdf Accessed 8/18/26.

operational constraints with its federal obligations to provide reasonable, nondiscriminatory access to aeronautical activities, services, and operators.

1.4 Existing Aircraft Storage and Wait List

KCIA-owned and operated aircraft storage is rented to tenants on a monthly basis. These on-airport storage facilities include:

- 32 large T-hangars
- 29 small T-hangars
- 6 large executive hangars
- 5 small executive hangars
- 2 half-bay small T-hangars
- 107 Tiedown spaces.

As outlined in the Hangar Wait List Guidelines, all hangar space is available on a first come first served basis. Wait lists are maintained for each unique type of hangar and tie-down space. A \$110 deposit is required for a prospective tenant to be added to the hangar waitlist, and a deposit must be submitted for each wait list in the event that the tenant would like to submit for multiple. A written request is required to be removed from a waitlist and the deposit is returned.

The waitlist for T-hangars and tie downs is currently estimated at approximately five years.

1.5 Transient Aircraft Parking

Transient aircraft parking is provided at several locations throughout the Airport. Four transient tie-down spaces are provided by the Airport and have been developed in partnership with the Aircraft Owners and Pilots Association (AOPA). Two of these spaces are located within the existing Museum of Flight's through-the-fence agreement area, and the other two are located at the Northeast Apron. As shown in **Table 1**, the County provides transient parking for LGA users at a rate of \$10 per day. Discussion with Airport staff indicate that these spaces are occupied infrequently with no more than two spaces typically in use at any given time.

Transient parking is also available through Fixed Base Operators (FBOs). This includes Signature Flight Support, Modern Aviation, and Sky Service. Aircraft parked at an FBO ramp are subject to their transient parking fees rather than the County's.

The Museum of Flight also has five spaces available for parking at the Museum. These are for guest use during Museum operating hours, and available on a first-come, first-served basis.⁵

⁵ The Museum of Flight. Directions & Parking. Accessible at: <https://www.museumofflight.org/visit/parking-and-directions> Accessed 8/20/26.

1.6 Existing Fees

1.6.1 Based Aircraft Rates

Hangar and tie-downs at KCIA are priced according to their size, type, and location. **Table 1** shows hangar and tie-down rental fees by facility. Monthly hangar and tie-down rates at KCIA include a Washington State Leasehold Excise Tax (LET). This rate is currently set at 12.84 percent and is applied to the base rate of each facility rental.

KCIA's small T-hangars have door widths that can accommodate all single-engine aircraft with wingspans up to 36 feet, as well as some Group I aircraft with wingspans up to 44 feet. KCIA's large T-hangars can accommodate all Group I aircraft with wingspans between 36 and 49 feet, as well as some Group II aircraft with wingspans of less than 53 feet.

Due to these door dimensions, small T-hangars, large T-hangars, and tie-downs are assumed to be the primary facilities used by based LGA tenants.

Table 1: 2026 Hangar and Tie-down Rental Fees

Hangar Location	Hangar Type	Primary User Type	Door Width	Base Rate	Monthly Rental Fee ¹
Midfield Airpark – Bldg. A	Small Executive	Other	53'	\$3,720.00	\$4,197.65
Midfield Airpark – Bldg. B	Large Executive	Other	59'	\$5,160.00	\$5,822.54
Midfield Airpark – Bldg. C	Large T-Hangar	LGA	53' 6"	\$1,258.00	\$1,419.53
Midfield Airpark – Bldg. D	Small T-Hangar	LGA	45'	\$1,059.00	\$1,194.98
Northeast Airpark – Bldg. A	Small T-Hangar	LGA	44'	\$1,044.00	\$1,178.05
Northeast Airpark – Bldg. B	Small T-Hangar	LGA	44'	\$1,044.00	\$1,178.05
Northeast Airpark – Bldg. C	Small T-Hangar	LGA	41'	\$1,044.00	\$1,178.05
Northeast Airpark – Bldg. B & C Half Bays	Half Bays	Other	21' 9"	\$515.00	\$581.13
Southwest Airpark – Bldgs. C, D, E	Large T-Hangar	LGA	53' 3"	\$1,026.00	\$1,157.74
Southwest Airpark – End Units w/Office ² : C8, D8, E8	Large T-Hangar	LGA	54'	\$1,047.00	\$1,181.43
Midfield Airpark Tiedowns	N/A	LGA	N/A	\$132.00	\$148.95
Northeast Airpark Tiedowns	N/A	LGA	N/A	\$132.00	\$148.95

Hangar Location	Hangar Type	Primary User Type	Door Width	Base Rate	Monthly Rental Fee ¹
Southwest Airpark Tiedowns	N/A	LGA	N/A	\$132.00	\$148.95

¹ Includes a WA State Leasehold Excise Tax (LET) of 12.84%

² Offices are rented and billed separately.

Source: Base rates and monthly rental fees from KCIA Hangars and Tiedowns Rental Cost Information⁶

Table 2 shows average existing facility lease rents set by the County appraisal. As discussed above, the small T-hangars and tie-downs are assumed to be the primary facilities used by LGA tenants. Existing average rental rates for these facilities are lower than those used by non-LGA tenants.

Table 2: Existing Based Aircraft Parking and Tie-down Rates by Facility Type

Facility Type	Average Area per Unit (SF)	Primary User Type	Existing Monthly Rate	
			Average Rental Rate (\$/SF/Month)	Average Unit Cost (\$/Unit/Month)
Large Executive Hangar	3,468	Other	\$1.40	\$4,852.12
Small Executive Hangar	2,544	Other	\$1.38	\$3,498.04
Large T-Hangar	1,703	LGA	\$0.60	\$1,024.58
Small T-Hangar	1,283	LGA	\$0.77	\$985.17
Tie-down ¹	394	LGA	\$0.32	\$124.12

Note: Northeast Airpark – Buildings A and B Half Bays excluded from analysis.

Source: KCIA Hangars and Tiedowns Rental Cost Information⁷ for all facilities excluding tie-downs. Tie-down rental rate calculated with average SF from ALP and rate indicated in Table 1.

⁶ King County International Airport. KCIA Hangars and Tiedowns Rental Cost and Information. Accessible at: <https://cdn.kingcounty.gov/-/media/king-county/depts/executive-services/airport/pilot-information/hangar-costs-diagram-2025.pdf?rev=c8300fb11ea649a69ecff886052b735e&hash=9A8AA8E3869FE848B235D502C0B4246A>
Accessed 9/3/26.

⁷ King County International Airport. KCIA Hangars and Tiedowns Rental Cost and Information. Accessible at: <https://cdn.kingcounty.gov/-/media/king-county/depts/executive-services/airport/pilot-information/hangar-costs-diagram-2025.pdf?rev=c8300fb11ea649a69ecff886052b735e&hash=9A8AA8E3869FE848B235D502C0B4246A>
Accessed 9/3/26.

1.6.2 Remain Overnight (RON) Rates

KCIA uses a segmented pricing strategy to assign remain overnight (RON) parking according to aircraft size. RON aircraft are limited to a stay of 30 days. These rates are summarized in **Table 3**.

Table 3: RON Parking and Tie-down Rates

Aircraft Weight (lbs.)	Aircraft Type	Hours 0-12	Next 12 hours	Daily Rate	Monthly Rate
≤12,500	LGA Aircraft	\$5	\$5	\$10	\$110
12,501 – 20,000	GA Aircraft	\$15	\$6	\$21	\$137
20,001 – 80,000	Corporate Aircraft	\$25	\$10	\$35	\$229
80,001 – 275,000	Narrow-body Jets	\$35	\$14	\$49	\$314
275,001+	Wide-body Jets	\$61	\$25	\$86	\$544

Source: King County, Airport Fees and Rates⁸

1.6.3 Landing Fees

KCIA also charges landing fees for aircraft using the runway. Landing fees are currently charged to aircraft over 12,500 Maximum Gross Landing Weight (MGLW) at a fee of \$1.50 per 1,000 lbs. MGLW. However, as specified by King County Code 15.64.070,⁹ there are exemptions to this landing fee including:

- GA aircraft based at KCIA;
- GA aircraft not based at KCIA that are less than 12,500 lbs. Maximum Takeoff Weight (MTOW) and not for hire, or provided compensation, or engaged in commercial business activity;
- Aircraft based at KCIA that are operated by flight schools or operated for the purpose of flight instruction and performing “touch and go landings”;
- Humanitarian flights; and
- Aircraft exempt under state or federal statute or regulatory code.

Landing fees are generally uncommon at GA airports, including within the region. Landing fees are often not imposed at General Aviation airports. KCIA waives landing fees for LGA to maintain consistency with this practice.

⁸ <https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/tenant-information/fees-rates>

⁹ https://aqua.kingcounty.gov/council/clerk/code/18_Title_15.htm#_Toc422301807

1.7 Key Takeaways

- KCIA serves a variety of unique and varied tenants including passenger airlines, cargo carriers, GA users (private pilots and flight schools), corporate jets, helicopters, and military aircraft.
- KCIA serves a specialized role within the State aviation system that uniquely distinguishes it from several other airports in the Puget Sound Region. KCIA is classified by the WASP to primarily serve scheduled air service and commercial air service while most other airports in the region are classified to primarily serve corporate and business travel via GA aircraft.
- KCIA serves as a regional anchor for UPS air cargo.
- Boeing is the primary leaseholder of KCIA and KCIA is home to the Boeing B-737 Flight Test Facility and Delivery Center and the Boeing Military Flight Center & Test Facility.
- Existing operations at KCIA are predominately GA. The majority of based aircraft at the Airport are single-engine aircraft.
- As a public use airport that receives federal funding, KCIA must comply with its grant assurances. As a result, the County must balance the goals of maintaining the Airport's financial self-sufficiency with ensuring equitable and reasonable access for all Airport users.
- There is a substantial waitlist for aircraft tie-downs and hangars.
- T-hangars (small and large) and tie-downs are the primary facilities used by LGA tenants, with per square foot (SF) rates for these facilities lower than those charged for facilities used by non-LGA tenants.
- KCIA has a segmented pricing strategy in place for RON parking that includes reduced fees for LGA aircraft and operators.
- LGA aircraft are exempt from landing fees.

2 Economic Rate Study

Lease rates for LGA T-hangar leasing and tie downs, and other charges such as landing fees, are established according to operational, regulatory, and market considerations. These rates and considerations were reviewed as part of this assessment to provide context and identify potential recommendations for LGA.

2.1 Comparative Airports Rates and Charges

A verity of resources were reviewed and more than a dozen key interviews were conducted to gain an understanding of KCIA's rates and fees in comparison to other airports in the region.

This comparative effort included the following specific resources in particular:

- **Interviews with Puget Sound Region and Comparative Airports –**
 - Ten airports in the Puget Sound Region were interviewed as a component of this study to learn more about their policies, facilities, rates, and fees for LGA infrastructure (shown on **Figure 1**).
 - Van Nuys Airport (VNY) was included due to its role similar to KCIA as a secondary commercial airport in a large metropolitan area.
 - *Attachment 2 – Airport and Interested Party Outreach Summary* summarize the airports interviewed and key takeaways, and
 - *Attachment 3 – Puget Sound Regional Airports Rates and Fees Summary* summarizes regional airport rates.
- **2026 KCIA Rates and Charges Study –**
 - This ongoing study reviewed the rates and fees currently in place for KCIA facilities and services as part of its process to determine aeronautical fees sufficient to cover the Airport's operating expenses and planned capital projects.
 - Seven airports from throughout the U.S. are included in this study for comparison.

Figure 1: Puget Sound Region Airports Interviewed with 2024 Washington Aviation System Plan Classification

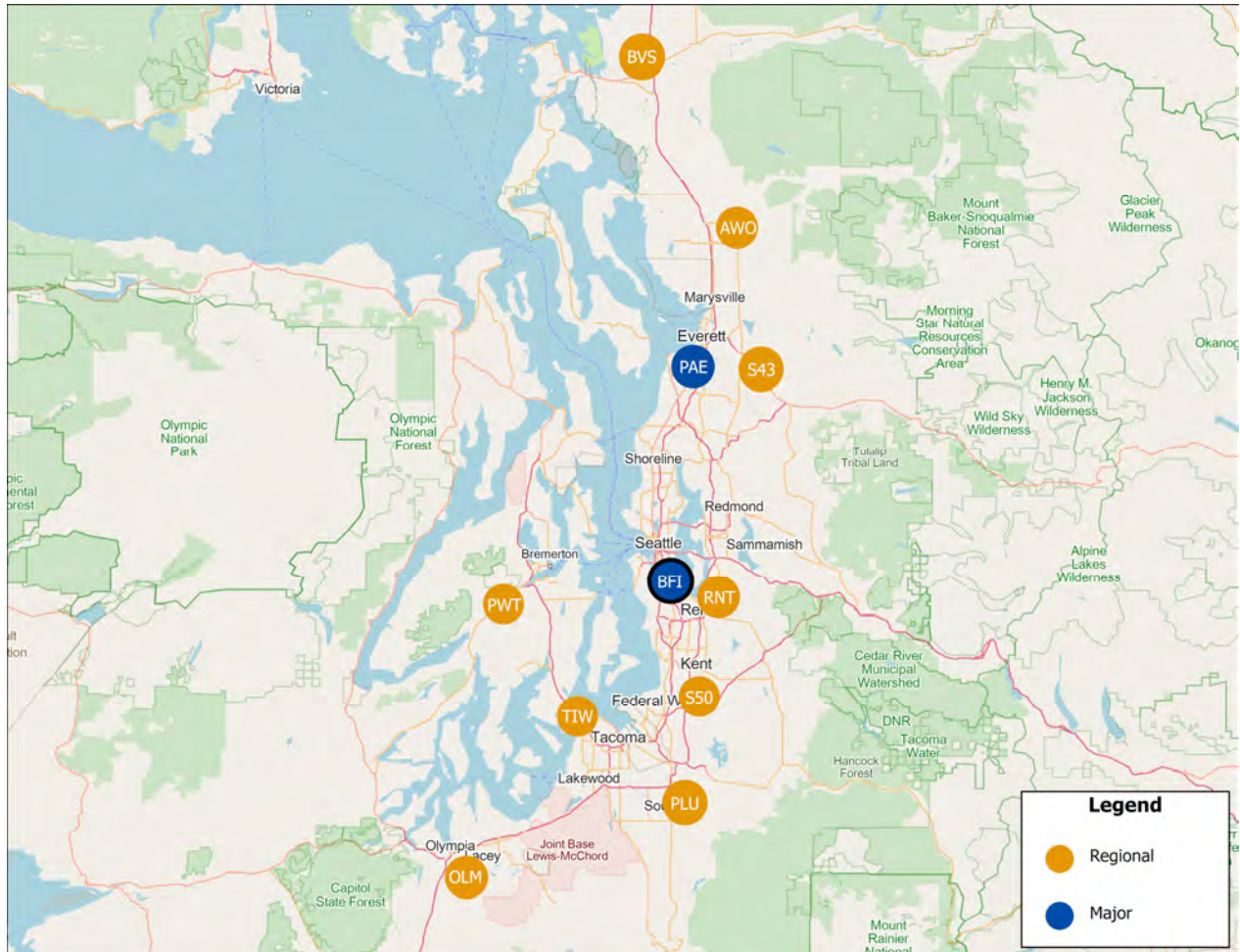


Table 4 provides summarizes KCIA’s established rates and charges applicable to LGA, with summary comparison information from the resources listed above.

Table 4: KCIA Rates and Charges – LGA Focus

Rate or Charge	Current \$ - LGA	Notes and Comparison
Landing Fees	No charge for LGA aircraft less than 12,500 lbs.	- Applies only to transient (non-based) aircraft. - Aligns with common GA airport practice to charge no landing fee for LGA aircraft.

RON Parking	\$10/night for LGA aircraft up to Group I with wingspan up to 49'	- Proposed to remain \$10/night up to 36' wingspan, increase to \$30/night for 36'-49' wingspan. - Current charges among the lowest of peer airports; proposed increase for Group I aligns with midrange among peers.
Tie Downs	\$124.12/month	- Above mid-range for GA airports in the broader metro area.
T-Hangar Rent	\$0.60/SF/month (average large T-Hangar) \$0.77/SF/month (average small T-Hangar)	- Subject to fair market value (FMV) requirement and appraisal, per County code – see below. - Higher than 6 of 7 peer airport

Sources: KCIA Rates and Charges Study; Attachment 3 – Puget Sound Region Airports Rates and Fees Summary

Generally speaking, aeronautical and other operating fees at KCIA (landing fees, overnight parking) are lower than most or all peer airports, while lease and rent rates (T-hangars, tie downs) are higher than most peers.

In 2016, a Lease Framework Working Group was created to identify long term policy improvements to KCIA's lease framework.¹⁰ In 2026, the recommendation from this study to cap individual rate increases at 20 percent was implemented.

The following section describes some key considerations that underlie rates and charges applicable to LGA at KCIA.

2.2 Economic Rate Considerations

As noted above, market-driven rates at KCIA, including those applicable to LGA aircraft, are based on multiple considerations. Key considerations for the airport in establishing these rates are discussed below.

- King County Ordinance – *Section 4.56.160, Manner of awarding lease or rental agreement*, of the King County Code governs rental agreements and leasing of county-owned real property.¹¹ This ordinance applies to KCIA lease agreements including T-hangars and tie downs leased for LGA aircraft. Notably, it requires all leasing or rental of county property

¹⁰ King County International Airport. 2016. Lease Framework Working Group Findings and Recommendations Final Report. Accessible at: https://cdn.kingcounty.gov/-/media/king-county/depts/executive-services/airport/tenant-information/lease-framework-working-group-findings-recommendations.pdf?rev=b39dd0536ba5455db2d0361441f9e4a4&sc_lang=vi-vn&hash=2F357575DDBB62A1527110FBF748FFAA Accessed 9/10/26.

¹¹ King County Code. Title 4 Revenue and Financial Regulation (Updated May 15, 2025). Accessible at: https://aqua.kingcounty.gov/council/clerk/code/07_Title_4.htm#_Toc412720794 Accessed 8/20/25.

to be based upon fair market value (FMV) as determined through appraisal. Under county law, the Airport must receive FMV for LGA aircraft accommodations.

- With reference to **Section 2.2**, King County's fair market value requirement for aeronautical rents and leasing is more restrictive than the FAA's grant assurances, which give airports broader discretion to tailor rates to their unique circumstances.
- As a way to reduce costs for LGA aircraft relative to larger GA and corporate aircraft, some airports such as Van Nuys (VNY) discount storage (T-hangar, tie down) rates for small single-engine aircraft relative to business-focused operators or corporate tenants. For example, VNY discounts its rate for these aircraft by 50 percent.
- Because the County code requires FMV for aeronautical leases at KCIA, the airport cannot offer discounted rates as a cost-reduction strategy for LGA.
- Land Constraints – The Airport has virtually no vacant land available to accommodate the number of demands from commercial, corporate, industry, GA, and LGA users. KCIA is “landlocked”, meaning little if any opportunity exists for expansion beyond its current bounds. As explained below, the Airport Master Plan currently underway makes accommodations for LGA to maintain its current T-hangar and tie down capacity for small aircraft. All future uses are balanced within KCIA's existing, land-constrained footprint.
 - With strong demand and limited supply for KCIA facilities and services, fair market rates naturally increase to reflect the constrained operating environment.
- Metropolitan Area Pricing – The Seattle-Tacoma region is a highly developed, internationally significant economic hub. Land and real property values reflect this status and are consistent with those in the nation's highest-cost metropolitan areas. KCIA's prime location in the region contributes to higher fair market rents.
 - If adjacent land were available for expansion, the Airport would presumably compete with private industry and/or other parties for such property. In this case, acquisition costs would be high and unlikely to provide significant cost relief to LGA or other airport users.

2.3 Key Takeaways

- KCIA's operational charges are generally lower than comparable airports, while its lease and rent rates are higher than most.
- Section 4.56.160 of the King County Code requires fair market value for aeronautical leases at KCIA, and the Airport cannot offer discounted rates as accommodation for LGA or other aircraft or users.
- Additionally, KCIA's prime location in the region, and strong demand for aviation facilities and services in its highly constrained land area, contribute to relatively high fair market rates for space leased or rented to LGA.

3 Capacity, Infrastructure, and Access Constraints

KCIA is located across several neighborhoods of southern Seattle. It is bounded to the east by the mainlines of the BNSF Railway and Union Pacific Railroad, to the south and west by industrial development and the Duwamish Waterway, and to the north by residential development.

Capacity at the Airport is constrained with limited room for additional development or land expansion and there is high demand for space and services at the Airport. As the owner and sponsor of KCIA, King County must balance these complexities in its operating decisions.

3.1 Proposed LGA Development

As described above, KCIA is currently developing Vision 2045 to guide future development to meet aviation demand at the airport for the next 20 years. Goals for this plan include enhanced safety, efficiency, and resilience of airport operations, environmental stewardship, airport fiscal sustainability, land management, and public communication.

Although still in draft form, the preferred development plan for Vision 2045 is expected to have minimal impacts on LGA. Vision 2045's Preferred Development Plan includes two projects likely to affect LGA:

- Taxiway B Safety Improvements - This project will resolve the existing nonstandard runway-to-taxiway separation between the Airport's primary runway and Taxiway B on the west side of the airfield. It will remove some existing LGA tie-downs on Apron 2 (adjacent to Hangars C, D, and E) that are located within the proposed Taxiway B relocation footprint.
- Southeast Tie-Down Replacement Area - This project will construct new LGA tie-downs on the southeast portion of the airfield, east of Taxiway A. Approximately 15 tie-down spaces are anticipated in this area.

Cumulatively these projects will yield no net change in the quantity of LGA tie-downs or hangars available on the airfield.

3.2 Key Takeaways

- High demand for additional development, coupled with the Airport's limited capacity for further development or expansion, both complicates and informs the County's decision-making.
- The Airport is currently developing its airport master plan, Vision 2045. This plan's preferred alternative includes two projects that will likely impact LGA tie-downs on the airfield with expected impacts to the quantity of LGA tie-downs or hangars available.

4 Service Provider Analysis

4.1 Existing SASOs in Puget Sound Region

A review of comparable airports in the Puget Sound Region found that each airport has at least one maintenance or avionics-focused FBO or Specialized Aviation Service Operator (SASO) located on the airfield. This presence demonstrates the importance and consistency of maintenance and avionics services as part of an airport's aeronautical service mix.

On-airport maintenance and avionics providers support aircraft airworthiness, reduce operational downtime, and provide timely access to inspections, repairs, troubleshooting, and equipment upgrades. These services also enhance safety and operational resiliency by allowing based and transient aircraft users to address service needs without relocating aircraft to another airport.

The availability of maintenance and avionics services at comparable Puget Sound airports reinforces the importance of retaining this service category at KCIA. The following section summarizes the current SASOs operating at KCIA and the role they play in supporting the airport's LGA activity.

4.2 Current SASOs at KCIA

JetMech Aviation Services provides aircraft maintenance management, Aircraft On Ground (AOG)/mobile maintenance, and aviation project management services for corporate and business aircraft. Its offerings include maintenance planning and regulatory compliance, logbook and vendor management, aircraft acquisitions and pre-buy inspections, major inspections and upgrades, and aircraft battery services. JetMech supports a range of business aircraft manufacturers and provides services primarily to private, corporate, and Part 135 operators.

Clay Lacy Aviation provides private jet charter, aircraft management, and aircraft maintenance services. Its maintenance offerings include scheduled and line maintenance, heavy inspections, avionics support, aircraft cleaning and detailing, and 24/7 ground support response.

Duncan Aviation provides specialized avionics services for business aircraft, including avionics troubleshooting, upgrades and installations, required inspections and certifications, pitot-static and transponder testing, Flight Data Recorder (FDR)/Cockpit Voice Recorder (CVR) data downloads. This facility also offers AOG and mobile maintenance support and operates an on-site battery shop, with additional repair and maintenance capabilities available through the broader Duncan Aviation network.

Flightcraft provides 24/7 AOG and mobile maintenance support for corporate aircraft throughout the Seattle area and Pacific Northwest. The KCIA satellite is staffed by technicians experienced with a range of corporate aircraft manufacturers and models and provides services ranging from routine servicing to advanced troubleshooting and emergency maintenance.

4.3 Minimum Standards for Full-Service FBOs and SASOs

The 2025 KCIA Field Minimum Standards establish relatively comprehensive requirements for commercial aeronautical operators, with the goal of ensuring safe, reliable, and financially sustainable services at the Airport. Operators must demonstrate appropriate experience, credentials, and capacity before conducting commercial activities at KCIA.

Full-service FBOs are subject to broader and more restrictive operating requirements because they are expected to provide a wider range of aeronautical services, maintain larger facilities, and meet more substantial staffing, equipment, insurance, and financial capacity obligations. By contrast, the SASO framework provides a more flexible path for smaller, specialized operators. For example, an aircraft maintenance SASO may operate with substantially smaller facility requirements than a full-service FBO, with minimum land requirements dependent on aircraft type and whether the operator is a lessee or sublessee.

SASO area requirements are summarized in *Attachment 4 – SASO Land and Space Requirements Table*. In some cases, independent maintenance operators may also provide services from an existing maintenance facility or other County-approved locations without leasing their own and at KCIA, although their activities may be limited based on where and to whom they provide service.

Overall, the Minimum Standards impose more comprehensive obligations on full-service FBOs, while the SASO provisions allow smaller operators greater flexibility to provide targeted services without assuming the full infrastructure and service responsibilities of an FBO. Airports are strongly encouraged by the FAA to adopt minimum standards to improve safety, however it is acknowledged that minimum standards may limit competition among SASO providers and create barriers to entry for smaller businesses offering niche or specialty services that may in turn potentially reduce the diversity of services available to its users. KCIA recently updated its Minimum Standards with the intent to reduce barriers as much as possible while maintaining safe operations.

4.4 Key Takeaways

- All airports in the Puget Sound Region currently provide at least one maintenance or avionics-focused FBO or SASO. This network of facilities is essential for the operation of LGA aircraft.

- KCIA currently has four independent SASOs operating on the airfield providing maintenance and/or inspection services.
- Minimum standards for SASOs are implemented at KCIA, consistent with standard practice at airports to ensure the safety and reliability of aeronautical services. Minimum standards at KCIA were recently adopted to be as inclusive as possible without creating significant barriers to entry.

5 Educational Partnerships

As part of its strategy to increase LGA activity, KCIA is interested in further developing programming strategies to promote aviation career pathways for students, aspiring pilots, and mechanics through educational partnerships with regional school districts. This section provides a summary of KCIA's existing relationships, a survey of educational partnerships that exist at other airports within the region and a review of aviation career pathway program partnerships at three peer airports outside of the region. Also provided is a summary of national and regional aviation career pathway programs not directly affiliated with school districts or colleges that are active at KCIA and other airports in the region.

5.1 KCIA's Educational Partnerships

KCIA has three unique educational partners, Raisbeck Aviation High School (RAHS), South Seattle College, and The Museum of Flight, that serve as a focus of education, training, and aviation career pathway outreach for the region. In addition, local chapters of the Experimental Aircraft Association (EAA) and the Civil Air Patrol (CAP) provide community outreach focused on aviation education, training, and career pathways.

5.1.1 Raisbeck Aviation High School

RAHS, originally established in 2003, has been an on-site tenant at KCIA¹² since 2013. Operating within a 72,000-square-foot facility as an aviation-themed magnet school for grades 9 through 12 within the Highline School District, admission is conducted through a lottery system. The school admits a cohort of 105 students annually. This enrollment is balanced geographically to draw talent from across the region, pulling 55 students from the Highline School District, 20 from Seattle Public Schools, and 30 from the surrounding districts. The academic focus of RAHS relies on using aviation as a direct framework for all educational programming. Rather than teaching aviation in isolation, all core academic courses embed aviation-oriented materials and concepts to support and reinforce foundational subject matter. The school's curriculum and extracurricular activities are heavily integrated with local aviation stakeholders, and the administration is completely committed to working alongside KCIA to advance aviation

¹² RAHS has a lease agreement with the King County Museum of Flight Authority, who own and operate the property.

education and achieve their mutual organizational missions.

Direct Airport Interaction and Capstone Programs

The partnership between RAHS and KCIA yields direct, practical interaction that benefits both the students and airport management. A core element of this relationship is the sophomore capstone course, which organizes 10th-grade students into collaborative groups to work directly with KCIA staff on real-world airport issues and design projects. During the current academic year, these students were tasked with finding practical methods to reduce the airport's overall impact on the regional energy grid. While the 10th-grade curriculum focuses locally on KCIA, the 11th-grade curriculum expands to the broader region; in 2026, the junior class completed a capstone project with Seattle-Tacoma International Airport (SEA) focused on developing logistics to relocate the airport's existing cell phone waiting lot.

Workforce Development and Industry Partnerships

Beyond the classroom, RAHS supports a robust career center that manages extensive internship and mentorship pipelines for the student body. Currently, approximately 200 students are engaged in active internships throughout the metropolitan area. These placements include positions directly at KCIA and SEA, as well as roles with major industry partners such as Alaska Airlines and various aerospace firms across the metro region.

To supplement these formal career tracks, the school hosts the extracurricular Aerospace Career Exploration Club, which provides structured support to help students successfully navigate and complete their aviation ground school requirements. Furthermore, RAHS maintains strong institutional alliances with Embry-Riddle Aeronautical University and utilizes its geographic proximity to collaborate closely with the on-field Museum of Flight. Additional industry-level engagement includes working alongside regional seaplane companies and partnering with Alaska Airlines to grant students time inside their flight simulators.

Program Boundaries and Scope

RAHS does not directly provide flight training or in-aircraft flight instruction. Additionally, RAHS does not offer direct coursework in airport maintenance or aircraft maintenance education. Instead of providing internal technical certifications for mechanics, the school addresses the maintenance sector externally by utilizing its career center to encourage and place interested students into internships with local aircraft maintenance organizations. Offering more direct educational opportunities in flight education and light aircraft maintenance may be an opportunity for KCIA to further partner with RAHS.

RAHS is very enthusiastic about their programs, their relationship with KCIA, and the possibilities of providing further opportunities for their students such as through expanded curricula, labs, internships, extracurricular activities, and other such program offerings.

5.1.2 South Seattle College

While it formerly operated out of a dedicated 7,300-square-foot tenant hangar facility at KCIA, South Seattle College currently operates its Aviation Maintenance Technology (AMT)¹³ program within a hangar on its own campus.¹⁴ The two-year Associate's Degree program focuses on A&P certificate training. The program includes an Aerospace Composites Technology program that trains students to build, inspect, and repair advanced composite materials. The college maintains an instructional maintenance fleet of six fixed-wing aircraft and one helicopter.

5.1.3 The Museum of Flight

The Museum of Flight is the world's largest independent non-profit air and space museum. The museum partners closely with KCIA, RAHS, and high schools around the region to promote aviation education.

The museum is a tenant at KCIA directly on the airfield, allowing it to host the *Tower on Boeing Field* exhibit, which gives visitors a prime, real-time view of runway operations and lets them listen directly to live air traffic control.

The Museum of Flight's education department¹⁵ runs targeted career programs, including:

- *Aeronautical Explorations*: A formal, tuition-free summer program for high school students that acts as a career gateway, exposing them to air traffic control, airline dispatch, airport management, and commercial drone operation (Federal Aviation Administration [FAA] Part 107 prep),
- *Aeronautical Science Pathway*: A structured program designed for high school juniors and seniors specifically targeting professional pilot tracks and aviation operations management,
- *Washington Aerospace Scholars (WAS)*: A highly competitive program for high school juniors that focuses on Science, Technology, Engineering, and Math (STEM), aerospace engineering, and space exploration.

Hosted at The Museum of Flight, *The Aeronautical Science Pathway (ASP)*, run through Highline's Puget Sound Skills Center, is built around a direct college-credit partnership with Green River College in Auburn. High school juniors and seniors take a two-year sequence comprising 12

¹³ <https://southseattle.edu/programs/aviation-maintenance-technology>

¹⁴ South Seattle College is a lessee to GDH-I, the master lease holder of the property. GDH-I has a 35-year lease with King County. As part of the lease, GDH-I was obligated to build a hangar, maintenance base, and educational facility which South Seattle College occupies.

¹⁵ <https://www.museumofflight.org/education/>

college-level courses aimed at students pursuing professional piloting, drone/UAS operations, air traffic control, airport management, or airline dispatch and operations careers. Students who attend the full year of classes earn 30 Green River College credits per year. They also earn three high school credits, which are recorded through the Puget Sound Skills Center and forwarded to their home high school transcript. The program is offered at no cost to students. Because the program is run through the Skills Center consortium, it is open to students well beyond Highline. While still in high school, students in partner districts can access a genuine, tuition-free dual-credit runway into a two- or four-year aviation degree.

The Museum of Flight annually offers scholarships to high school participants and alumni of museum education programs, as well as students of RAHS. They also offer a number of scholarships for flight training to high school students who want to earn their private pilot's license.

The museum offers a week-long *Summer Aerospace Camp Experience* to youth from kindergarten to 9th grade. It is unclear whether these camps interact with any LGA operators on the field at KCIA.

5.1.4 EAA Local Chapter 26

EAA Chapter 26¹⁶ is based at KCIA. They are actively involved in the community, hosting regular Young Eagles rallies (free introductory flights for youth), building seminars, and flight proficiency clubs. The Chapter does not have dedicated space at the airport. Rather, the Chapter meets regularly in the main terminal building at KCIA.

5.1.5 Civil Air Patrol "Seattle Composite" Squadron (WA-018)

The Seattle Composite Squadron of the CAP¹⁷ is based at KCIA. This is the most active and largest squadron in the immediate Seattle area. Their cadet program has previously won the CAP National Quality Cadet Unit Award, focusing heavily on emergency services, ground search and rescue, and aerospace education. The squadron does not have dedicated space at the Airport. Rather, the squadron holds its meetings in the main terminal building and the former Flight Service Station building at KCIA.

5.1.6 KCIA Internship Program

For several years, KCIA has offered a paid airport management internship to college students¹⁸.

¹⁶ <https://chapters.eaa.org/ea26>

¹⁷ <https://seattle.cap.gov/about/seattle-squadron>

¹⁸ <https://www.linkedin.com/jobs/view/king-county-international-airport-business-and-operations-undergrad-intern-at-king-county-wa-4423627178/>, <https://www.governmentjobs.com/careers/kingcounty/jobs/newprint/3934619>

The program is open to any students enrolled in a two- or four-year college or university. Internships are offered during the summer, with interns on site 40 hours per week, as well as during the school year for 15-20 hours per week. The program accepts up to four interns per cohort, with one intern each focusing on Airfield Operations, External Relations and Business Development, Engineering, and CAD applications.

5.2 Educational and Community Partnerships at Regional Airports

Internet-based research and interviews were conducted with airports within the region, in part to glean any information regarding educational and community partnerships and career pathway programming.

5.2.1 Educational Partnerships

As illustrated in **Table 5**, most of the airports in the region have, at a minimum, informal relationships with local area public schools and/or colleges. For reference, KCIA's educational partnerships are listed at the top of the table.

Table 5: Educational Partnership Activities

Airport	Partnerships
King County International Airport (KCIA/BFI)	• RAHS: Aviation Curriculum & Capstone Project support • South Seattle College: AMT and GSE certificate programs • KCIA College internship programming
Arlington Municipal Airport (AWO)	• Sno-Isle Tech Center A&P Career Pathway Program (partners with Arlington High School, on-airport program located at Paine Field)
Auburn Municipal Airport (S50)	• CWU Airport Management Internship program • Green River College - flight training at S50 • Auburn High School CorePlus Aerospace curriculum
Harvey Field (S43)	• Snohomish School District & Sno-Isle TECH Work-Study partnership at airport. • Pavco flight school affiliate program with Liberty University
Olympia Regional Airport (OLM)	• New Market Skills Center (Aviation Careers Academy) - partnership with The Museum of Flight, aerodynamics, systems, drone operations • Earned college credit at Green River College for ground school and drone certifications
Seattle Paine Field	• Everett Community College - Aviation Maintenance Technology Program:

Airport	Partnerships
International Airport (PAE)	- part 147 Training Facility - Sno-Isle TECH Skills Center - airport base for Aerospace Manufacturing & Maintenance Technology Program - Edmonds College, Washington Aerospace Training & Research Center - certificate program in aerospace manufacturing, assembly, and quality assurance
Pierce County Airport-Thun Field (PLU)	Clover Park Technical College Aviation Campus: Part 141 flight school, AAS degree in AMT, A&P certificate training
Renton Municipal Airport (RNT)	- Renton School District: Hazen High School & Renton High School participation in CorePlus Aerospace Program - Renton Technical College - manufacturing, machining, industrial engineering programs
Skagit Regional Airport (BVS)	- Skagit Valley College: Composites Technology Program - teaches aerospace composites, including an in formal partnership with BVS - University of Washington: Hangar and Helicopter operations
Tacoma Narrows Airport (TIW)	- Peninsula School District Aviation Academy in partnership with Green River Community College, and Puget Sound Skills Center. For credit education focusing on flight, air traffic control, drone operations, aviation law, and aviation meteorology - Pavco flight school affiliate program with Liberty University
Vashon Municipal Airport (2S1)	none

Source: APG, 2026

At Tacoma Narrows Airport, The Peninsula School District launched an Aviation Academy¹⁹ to focus on career opportunities in flight, air traffic control, drone operations, aviation law, and aviation meteorology. Located at Henderson Bay High School, the program is open to high school juniors and seniors. Students can earn both high school and college credits articulated through Green River College. The Academy operates in partnership with The Museum of Flight, Green River College, and the Puget Sound Skills Center. In addition, the Pavco Flight Center at the airport offers flight training that is part of the affiliate program at Liberty University²⁰. Through this program, flight training students may earn college credit to Liberty University's aviation program. This program is also available through Pavco's flight school at Harvey Field.

¹⁹ https://www.psd401.net/aviationacademy?utm_campaign=266406621-Education%20Partnerships

²⁰ <https://www.liberty.edu/aeronautics/flight-training-affiliate-program/>

At Pierce County Airport-Thun Field, Clover Park Technical College (CPTC) Aviation Campus²¹, situated adjacent to the airport, utilizes PLU for its FAA-approved Part 141 flight training operations. CPTC also offers Associate of Applied Science degrees in Professional Pilot, AMT, and Avionics.

At Seattle Paine Field International Airport, the airport partners with Sno-Isle TECH Skill Center's campus, located across the street from the field. Sno-Isle TECH coordinates closely with based aerospace businesses, flight schools, and private repair stations to place students in hands-on internships. The school also hosts annual aerospace and trade career fairs, inviting major Snohomish County operators onto campus to recruit young talent. Sno-Isle TECH maintains formal articulation agreements with local colleges including Everett Community College, which operates a state-of-the-art AMT facility at PAE.

At Arlington Municipal Airport, Sno-Isle TECH has a partnership with the airport, facilitated largely through Cascadia Aviation, an aviation service provider located on the field. Students taking the Aerospace Manufacturing and Maintenance Technology program travel from the Sno-Isle campus to AWO, where they gain hands-on experience working directly on general aviation aircraft. Completion of these structured 30-month internships qualifies candidates to test for their FAA A&P certificate.

At Auburn Municipal Airport, the airport operates an active rotating Airport Management Internship Program. Interns must find their own replacements upon departure, drawing heavily from the Central Washington University (CWU)²² Airport Management program. S50 has a strong track record of transitioning these interns directly into full-time roles across municipal airports in the region. Financial support is bolstered by scholarships through the Washington Airport Management Association (WAMA).

Operating around the state, Washington State's CorePlus Aerospace program is a hands-on two-year high school curriculum designed to prepare Washington State students for high-wage careers in advanced manufacturing and aerospace. Created through a partnership between The Boeing Company and the Washington Office of Superintendent of Public Instruction (OSPI), the program is currently offered in over 50 high schools and skill centers statewide. It acts as a direct bridge from high school into the workforce, apprenticeships, or college. It may be worth considering investigating how KCIA can work with RAHS and other area schools to leverage the CorePlus Aerospace program.

²¹ <https://www.cptc.edu/school-of-aviation>

²² <https://www.cwu.edu/academics/aviation/index.php>

5.2.2 Community Partnerships

As illustrated in **Table 6**, most airports in the region have active partnerships with aviation community groups, including local chapters of the EAA and CAP squadrons. Each of the EAA chapters are active participants in Young Eagles rallies and support their airports in holding community events, fly-ins, and airshows. CAP squadrons are active in supporting flight education, emergency response, and leadership training for youth. Nearly every airport has a local Washington Pilot's Association (WPA) chapter who often support the airport as a liaison to the local community.

Table 6: Community Partnership Activities

Airport	Community Partnership Activities
King County International Airport (KCIA/BFI)	• EAA Chapter 26 • CAP Seattle Composite Squadron • EAA Cascade Warbirds • WPA Greater Seattle Chapter • The Museum of Flight • Red Tailed Hawks
Arlington Municipal Airport (AWO)	• Civil Air Patrol: Provides educational materials to local schools • EAA Chapter 84: Young Eagles flights, Supports fly-in & community airport days event • Evergreen Soaring Club • WPA North Sound Chapter
Auburn Municipal Airport (S50)	• Civil Air Patrol: Dedicated hangar for youth education and flight training • EAA Chapter 441: Young Eagles flights and annual airport outreach event • WPA Green River Chapter
Bremerton Municipal Airport (PWT)	• Bremerton Pilots Association: Fly-ins, hangar parties, youth scholarships • EAA Chapter 406: Young Eagles flights, Annual kit-plane build program • Civil Air Patrol: Emergency Services training, aerospace education, Leadership Training
Harvey Field (S43)	• EAA Chapter 84 • WPA Harvey Field Chapter
Olympia Regional Airport (OLM)	• Civil Air Patrol South Sound Composite Squadron • WPA Olympia Chapter
Seattle Paine Field International Airport (PAE)	• CAP Paine Field Composite Squadron • WPA Paine Field Chapter • Red-Tailed Hawks Flying Club

Airport	Community Partnership Activities
Pierce County Airport - Thun Field (PLU)	- EAA Chapter 326: Teen Flight Puyallup - kit aircraft build program - CAP Mount Rainier Composite Squadron
Renton Municipal Airport (RNT)	- CAP Renton Composite Squadron - WPA Green River Chapter (with Auburn)
Skagit Regional Airport (BVS)	- AOPA Chapter: Hosts field trips, coordinates with Skagit Children's museum on ad hoc activities - Heritage Flight Museum: Fly Days and Air Show - EAA Chapter 818: Young Eagles Rallies, Sky Flight Youth Program - CAP Skagit Composite Squadron
Tacoma Narrows Airport (TIW)	- EAA Chapter 406 - WPA Tacoma Chapter
Vashon Municipal Airport (2S1)	Vashon Island Pilots Association

Source: APG, 2026

5.2.3 Educational Activities Sponsored by Airports and/or their Tenants

Airport hosted and led educational activities were found to be more limited among the peer airports. This is likely due to the fact that such activities are not generally publicized. More research may be required via interviews to get a complete inventory. It is hypothesized that any partnerships that aren't currently known do not significantly contribute to aviation career pathways in the regions.

Table 7: Tenant-hosted Activities

Airport	Tenant Activities
King County International Airport (KCIA/BFI)	Airport Internships Capstone project support for RAHS programs
Arlington Municipal Airport (AWO)	- Airport management internship program - High school intern program - A&P job shadowing - Regularly hosts field trips and events with local preschools, the Boys & Girls Club, Boy Scouts, and the local high school Junior ROTC
Auburn Municipal Airport (S50)	Cross training local flight instructors on airport ops and maintenance

Bremerton Municipal Airport (PWT)	Avian Flight Center: Hires local college students as flight instructors. Hosts apprenticeship program for mechanics
Skagit Regional Airport (BVS)	- Airport hosted high school field trips - Corporate Air Center: Line Service Internships and apprenticeships, & financial support for employee relocation and flight training

Source: APG, 2026

5.2.4 Aviation Programs at Other Regional School Districts

Most school districts in the region do not have any significant aviation-related educational partnerships or programs. This leaves a gap and presents a good opportunity for KCIA to expand its partnership footprint. That being said, there are notable programs in some of the other area school districts:

Renton School District operates Washington State's CorePlus Aerospace program. Originally implemented in the school district at Renton's Lindbergh High School, the program since expanded to Renton and Hazen High Schools. Renton has also partnered with the Boeing Employee Flight Association (BEFA) and Renton Technical College (based at Renton Municipal Airport) to offer a free private-pilot ground school for high schoolers, earning both college and high school credit.

Clover Park School District, in affiliation with Clover Park Technical College, has an aviation campus at Thun Field/Pierce County Airport with Professional Pilot, Aviation Maintenance Technician, and Avionics programs, built in partnership with Boeing. The programs offer dual-credit/Running Start pathways making these accessible to area high schoolers, including through Tacoma's Northwest Career & Technical High School partnership. Clover Park also offers Washington State's CorePlus Aerospace program.

Independent from any K-12 school district, Sno-Isle TECH Skills Center, runs its programing jointly with roughly 15 Snohomish and Island County school districts including Edmonds, Everett, Mukilteo, Lake Stevens, Snohomish, Marysville, Monroe, Arlington, and Stanwood-Camano. Its aviation-track offering gives students basic training in aircraft assembly and reconditioning through textbook work, lectures, lab demonstrations, and one-on-one instruction, aimed at helping them qualify for entry-level aircraft-mechanic training with local aircraft manufacturers or community/technical colleges, and the center offers a broader aerospace-manufacturing pathway alongside it.

Sno-Isle also has articulation agreements with Everett Community College, Edmonds Community College, Shoreline Community College, Lake Washington Institute of Technology, and other regional colleges, letting students convert coursework into college credit. Its Paine Field location

puts it in the middle of one of the country's biggest aerospace manufacturing clusters. Snohomish County's Seattle Paine Field International Airport hosts a major aerospace and advanced-manufacturing training and research cluster, and Embry-Riddle Aeronautical University runs an Everett campus at the Applied Technology Training Center right at the airport. This core location gives Sno-Isle TECH students exposure to nearby industry and higher-ed aviation pathways beyond the high school program itself.

5.3 Out of Market Airport – Educational Partnerships

Three peer airports located outside the region, Van Nuys Airport (VNY), Peachtree Dekalb County Airport (PDK), and Teterboro Airport (TEB), were investigated for their educational partnerships and community aviation career pathway programs. Each of these airports have programs that may be of interest to and present potential opportunities for KCIA to bring to the airport.

5.3.1 Van Nuys Airport

Youth Leadership Airport Academy

VNY partners with Los Angeles City Council District 6 and the City of Los Angeles Youth Development Department to work with local area high schools and city school programs to promote aviation careers. Branded as the "Youth Leadership Airport Academy (YLAA)", the program brings high school students (grades 10-12) to the airport for information and activity sessions to learn more about career opportunities in airport management and municipal government. The program provides exposure to airport operations, maintenance, engineering, and environmental science on the field at VNY and provides guidance on how to be effective as leaders in government. The program occurs over four Saturday sessions.

Other VNY Educational Programs

On its website, VNY offers a Virtual Tour Program comprised of a 12-minute YouTube video that introduces the airport. The video discusses the airport's history and fundamentals of the airport's operation. The site link to the tour also includes a downloadable coloring and activity book for children.

Virtual Aviation Career Day

Each spring, approximately 1,000 high school students are invited to learn from industry professionals about careers in the aviation and aerospace industries.

Adopt-A-School Program

VNY's Adopt-A-School program provides educational resources, mentoring and enrichment activities to local elementary school students. Activities include speaking engagements, participation in student career days, and an annual holiday program complete with gifts and

entertainment.

Los Angeles Unified School District Aircraft Mechanics Program

Housed at VNY, this branch of the North Valley Occupational Center – Aviation Center enables students to earn certification in general airframe and power plant mechanics.²³ The program curriculum, approved by the FAA, prepares students for a wide array of jobs in aviation and aerospace.

Tour and DVD Presentations Programs

VNY offers free guided bus tours and DVD presentations to school, civic and community groups on weekdays and select Saturdays. Thousands of children and adults participate in these programs annually. Airports Council International, a leading aviation industry organization, has rated VNY's tour program among the top in the country.

Job Shadow Day

Job Shadow Day is an annual event that enables local high school students to observe a mentor (professional) performing their regular work activities. VNY partners with Junior Achievement and airport businesses to allow students to experience the variety of aviation careers available.

5.3.2 Peachtree Dekalb County Airport (PDK)

PDK serves as a primary hub for aviation education, career training, and community outreach in the Atlanta metropolitan area. Because it hosts an expansive network of aviation businesses, charter companies, and FBOs, it offers several key educational pathways and workforce development partnerships.

BITTS Aviation Trades Summer Camp

PDK has a partnership with the Dekalb County School District (DCSD), the Atlanta Aero Club, and the Barrington Irving Technical Training School (BITTS)²⁴ to host an Aviation Skilled Trades Summer Camp.²⁵ A signature component of this program includes immersive, on-site experiences at PDK, where students engage directly with local aviation professionals, tenant businesses, and corporate flight tracking entities.

ASPIRE Aerospace Education Program

ASPIRE Aerospace Education offers an annual immersive summer camp for children from diverse backgrounds.²⁶ Held at PDK, the camp provides hands-on exploration of aviation's myriad

²³ www.nvoc.org/html/aviation.html

²⁴ <https://www.bittschool.com/>

²⁵ <https://www.northjersey.com/press-release/story/201137/dekalb-county-schools-captain-barrington-irving-and-atlanta-aero-club-partner-to-inspire-future-aviation-professionals/>

²⁶ <https://www.aspireaeroed.org/>

opportunities. From understanding flight physics to experiencing real business jets, airport firefighting, and aircraft maintenance, campers delve into the fascinating world of aviation careers. The camp partners with regional organizations like the Transport Education Foundation of Georgia and local Boy Scouts chapters for aviation merit badge clinics.

Youth Programs

There are approximately 10 flight schools on the field at PDK. Two of the most prominent are Centennial Aviation Academy and the PDK Flight Club. Both of these schools have youth focused flight education programs.

Centennial Aviation Academy has a Youth Pilot Academy designed for youth from 6th grade through high school. Working off of an actual private pilot syllabus, students partake in ground school and in aircraft flight training to acquire flight hours and experience towards achieving their pilot certificate. The schedule consists of 26 ground school classes offered on Saturdays and 10 1-hour flight lessons. The tuition for the academy is approximately \$4,000. Centennial also offers a 3-day summer Youth Aviation Camp, located on-site at PDK. Campers get exposure to the airport facilities, learn about aviation careers, and take a one-hour introductory flight. Camp tuition is approximately \$400.

PDK's Flight Club's Youth Aviation Program offers 1 week summer camps to youth ages 7-14. The camp offers an immersive introduction to aviation with a focus on STEM. The program goes past the physical mechanics of flying to give students hands-on exposure to aircraft maintenance, safety systems, air traffic control, and airport administration. Tuition is approximately \$450.

5.3.3 Teterboro Airport

TEB hosts a variety of structured educational partnerships, institutional pipelines, and community-driven initiatives designed to funnel young people directly into aviation careers. Rather than just offering occasional field trips, the airport serves as a hands-on learning hub for high school seniors, technical students, and community youth groups.

Partnership with Newark Board of Education and Aviation Institute of Maintenance

One of the most significant recent workforce pipelines is a direct partnership between the Newark Board of Education and the Aviation Institute of Maintenance (AIM), located right at Teterboro. This dual-enrollment initiative targets high school seniors (notably from Malcolm X Shabazz High School). Selected seniors who complete their high school graduation requirements early are bused to the Teterboro campus for their final semester. Students take intensive, fully funded introductory courses in aviation-oriented math, physics, basic electricity, and maintenance operations. These credits apply directly toward their FAA A&P Certificate, jumping starting their path to becoming aircraft technicians.

5.4 Non-Airport Centric National Programs

There are a select number of aviation education and career pathway programs that are national in scale yet not based at any particular airport.

5.4.1 Aviation Start

Aviation Start (AviationStart.org) is a comprehensive career and scholarship platform designed to break down barriers and make the aerospace industry highly accessible to aspiring professionals. Built on the foundation of the program's long-running DreamLaunch speaking tour, the program targets young people who lack traditional industry connections or financial backing.

At the heart of the Aviation Start program is an AI-driven database that matches candidates with over 1,500 distinct aviation scholarships totaling approximately \$20 million in available funding. The program is highly inclusive, supporting not only aspiring commercial and private pilots but also future aircraft mechanics, air traffic controllers, airport operations managers, and aerospace engineers. By leveraging artificial intelligence, the platform filters opportunities based on a student's specific career goals, geographic location, and academic profile, simplifying historically confusing and tedious processes.

In addition to financial aid matching, Aviation Start emphasizes structured mentorship and hands-on guidance to ensure students do not falter after securing funding. To expand its reach, the program actively travels to middle and high schools nationwide via the DreamLaunch Tour, delivering energetic presentations, facilitating networking with industry veterans, and even providing introductory flights. Through this combination of financial resources, career mapping, and peer-to-peer mentorship, Aviation Start has successfully guided thousands of students toward high-demand aviation careers.

Bringing Aviation Start's DreamLaunch tour, perhaps in partnership with The Museum of Flight, could be a well-matched strategy to further spur interest in aviation careers at KCIA.

5.4.2 AOPA Education Programming

The Aircraft Owners and Pilots Association (AOPA) Foundation hosts a national-scale initiative called You Can Fly, which is dedicated to building a robust pipeline of future aviation professionals. By designing rigorous educational programming and offering it entirely free to high schools, the organization aims to make aviation training accessible to diverse groups of young people across the country. The cornerstone of this effort is a comprehensive, four-year High School Aviation STEM Curriculum, which provides schools with structured lesson plans and hands-on activities to guide students from basic scientific concepts directly into career

preparation.

The curriculum incorporates multiple distinct pathways, including professional pilot studies, unmanned aircraft systems (drones), and upcoming tracks focused on aviation maintenance and manufacturing. To support the educators delivering this material, AOPA hosts an annual High School Aviation STEM Symposium, bringing together hundreds of teachers and administrators nationwide to share best practices, explore new resources, and build professional networks.

Beyond high school classrooms, AOPA's programming actively lowers financial and educational barriers for student pilots of all ages. Through digital tools like the AOPA Flight Training Advantage (AFTA) and a substantial, multi-million-dollar annual scholarship program, the association guides learners through the transition from ground-school curiosity to active flight training. By combining high-school classroom integration with continuous adult learner support, AOPA has created one of the nation's most effective and holistic general aviation education networks.

Creating awareness and support of AOPA's free educational programming among regional school districts may be an effective strategy to engage with the wider K-12 community for KCIA.

5.4.3 Organization of Black Aerospace Professionals

The Organization of Black Aerospace Professionals (OBAP) operates a highly structured Aerospace Career Education Academy in Seattle, which is designed as a multi-day immersive program for middle and high school students (ages 13 to 18) with a general interest in aviation. The primary educational objective of the academy is to expose youth to a wide spectrum of career opportunities across the aerospace sector while demonstrating the practical, real-world application of STEM disciplines. Through hands-on experiences, participating students dive into aviation history, the fundamental mechanics of aerodynamics, the operational role of government bodies in aviation, and various corporate and technical pathways.

The ACE academy does not directly leverage KCIA. However, historically and operationally, OBAP's Seattle ACE Academy relies heavily on its robust network of corporate partners, localized airport hubs, and museums throughout the metropolitan area to facilitate its site tours and flight simulator sessions.

5.5 Key Takeaways

- Given its central location within the region, its existing partnerships with educational institutions and community organizations, along with its proximity to major aviation and aerospace companies and airports, KCIA may be in the unique position of being the most desirable airport in the region to attract the next generation of aviation

professionals.

- KCIA's existing relationship with The Museum of Flight, RAHS, South Seattle College, and local chapters of national aviation organizations such as the EAA and CAP, create synergies to attract future airport managers, aircraft mechanics, and aviation enthusiasts.
- KCIA is among many airports in the region competing for the LGA market. As opposed to most of the other general aviation airports in the region, KCIA is one of the more prominent facilities to serve corporate aviation and has a particularly unique role in serving commercial aircraft of the production line at Boeing.
- The Puget Sound Region is rich with educational partnerships at many surrounding airports, as well. As such, it may be prudent for KCIA to focus any future educational partnerships and activities in a way that both fills important niches in the aviation career pathway space, as well as being a "center of gravity" for education within the region. Increasing educational activities that focus on LGA may be a core component of this effort. With opportunities to increase educational partnerships that focus on the maintenance of LGA aircraft, flight training in LGA aircraft, as well as airport operations with LGA activity, KCIA has the opportunity to create a bridge from initial exposure to the aviation industry to long term careers at the region's major aviation and aerospace employers. Leveraging these relationships may lead to increased services attracted to the field for the labor pool alone, which subsequently will lead to more LGA activity and based aircraft on the field.

6 Preliminary Recommendations

6.1 Infrastructure and Capacity

- As Vision 2045 is finalized, ensure that proposed development plan projects do not diminish LGA tie-down and hangar capacity. Existing LGA facilities must be maintained or replaced with equivalent or improved facilities.
- Airfield construction projects should be phased and sequenced to avoid impacts on LGA parking and tie-downs to the extent practicable.
 - For example, the Southeast Tie-down Replacement Area project should be completed in advance of the Taxiway B Safety Improvements project, which will impact LGA tie-downs on Apron 2, to allow affected tenants to be relocated.
- Although existing development and surrounding land uses and interests may limit the feasibility of expansion at KCIA, the County should evaluate potential expansion opportunities to determine whether additional capacity can be reasonably accommodated.
 - Airport expansion is a strategy used by several airports interviewed as part of this study to address capacity constraints.

- If expansion opportunities are identified at KCIA, the County may consider strategies to efficiently accommodate LGA tenants and associated facilities.
 - For example, VNY has developed a “propeller park” to consolidate amenities and infrastructure serving LGA tenants.

6.2 Access and Waitlist

- KCIA currently provides four transient tie-down spaces that are underutilized. The County should consider the use of some of these spaces for based tenants through extended lease terms or as needed, to provide overflow LGA parking during airfield construction projects. This approach could provide flexibility to manage both LGA tenant demand and temporary construction-related impacts.
- The County should consider transitioning away from a self-removal system by requiring annual check-ins from the wait list members to confirm their continued interest and to update their contact information. This will better reflect current interest in the Airport’s facilities. Additionally, the County should compare its waiting lists with neighboring airports to help identify true demand at KCIA versus regional demand.
 - Older waitlist entries may no longer represent active demand, as prospective tenants may have secured space at other airports or otherwise changed their plans. Currently, prospective tenants must self-select to remove themselves from a hangar wait list through written request.
- Given the high demand for hangar space, the County could consider increasing its \$110 fee to join a hangar waitlist. This would encourage prospective tenants to maintain an active and genuine interest in securing space.
- To align with the goal of fiscal sustainability outlined in Vision 2045 and address the Airport’s limited airside capacity, the County may consider establishing waitlist policies that prioritize local King County residents, current tenants, or revenue-generating businesses that support the Airport’s role and operational needs, rather than relying solely on the current chronological waitlist process. Examples of airports that have implemented alternative strategies for managing hangar waitlists are described below:
 - Bend Municipal Airport (BDN), Bend, OR, states on its hangar and tie-down waitlist that the City “reserves the right to deviate from the waiting list as required for the good of the Airport.”²⁷ “This wait list policy reflects the City’s

²⁷ City of Bend. Airport Hangar Reservation Form. Accessed <https://bendoregon.gov/airport/tenant-information/airport-hangar-waitlist/>. Accessed 8/20/26.

intent to use available hangars to house business type-aircraft and/or services that bring more revenue and business to the Airport and community.”²⁸

- Brownwood Regional Airport (BWD), Brownwood, TX processes its waiting list first by date of application receipt and then assigns placement by the following priorities 1) if the applicant is a current airport tenant, 2) if the applicant is currently a resident/business located within the County with an aircraft not currently hangered at the Airport, and 3) if the applicant is currently a resident/business located outside of the County with an aircraft not currently hangered at the Airport. Additionally, the wait list is available for review by the public as requested.²⁹ This allows for a transparent policy that furthers the objectives and goals of the airport to support economic development within and by its community.
- Share the Airport waitlist policies and publish the waitlist publicly to ensure transparency and publicly maintain trust with current and prospective tenants.
- Update website so that rates and fees for prospective tenants, RON parking, and transient aircraft parking are clearer in their application, easier to find, and remain current.
- KCIA should consider a variety and/or combination of strategies that are transparent and objective. Additionally, special consideration for these strategies should be given to ensure that they are aligned with the Airport’s grant assurances.

6.3 Economic Rate

- Consider updates to *Section 4.56.160, Manner of awarding lease or rental agreement*, of the King County Code providing exceptions to the fair market value (FMV) requirement for aeronautical rents or leases. Exceptions may be proposed broadly for aeronautical use at KCIA, or LGA aircraft more specifically.
- Conduct regular Rates and Charges Studies to survey the market of comparable peers to develop informed aeronautical fees.
- Ensure current rates and fees are clearly published and accessible on KCIA’s website.

6.4 Support Services

- Review whether current minimum square-footage requirements indicated in the Minimum Standards are necessary for each type of SASO. Specifically, although the

²⁸ City of Bend. Rules and Regulations, Minimum Standards, and Lasing and Development Policy for the Bend Municipal Airport. Policy NO.2024-4, Part IV – Airport Leasing and Development Policy, Section 4.3.6. Accessible at: <https://bendoregon.gov/wp-content/uploads/2025/12/ADM-2024-4-Airport-Rules-Regulations-Minimum-Standards-and-Leasing-Policy.pdf> Accessed 8/202/6.

²⁹ <https://www.brownwoodtexas.gov/DocumentCenter/View/8463/Waitlist-Policy> Accessed 8/202/26.

minimum requirements for SASOs are already categorized by type of service (i.e., Aircraft Maintenance Operator, Flight School, Avionics, etc.) there may be some additional subcategorizations, such as that already of the distinction of Avionics/Instrument Maintenance providers serving benchwork or beyond the benchwork, which may allow for specialty/niche providers to operate safely with less space at the Airport.

- Review requirements for independent LGA maintenance operators and ensure that County-approved locations and requirements for providing their services at KCIA are clear and accessible.
- Consider development of a Minimum Standards matrix that is published to the County's website that provides a clear overview of requirements for potential operators (see [example](#) published by Paine Field Airport³⁰).
- The County should collaborate with local pilot organizations and airport users to identify those services that are critical to safe LGA operations and prioritize incentives and targeted marketing efforts toward attracting providers for gaps in these services. Additional services that are not necessary for safe LGA operations can be reasonably accessed at other airports in the region and should not be a primary focus of the County's efforts at KCIA.
- If expansion opportunities are identified at the Airport, consider development of a central facility right sized and dedicated to serving as a hub for LGA SASO providers.
- Consider public-private partnerships (PPP or P3) where appropriate to incentive the development of facilities and amenities for LGA. Development opportunities, such as the "propeller park" concept discussed above, could be evaluated as potential candidates for P3 implementation. P3 is an increasingly utilized project delivery method in the airport industry for the development of airport infrastructure and other facilities. The Airport Cooperative Research Program (ACRP) Research Report 227 – *Evaluating and implementing Airport Privatization and Public-Private Partnerships*, provides airport-specific guidance, best practices, and a readiness assessment tool for P3 implementation.³¹

6.5 Airport Governance and Structure

- Although there are multiple GA airports operating in the surrounding region with land available to increase LGA capacity, none fall under King County's jurisdiction. The County

³⁰ Paine Field Airport. Minimum Standards Matrix. Accessible at: <https://www.paineairport.com/DocumentCenter/View/1661/Adopted-Paine-Field-Minimum-Standards-Matrix> Accessed 9/8/26.

³¹ ACRP. 2021. Research Report 227, Evaluating and Implementing Airport Privatization and Public-Private Partnerships. Accessible at: [Read "Evaluating and Implementing Airport Privatization and Public-Private Partnerships" at NAP.edu](#) Accessed 9/25/26.

may wish to evaluate the feasibility of adopting a systems approach, such as through adding Vashon Municipal Airport (2S1) which is already owned by the County to its system, as this would offer opportunities to expand capacity and better serve LGA traffic.

- The Airport is currently owned and operated by King County. Given the importance of KCIA's role regionally and the complexity of operating an airport, the County may consider examining KCIA's governance structure.
 - An airport's governance has a direct bearing on its mission and funding streams.
 - Of the nine peer airports falling under the same WASP classification (Major), four are owned and operated by ports, two by airport authorities/boards, and three by municipalities.

6.6 Community Relations

- Continue using the Roundtable as a forum for regular dialogue with airport tenants, providing an avenue to strengthen tenant relationships, better understand tenant needs and concerns, and improve communication between the County and the airport community.
- Update KCIA website for ease of navigation and applicability, finding key information, and clarity.

6.7 Near Term Educational Recommendations

- Build synergy between KCIA and its educational partners through several near-term actions:
 - Create a committee within the Roundtable that will champion educational partnerships and programs, which is further detailed in the subsection following this one.
 - Schedule in-person meetings with the following groups and involve volunteers (1-2 for each suggested) from the Roundtable to identify opportunities for future growth at KCIA:
 - Raisbeck Aviation High School (RAHS) and the Museum of Flight
 - Civil Air Patrol (CAP)
 - Experimental Aircraft Association (EAA)
 - Red-Tail Hawks
 - Boeing (on field at KCIA, regarding their local internship/educational programs)
 - Have KCIA interns present to the Roundtable about what they have learned in their role.
 - Add an Educational Resources page to KCIA's website to serve as an accessible community resource for educational opportunities and actions at the Airport. This can also include a place for on-airport tenants to cross-post employment

opportunities and job postings to increase visibility and awareness of positions, as well as connection to educational resources.

6.7.1 Roundtable Education Subcommittee Recommendations

As described above in Near Term Educational Recommendations, it is recommended that a committee within the Roundtable is created to champion educational partnerships and programs. The following includes recommendations to be coordinated by this subcommittee.

- Grow Airframe and Powerplant (A&P) educational programming. Leveraging KCIA's existing relationships to grow A&P training and internship programs is perhaps the most productive strategy for increasing aviation education on the field. This may be done by bridging the gap between RAHS and South Seattle College to expose high school students to Aircraft Maintenance Technology. KCIA should also work with the FBOs on the field to encourage more internships and apprenticeship programs serving future A&Ps. There is a significant shortage of A&P professionals in the industry. As such, an expanded A&P educational partnership may result in KCIA being a focal location for such training.
- Partner with the CorePlus Aerospace program and their area high school partners. Attracting additional high school programs to KCIA by working with the CorePlus Aerospace program is a strategy that may help position KCIA to be a central location for the program in the Seattle region. CorePlus is in several high schools within the region, some of which do not have an active presence at an area airport. KCIA could serve as the airport location for these programs and ultimately become a central-hub where all CorePlus schools have on-site activities.
- Create a central education hub for education and training on the Airport. While RAHS and The Museum of Flight are significant anchor tenants at KCIA, there are a number of potential program relationships that may benefit from a common space for which to base. For example, a "central hub" from which to house the local EAA chapter, CAP squadron, other future CorePlus programming, high school partner programs, and the like would benefit from the synergy of sharing a common space. Such a hub space could be part of an education complex at KCIA.
- Position KCIA to host national aviation career pathway events. KCIA has the opportunity to bring in out-of-region programming, including Aviation Start, Barrington Irving, and AOPA educational events. KCIA can be positioned as the regional "home" to these and other aviation career pathway events. Coordinating these events with RAHS or The Museum of Flight is a natural partnership.
- Expand activities with RAHS. RAHS seems to be the most enthusiastic partner at KCIA with tremendous potential for future on-field activities. Currently, it appears that on-field activities for students is somewhat limited. Increasing exposure to the airport, specifically to educational opportunities involving LGA, for RAHS students is highly recommended. Leveraging afterschool clubs that meet on the airport, hosting increased numbers of field trips, developing affiliated programs in flight training and A&P training, as well as

providing educational opportunities such as job-shadow programs with the airport and its tenants will further solidify the partnership.

ACRP Research Report 230 – *Enhancing Academic Programs to Prepare Future Airport Industry Professionals*, can serve as a resource to better understand and help facilitate aviation specific academic programs.³²

7 Next Steps

Following review of the report by the KCIA Round Table, final recommendations will be prepared and conveyed to the King County Council for consideration. In addition, KCIA is developing a dashboard for public access to provide ongoing tracking of, status updates for, and progress reports about LGA recommendations adopted by the Council.

Final Note: Also included, Attachments 1 – 4 provide additional detail and supporting information as referenced throughout this report.

³² ACRP. 2021. Research Report 230 – Enhancing Academic Programs to Prepare Future Airport Industry Professionals. Accessible at: [Read "Enhancing Academic Programs to Prepare Future Airport Industry Professionals" at NAP.edu](#) Accessed 9/25/26.

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Attachment 1 – Resource Review: Policy Issues and Background Findings



Memo

Date: July 28, 2026

To: C&S Companies

From: The Aviation Planning Group

Subject: Policy and Issues Background Findings

The Aviation Planning Group has reviewed various existing documentation such as plans, studies, and other files related to light general aviation (GA) at King County International Airport (KCIA). The purpose of this research was to develop a deeper comprehension of the sentiments and needs of all KCIA stakeholders to inform light GA policy at the airport. Our findings are summarized below:

Vision 2045 Outreach Scoping Report (2023):

- KCIA began updating their master plan, known as Vision 2045, in 2023 starting with a public engagement process.
- Online survey conducted to better understand issues and define a world class airport. Respondents were members of the public, airport tenants, and community-based organization representatives.
- Most common responses requested the airport prioritize easily navigated and accessible space, maintain positive local community relationships, and remain friendly to all aviation types.
- Second most common responses emphasized a preference for being open to the public, developing commerce and local businesses onsite/nearby, creating educational partnerships, prioritizing pilot's needs, including expanding hangar space and self-service fuel, and providing regularly scheduled passenger flights.
- The third most common responses supported fostering a sense of community for users and potential users, providing affordable services, conducting frequent reviews of environmental impacts, innovating and advancing technology at the airport, and eliminating scheduled passenger flights.

KCIA Part 150 Noise Exposure Maps (NEM) Report (2025):

- Included 3 tables detailing aircraft runway use at KCIA:
 - Air Taxi and Itinerant General Aviation Aircraft Runway Use – Departures
 - Air Taxi and Itinerant General Aviation Aircraft Runway Use – Arrivals
 - General Aviation Aircraft Runway Use – Local

Part 150 and Vision 2045 Open Houses (2024-2026):

- Concern for an increase in projected general aviation flights due to minimal parking, lack of flight schools, non-transparent method of allocating tiedown space, and difficulty getting independent airfield access.
- Various comments received for all proposed alternatives including non-standard airfield conditions, visibility minima improvements, hot spot mitigation, terminal, land use/airside, and multimodal.
- Overall themes related to general aviation included support for maintaining and/or expanding GA airport capacity/space, minimizing impacts to flight training, competitively priced unleaded fuel or self-serve fuel, and minimizing delays. Commenters also opposed removing small aircraft hangars, facilities, & the small GA runway, and displacing GA for cargo operations.

Project Advisory Committee (PAC) Meetings (Vision 2045 and Part 150 Study) (2024-2026):

- PAC members highlighted the importance of serving GA users at KCIA.
- Growth rates for general aviation such as air taxi, business/corporate, and recreational/training were included. Recreational/training are expected to have a long-term growth of 1-1.5% annually. Overall growth for general aviation is expected to be 2.1%.
- The Vision 2045 Airport Plan and Part 150 study team indicated that general aviation facilities are in demand.
 - Based on the aviation forecast, 55 T-hangars will be needed by PAL 1. They also shared that there is a potential demand for up to 239 T-hangars based on the existing waiting list.
 - There are approximately 140 existing tiedown spaces. The team shared that there is a potential demand for up to 254 tiedowns based on the existing waiting list.
- PAC committee members also reviewed preliminary concepts. Comments included support for light general aviation capacity, operations, and training. They also opposed eliminating light general aviation parking spaces and the small runway.

Comment Logs from 2017 Master Plan Update (Canceled) (2021):

- Overall feedback strongly discouraged removal of GA aircraft storage facilities and suggested relocation.
- The current MP Update identifies the existing southwest GA T-hangar and apron areas as a Future Aviation Redevelopment Area on the ALP, preserving the option for future development of an air cargo facility. The redevelopment boundary excludes the 12 existing apron tie-downs located north of the Museum of Flight.
 - Redevelopment of this area is not a new proposal, removal of 3 T-hangars there was also shown in the 2007 ALP.
- The current MP Update originally proposed development of a new North GA Aviation storage area to accommodate aircraft displaced by the southwest redevelopment. However, this had to be removed as an alternative because the FAA withdrew support for the existing Threshold Crossing Height waiver for large aircraft operations on RW 14R, resulting in a 300-foot relocation of the runway threshold to instead occur in that area.
- KCIA is supposed to evaluate alternative west-side locations for GA development, including the existing Lot 13 area south of the ATCT and Boeing B-737 max overflow parking, once the existing lease there expires.

Airport Strategic Plan (2025):

- Goals: Engage, Ensure, Invest, Plan, Promote and Support.
- Statement confirming non-commercial GA is significant and challenges include lack of hangar space, construction costs, and rising prices.
- Indicates a key objective is identifying upcoming lease terminations and ensuring the processes surrounding these are cohesive and compliant.
- Goal is to ensure the airport has a self-sustaining fee and rental structure that provides financial feasibility into the future.
- Indicates that non-commercial GA is a significant portion of operations at KCIA and that challenges include lack of hangar space, cost-prohibitive construction costs, and rising prices.
- Indicates that RW 14L/32R rehabilitation project is key to small GA operations.

Airport Minimum Standards (2025):

- The following services shall be provided to GA aircraft upon request: Aircraft Maintenance, Aviation Fuels and Lubricants, Aircraft Ground Handling Services, Passenger and Crew Services, and assistance with Aircraft Removal.
- The standards also explicitly states that Specialized Service Operators (SASOs) are encouraged to be Lessees of the County or a County approved Sublessee of an Operator. Additionally, the standards allow SASOs to be a Sublessee of a Fixed Base Operator or another SASO. A spreadsheet of SASO regulations is provided separately.
- Detailed information about SASO's can be found in the Attachment: SASO Spreadsheet.
- Establishes facility, design, and operational standards for hangars, ramps, tiedowns, parking, maintenance areas, and other airport infrastructure.
- Defines minimum requirements for licenses, certifications, permits, personnel, insurance, security, equipment, and operating hours for commercial aeronautical operators.
- Specifies service requirements for Fixed Base Operators (FBOs), including fueling, aircraft ground handling, parking and storage, and maintenance services.
- Establishes minimum operating standards for Specialized Aeronautical Service Operators (SASOs)—including aircraft maintenance, charter/management, flight training/rental, avionics, and other commercial aeronautical activities—covering leased space requirements, staffing, equipment, insurance, and operational requirements.

Airport Minimum Standards Supporting Information (2025):

- General disapproval of stricter standards.
- Significant support for accessible flight training, maintenance facilities, and additional space for GA aircraft.
- Confirms that there are no 14 CFR Part 141 or 145 requirements in the draft minimum standards (inconsistency in language was creating confusion about minimum requirements for FBOs and flight schools).
- Decreased minimum hangar size requirements from 6,400 SF to 2,520 SF to be consistent with smallest Midfield Airpark Building hangar.
- Also revised the time period for provision of unleaded fuel, defined disabled aircraft removal, removed FBO response time to customers' requests, revisions to FBO ground transportation requirements, removal of 14 CFR Part 145 repair station requirement.
- Comment log reflects LGA concern that updated minimum standard requirements will continue to reduce LGA business and facilities at the airport.

Lease Framework Working Group Report (2016):

- The Lease Framework Working Group (LFWG) reviewed the existing lease framework to identify potential improvements. The LFWG Report summarizes key insights and recommendations for the framework.
- The key findings and recommendations for the following topics were outlined in the report: hangar-focused, 2016 hangar rates and appraisal peer reviews, waitlist policies, commercial rental rates, monthly hangar pricing, appraisal processes, appraisal reevaluation cycles and rent adjustments, vacancies, length of lease terms, investment requirements, lease awards, and other long-term lease policies (maintenance, arbitration process, assignment premium).
- Emphasized the importance of light GA at KCIA.
- Noted loss of light GA related businesses and services.
- Support for policies to maintain a strong light GA community.

2025 Chair's Report (2025):

- The Roundtable Chair, Erik Utter, provided a report giving a brief overview of the Roundtable, their engagement, actions, 2026 look ahead, and KCIA management opportunities.
- The purpose of the roundtable is to “advise and make recommendations to the airport management, county executive, and county council on airport budget, programs, regulations, master plans, and noise reduction strategies and other related matters.”
- The Roundtable provided advisement on the following activities in 2025: Airport Strategic Plan, Taxiway Bravo Project, Vision 2045 Master Plan, Part 150 Noise Study, fee schedule updates, Runway 14L/32R Rehab, parcel acquisition, RNAV approach advocacy, metro bus stop advocacy, airport rules and regulations, airport minimum standards, and roundtable facilitation contract. They also evaluated the following in 2025: land use compatibility, airport budget, lead impacts to communities, state of industry transition to unleaded fuel, and ICE flights.
- The Roundtable engaged with airport stakeholders to review and recommend a new bus stop. This work included passing a resolution to send a letter of support to King County Metro.
- The Roundtable assisted with the development a strategic plan to identify engagement strategies for communities and stakeholders.
- To better support the Roundtable through the 2026 facilitation contract, the facilitation subcommittee provided recommendations to enhance communication and scoping efforts.
- The stakeholder subcommittee passed a resolution to propose change to the Rules and Regulations after gathering stakeholder testimonies, identifying risks and opportunities, and evaluating recommendations from the airport consultant.

- Risks included the lack of light GA maintenance, flight instruction or rental, barriers to flight and career training, minimal safety from lack of maintenance and instruction, and poor economic impact.
 - Opportunities included support for small GA growth, encouragement of diverse airport users, and potential business opportunities.
- The Roundtable efforts regarding the RNAV instrument approach advocacy included education engagement efforts, collaboration with the FAA on the preferred instrument approach, attendance at community meetings, and passing resolution to recommend the RNAV approach to the FAA.
- The group also passed a resolution to create a Vision 2045 subcommittee and started evaluating the vision alternates.
- For the 2026 year, the Roundtable intends to: host a kickoff planning session, develop recommendations for the vision 2045 master plan, engage with stakeholders and communities, evaluate projects, review bylaws, and recommend policies.
- KCIA management opportunity recommendations included 6 key components: encourage economic diversity through policy, build public-private partnerships, restore space for light GA, support workforce & pilot development, prioritize equitable access in planning, and partner with the community.
- They also discussed challenges and recommendations for their 2026 goals and KCIA management opportunities.

Overall, general values to consider when create light GA policy should include attention to noise impacts, sustainability, safety, and equity.

References will also be attached to provide sufficient background for policy decisions.

Sincerely,

The Aviation Planning Group

Attachments:

- | | |
|---|---|
| 1. Vision 2045 Outreach Scoping Report | 7. KCIA Part 150 NEM Report |
| 2. Airport Minimum Standards | 8. Part 150 and Vision 2045 Open Houses |
| 3. Airport Minimum Standards Supporting Information | 9. Project Advisory Committee Meetings (Vision 2045 and Part 150 Study) |
| 4. Airport Strategic Plan | 10. SASO Spreadsheet |
| 5. Comment Logs from 2017 Master Plan Update (Canceled) | 11. 2025 Chair's Report |
| 6. Lease Framework Working Group Report | |

Attachment 2 – Airport and Interested Party Outreach Summary

Airport and Interested Party Outreach Summary

August 24, 2026

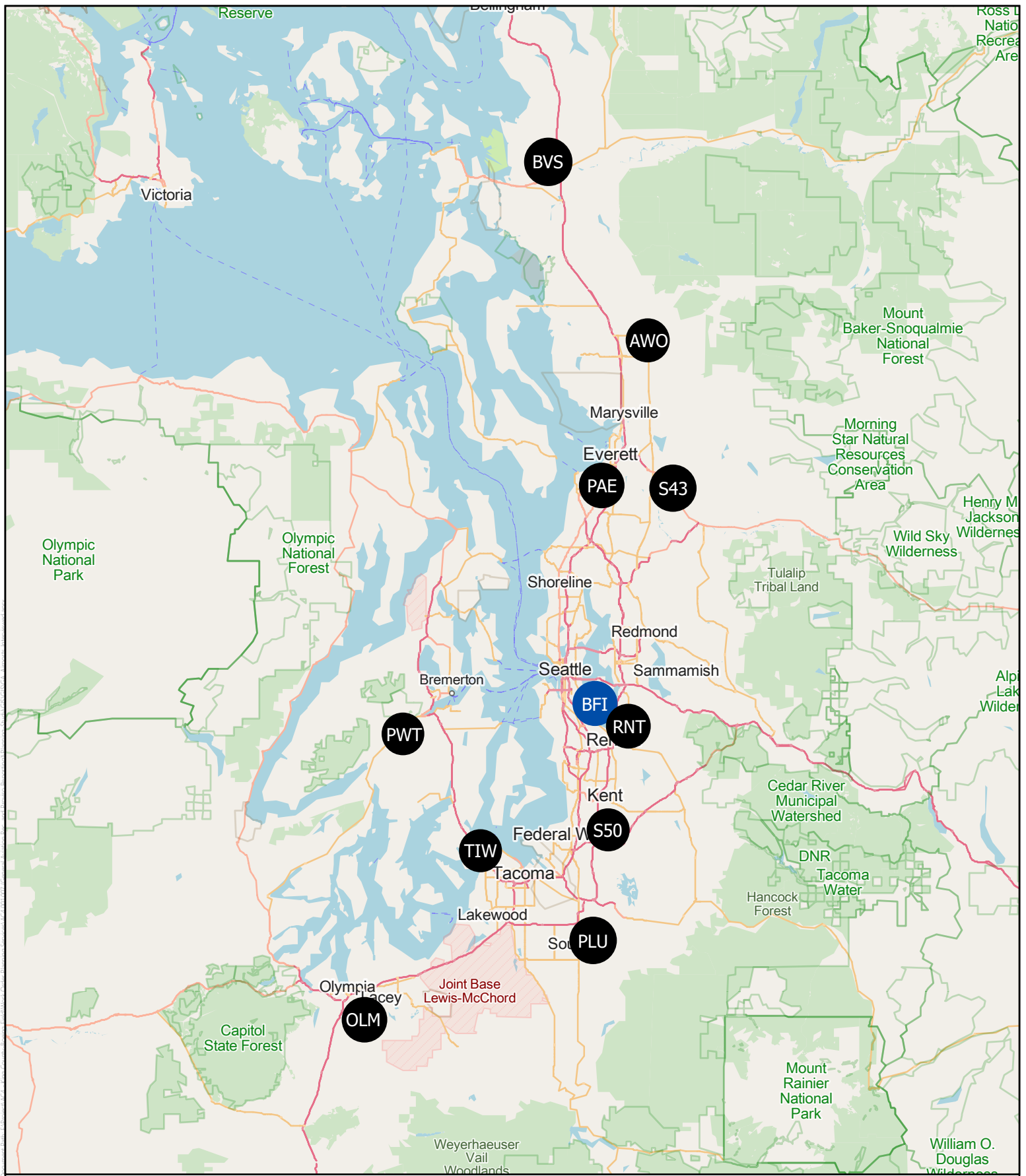
KCIA General Aviation Policy Recommendations and Proviso Reporting

Deliverable 2: Task 200.3.2.b Interview Progress Summary

The following summarizes interested party and airport interviews completed as part of Task 200.1.2. To date, five (5) interested parties and nine (9) airport interviews have been completed. The interested parties and airports that have not responded have received at least two emails soliciting participation.

Interested Party	Status	Outreach Attempts
Alki Air, LLC, KBFI	No Response	5
Alternate Air	No Response	3
Friends of Boeing Field	Interview Complete	1
KCIA Community Coalition	No Response	3
KCIA Round Table	Interview Complete; interview Ali Lee TBD	5
Modern Aviation	Interview Complete	1
Rainier Flight School	Interview Complete	3
Reed Aviation	No Response	3
Signature Aviation	No Response	3
Sky Service	No Response	3
BruceAir	Interview Complete	1

Airport	Status	Outreach Attempts
Arlington Municipal Airport (AWO)	Interview Complete	2
Auburn Municipal Airport (S50)	Interview Complete	2
Bremerton National Airport (PWT)	Interview Complete	2
Harvey Field (S43)	No Response	3
Olympia Regional Airport (OLM)	Interview Complete	3
Pierce County Thun Field (PLU)	Interview Complete	2
Renton Municipal Airport (RNT)	Interview Complete	4
Seattle Paine Field International Airport (PAE)	Interview Complete	2
Skagit Regional Airport (BVS)	Interview Complete	1
Tacoma Narrows (TIW)	Interview Complete	2
Van Nuys Airport (VNY)	Interview Complete	4
Vashon Municipal Airport (2S1)	No Response	2



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Comparative Airports Interviewed Overview													
Airport Information				SASOs			Education/Apprenticeship		Capacity and Marketing			Available Developable Land*	Recommendations
Airport Name	Identifier	2025 WASP Classification	Airport Contact Name	Flight Training	Maintenance/Avionics	# of FBOs	Educational Partnerships	Internship Program	Hangar/Tie Down Capacity	Hangar Waiting List	Lease Incentives for LGA		
Arlington Municipal Airport	AWO	Regional	Monroe Whitman	Yes, through FBO and out of hangars	Yes	1	CAP, Community Day, Young Eagles EVOC Evasive Training offered onsite through partnership with state patrol/motorcycle	Yes, paid 2-year internship and volunteer high school internships, maintenance facility offers job shadowing	7 hangar buildings/76 T-hangars, 4 corporate, around 100 tie-downs	Yes, around 65 people, 2.5 yr \$25 one-time fee, \$5/yr	Have provided SASO 18 month leeway before charging for lease	Non-Constrained	
Auburn Municipal Airport	S50	Regional	Tim Mensonides	Yes, 2	Multiple MX facilities incl. helicopter 1 Avionics shop, advertising for more piston MX shops	1	CAP, Young Eagles, WPA, Seattle 99s	Yes, scholarship through WAMA, outgoing intern has to find next intern. Focus is on Central Washington Airport Management Students	254 T-hangars, 145 are airport-owned and rest are condos 140 tie-downs	Yes, 7 years for enclosed space, 2 years for open. Airport is currently enclosing more hangars	Have worked with businesses to get them space on the airfield Working with current tenants of open hangars to get them into enclosed hangars	Non-Constrained	Be intentional about making the office a community hub, being accessible to pilots, provide customer service, quell rumors, encourage transparency and open communication, foster community partnership. Offer regular food truck days in lieu of full service restaurant
Bremerton National Airport	PWT	Regional	Cole Barnes	Yes	Yes	1	EAA, CAP, Bremerton Pilots Association, Aviation Camp, UW helicopter operations, apprenticeships for mechanics	Aviation Management Internship (8 week program) through Central Washington University	80 hangars, T-Hangars are 100% full, Tie-Downs are around 50% full	Yes, around 64 people, 3 year wait \$50 one-time fee, \$25/yr	No lease incentives but does offer new pilot lounge, deals at restaurant for pilots	Non-Constrained	
Olympia Regional Airport	OLM	Regional	Will Richardson	Yes	Yes	2	New partnership with New Market Skills Center to host a high school aviation program Maintenance job-shadow program	Internship offered to Central Washington University students majoring in Aviation Management	26 lease-only tie-down spaces, 10 transient tie-down spaces (6 large transient spaces and 4 small transient spaces), 65 leased closed hangars, 10 leased open hangars, and 30 condo hangars that are not airport owned. Of the 65 airport-owned hangars, 41 of these are small-T hangars (40'x32'), 10 are large-T hangars (45'x40'), and 14 are executive hangars (60'x46').	Yes, separate lists maintained for T-hangars, executive hangars, and open hangars	No landing fees for LGA	Non-Constrained	
Pierce County Thun Field	PLU	Regional	Trent Smith	Yes	Yes	2	Clover Park Technical College South Hill campus is onsite at PLU, offering Aviation MX, Pro Pilot, Avionics Tech, and other programs	N/A	50 hangars, 105 tie-downs, 10 dedicated storage units	Yes, open and accepting applicants	Offers promotional rates to incentivize prospective tenants	Non-Constrained	Conducting revenue generation study, switching fees to denominations of \$5 and implementing QR codes for payment options
Renton Municipal Airport	RNT	Regional	Manny Cruz	Yes	Yes	2	CAP, Renton High School, Renton Technical College, Mechanics apprenticeship through ACE Aviation, City of Renton job fair	Yes, work with WAMA and local programs to find college seniors in aviation program	6 transient spots available	Yes	Encouraging electric by installing infrastructure for charging stations	non constrained	

Seattle Paine Field International Airport	PAE	Major	Dawson Frank	Yes	Yes	1	CAP, WPA, Everett Community College onsite	Not currently, have offered 13 mo. Internship in the past	County owned: 281 T-hangars and 135 tie-downs	Yes, 200 people, 2 yr wait,	N/A	non constrained	
Skagit Regional Airport	BVS	Regional	Keith Love	Yes	Yes	2	EAA, CAP	No internship currently but interested in one	T-hangars, box hangars, 75 tie-downs	Not currently	Treat every lease unique, offer step in	Non-Constrained	
Tacoma Narrows	TIW	Regional	Trent Smith	Yes	Yes	2	Annual Airport Day, Young Eagles	N/A	81 County-managed hangars, 50 tie-downs 100+ privately-owned condo hangars	Yes, full at 50 people	Offers promotional rates to incentivize prospective tenants	Non-Constrained	
Van Nuys Airport	VNY	N/A	Jacob Haik	Yes	Yes	4	Youth leadership academy hosted includes sustainability, MRO jobs, ops, operators, held on Saturdays and hosts 35 students each time. Run through their councilwoman who is very supportive of VNY.	2 interns, possibility of program expansion	Most hangars in Prop Park (177 hangars, 81 tie-downs), others located in Air Center (24 hangars), Southwest Aviation (29 hangars, helicopter parking, 21 tie downs), Group 3 (12 hangars, 9 tie downs, helicopter parking), and MPG (18 hangars, 21 tie downs)	Yes	Discount 50% for prop tenants	Constrained, have roughly 2.5 acres developable land currently	

*Note: Airport is considered Constrained if more than 80% of its airside land is developed

Interested Parties Interviews					
Interested Party	Examples of positive experience at KCIA	Examples of positive experience at other airports	Areas for improvement at KCIA	Other Feedback	Recommendations
Friends of Boeing Field	KCIA has become more involved with community Airport Administration has been very receptive to discussion at Friends of Boeing Field meetings	Other airports dealing with same decline in GA activities, but seemingly at a lesser rate	No longer has a maintenance shop for LGA costs are high for tie-downs and hangars Responsiveness of Airport, perceived lack of metrics, goals, and strategies around LGA or Boeing activities Perceived lack of KCIA representation in decisions regarding real estate negotiations	Leaded fuel is concern of surrounding community	Engage more with current tenants including an understanding of operations at FBOs and big box hangars Market the airport for its economic competitiveness Provide more opportunities to meet with ATCT Having someone on staff who focuses on business development would be beneficial
KCIA Round Table	Maintaining facilities, runways, and providing access for LGA activities in a convenient location for the community	Bremerton and Jefferson have good examples of dedicated investment to support LGA	High costs associated with FBOs and land leases Land allocation/hangar and LGA services reduced over the years	Believes Airport truly does want LGA activity but has a goal to maximize revenue while minimizing number of tenants	Find creative ways to incentivize businesses moving back to airport through less challenging regulation, lower fees/costs, use of PPPs to facilitate private investment in business space and hangars. Public showing of support through County buy-in Revisiting private investment interest to determine challenges in today's market
Modern Aviation	Unique airport experience due to variety of operations and location	Cheaper cost of doing business at other airports	High lease rates contributed to significant reduction of LGA services available at KCIA, going as far back as 1994, slowly pricing out LGA shops. Land lease rate is root cause Staff increased from 8 to 72 outpacing operations	Galvin Flying closed down prompted other businesses to follow suit Community is pushing for lead reduction	Public ramp space, consider bringing back onsite restaurant
Rainier Flight School	Airport Administration listens to tenant concerns but seems their hands are tied on the issues concerning LGA	Other airports have worked with him to secure the space he needs for his business because of the benefit his business provides to the airport	LGA is being priced out, their operation is currently spread across the airfield	Confusion over 100LL, feels lead sampling provided to residents doesn't prove where lead exposure is occurring	Have proposed a consolidated aviation training facility to support SASOs, education, trade groups, but the cost with modern code requirements doesn't pencil out

BruceAir	Convenience of KCIA location Instrument procedures County-owned hangars and Airport overall is well-maintained. Admin. is very responsive to tenant issues	San Carlos, Louisville, and Tererboro separate cargo and GA traffic San Carlos provides easy to read brochures explaining changes to things like approach procedures	Lack of SASOs High costs associated with FBOs and leases Lack of communication between tenants and Administration Rules and regulations can restrict potential operators	Recently published new approaches are only published in one place and lack clarity	KCIA could distribute materials explaining new approach information to reduce possible confusion Regular meetings between tenants, Administration, and Tower personnel
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Attachment 3 – Puget Sound Region Airports Rates and Fees Summary

Puget Sound Region Airports Rates and Fees Summary

Comparative Airports Interviewed Rates and Fees Summary									
Airport	Hangar Inventory	Tie Downs (\$/Month)	T Hangars (\$/Month)	Hangar (\$/Month)	Transient Parking (\$/Day)	Large Aircraft Parking (\$/Day)	Short Term Parking (\$/Night)	Long Term Parking (\$/Month)	Reference Link
Arlington Municipal Airport	290 private hangars. 78 city owned T-hangars. 3 year wait list.	\$50.00	N/A	\$289.08 (Single) \$458.68 (Twin) \$321.59 (Open, 1,240 SF) \$605.95 (Enclosed, 1,240 SF) \$702.99 (Enclosed, 1557 SF) \$900.46 (Enclosed, 1,757 SF) \$381.40 (Open, Twin C)	\$5.00	\$50.00	\$5.00	\$50.00	https://www.arlingtonwa.gov/DocumentCenter/View/15141/Attachment-A
Auburn Municipal Airport	70 open T-hangars, 72 closed hangars, 140 tie-down spaces, and an assortment of privately owned T-hangar condos.	\$159.10	N/A	\$323.82* (Small) \$476.73* (Large)	\$5.00	N/A	N/A	N/A	https://auburnmunicipalairport.com/hangars-and-tie-downs
Bremerton National Airport	62 small T-hangars, 20 large T-hangars, 2-3 year waitlist for T-hangars.	\$65.29*	\$323.82* (Small) \$476.73* (Large)	N/A	N/A	N/A	N/A	N/A	https://www.portofbremerton.org/DocumentCenter/View/220/2026-Hangar-Rates-PDF
Harvey Field	Various open and enclosed T-hangars and monthly tie-down spaces. Has availability.	\$77.00	N/A	\$266.00 (Carport Style) \$453.00 - \$575.00 (Enclosed)	\$6.00	N/A	N/A	N/A	https://www.harveyfield.com/hangars/
Pierce County Thun Field	196 T-hangars, 9 box hangars, county owned, privately leased on field. 2-3 year waitlist.	N/A	N/A	\$329.68	N/A	N/A	N/A	N/A	https://www.piercecountywa.gov/7555/Pierce-County-Airport-Rates
Renton Municipal Airport	39 city owned hangars. City manages 27 tie-downs. 7-10 year waitlist.	\$185.60 (Up to 40' Wingspan)	\$580.00 (1,240 - 1,280 SF)	N/A	N/A	N/A	N/A	N/A	https://www.rentonwa.gov/Government/Departments-and-Offices/Public-Works/Airport/Aircraft-Storage
Tacoma Narrows	Private and county owned hangars, 4 year waiting list.	N/A	\$501.64 (With Office) \$437.85 (With 40' Doors)	\$2,157.75 (Corporate Hangars) \$2,797.20 (Corporate Hangars with Office & Bathroom) \$489.83 (Quad) \$805.35 (Stand Alone) \$315.79 (Communal with 40' Doors) \$369.08 (Communal with 50' Doors)	N/A	N/A	N/A	N/A	https://www.piercecountywa.gov/7555/Pierce-County-Airport-Rates
Seattle Paine Field International Airport	326 total hangars, 3-4 year waitlist.	N/A	\$554.49* (Old) \$859.15* (New)	\$277.81* (Old L Hangars) \$429.56* (New L Hangars) \$1,285.64* (T+L Hangars) \$1,274.60* (45' Rectangle Hangars, Average 1,620 SF) \$2,018.11* (50' Rectangle Hangars, Average 2,250 SF) \$3,228.95* (60' Square Hangars, Average 3,600 SF)	N/A	N/A	N/A	N/A	https://www.paineifield.com/138/Lease-Purchase-Opportunities & https://www.paineifield.com/165/T-Hangars
Skagit Regional Airport	All hangars are privately owned and operated. Sales come up periodically.	\$80.00* (Single Engine) \$89.00* (Multi Engine)	N/A	\$904.00* (1,128 SF) \$1,061.00* (1,327 SF) \$1,276.00* (1,600 SF) \$1,347.00* (1,690 SF)	N/A	N/A	N/A	N/A	2026 KBVS Rate Schedule wCustoms.pdf
Van Nuys	Hangars, tie-downs and office Facilities for up to approximately 270 propeller aircraft and related businesses. Approximately 115 newly constructed hangars. 76 grandfathered, owner occupied portable hangars. Approximately 45-55 Tie-downs.	\$225.00 (Up to 40' Wingspan) \$290.00 (Above 40' Wingspan)	N/A	\$1,375.00 (With Private Bathroom, 1,470 SF) \$1,275.00 (Without Private Bathroom, 1,470 SF) \$2,150.00 (With Office, 1,470 SF) \$4,400.00 (With 60' Door, 3,850 SF) \$4,800.00 (3,575 SF) \$7,600.00 (With Office, 4,500 SF) \$5,700.00 (With Office, 3,560 SF) \$5,800.00 (With Office, 3,600 SF) \$4,800.00 (3,600 SF) \$5,600.00 (With Bathroom, 4,200 SF) \$2,400.00 (2,000 SF) \$2,200.00 (1,720 SF)	N/A	N/A	N/A	N/A	https://theparkvny.com/rentals/ & https://theparkvny.com/about/

*Includes 12.84% Tax

Attachment 4 – SASO Land and Space Requirements Table

SASO Land and Space Requirements Summary

Table 1: SASO Land and Space Requirements Summary

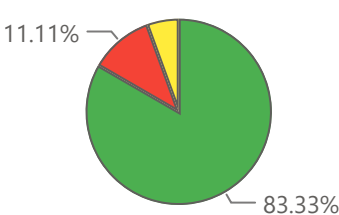
SASO Type	Land Requirements (For Lessee only)	Customer, Administrative, & Maintenance Area	Customer Area	Hangar Requirements
Aircraft Maintenance Operator for piston aircraft	21,780 SF	1,600 / 1,100 SF (Lessee/Sublessee)	500 SF (Lessee)	2,520 SF (Lessee or Sublessee)
Aircraft Rental and Flight Training Operator	21,780 SF	500 / 250 SF (Lessee/Sublessee)	N/A	N/A
Avionics or Instrument Maintenance Operator (Performing benchwork only)	5,445 SF	1,000 /500 SF (Lessee/Sublessee)	500 SF (Lessee)	N/A
Maintenance Operator (Performing beyond benchwork for piston aircraft)	21,780 SF	1,140 /890 SF (Lessee/Sublessee)	250 SF (Lessee)	2,520 SF (Lessee or Sublessee)
Aircraft Charter or Aircraft Management Operator	21,780 SF	500 SF (Lessee)	N/A	N/A
Aircraft Storage Operator for piston aircraft	21,780 SF	N/A	N/A	2,520 SF (Lessee or Sublessee)

Source: KCIA Minimum Standards, 2025.

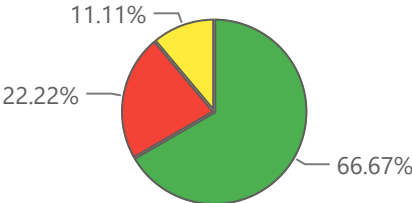
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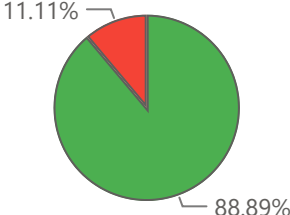
KPI Scope



KPI Cost



KPI Schedule

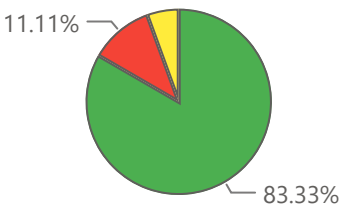


Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
AD VISION 2045/PART 150 STUDY				The project is on track and advancing through the planning phase, with staff currently reviewing chapter drafts covering facility requirements and alternatives analysis. Environmental planning is also progressing 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.

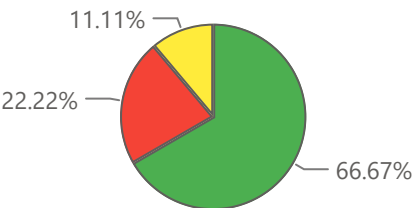
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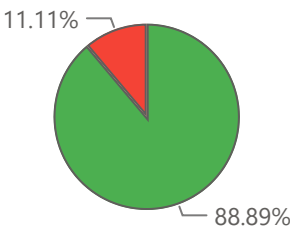
KPI Scope



KPI Cost



KPI Schedule

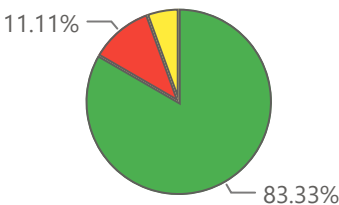


Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
AD TAXIWAY B RELOCATION				Currently revising and updating the Planning report to incorporate the updated Air Traffic Control Tower (ATCT) location and Aircraft Rescue and Firefighting stations for KCIA and Boeing. Updated cost estimates 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: - Construction delivery method: ITB - CA Services: Small Works Roster
AD DIGITAL ASSET				Planning phase is underway. C&S will evaluate and recommend

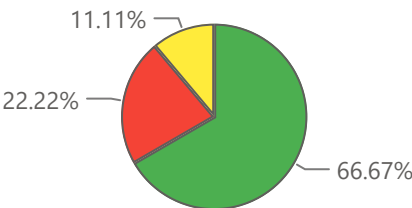
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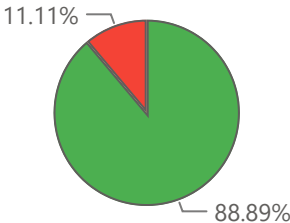
KPI Scope



KPI Cost



KPI Schedule

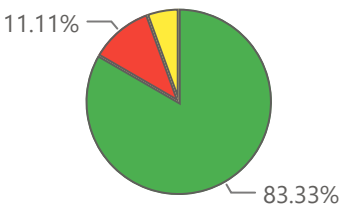


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AD KENMORE HANGAR DEMO	●	●	◆	The project scope includes demolition of the three former Kenmore hangars, site clearing, fencing, and site restoration. Per management direction, the privacy slats have been removed from the fencing scope. The project 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

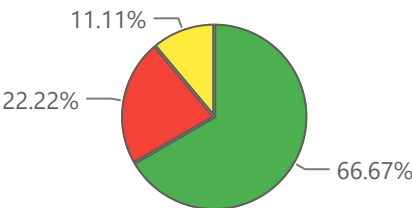
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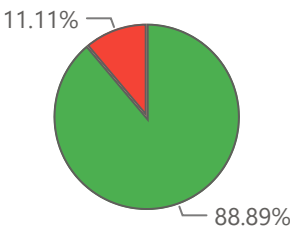
KPI Scope



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	●	▲	●	