King County
International Airport Boeing Field

7277 Perimeter Road S., Seattle WA 98108

Meeting: Roundtable Advisory Committee

Date: November 9, 2026

Time: 5 – 7 p.m.

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

Meeting objectives:

- Learn about King County International Airport's budgeting process
- Discuss the draft Rate and Fee Proviso

Time	Topic	Lead
5 p.m.	Welcome	Ali Lee
5:02 p.m.	Roll Call	Ayako Shapiro
5:03 p.m.	Approve October 7th Meeting Minutes & Ad Hoc October Meeting Minutes	Ali Lee
5:05 p.m.	General Public Comment	Matt Sykora
5:15 p.m.	Presentation and Updates • Topic: KCIA Budget • Topic: Rate and Fee Proviso Draft Subcommittee Recommendations o Q&A and Discussion • Topic: Taxiway Bravo Environmental Assessment	John Parrott Erik Utter Matt Sykora
6:15 p.m.	Airport Staff Report and Updates • Community Engagement Report Out • Update on paid parking at Terminal lot • Request for Nominations for Chair and Vice Chair for 2027 • Update on requested Monthly Meeting Packet financial and occupancy data: Profit & Loss reporting, tie-down vacancies, and hangar and office vacancies	Troy Chen Matt Sykora Matt Sykora Matt Sykora

6:20 p.m.	Roundtable Chair Report • Process for making recommendations on Community seats • Roundtable Member Reports • Roundtable Priorities Report Out • CAWG report out	Ali Lee
6:50 p.m.	Old Business • Topics for Roundtable Discussion o Bus Stop/ Sound Transit Letter • Topics Deferred to Future Meetings o Steam Plant Next Steps o Airport Parcel Update o RNAV Advocacy Letter and FAA	Ali Lee
6:40 p.m.	New Business • Roundtable Request: Agenda items for December meeting due by TBD • 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)
Vacant	Rainier Valley
Trip Switzer	At-large
Morgan Kaivo	Cargo (UPS)
Holly Krejci	Georgetown
Lisa Krober	Tukwila
Ed Lutgen	Labor (IAM District 751)
Mark McIntyre	Corporate Aviation
Ken Moninski	Off-site Business
Evan Nelson	Small General Aviation
Dan Anderson*	FAA (ex-officio)
Vacant	Unincorporated King County
Stephen Ratzlaff	Pilots' Association
Vacant	West Seattle
Ryan Tomasich	Boeing Company

Velma Veloria	Beacon Hill
Vacant	South Park

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

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Meeting Opening, Roll Call, and Quorum Update

The meeting was called to order by Erik Utter (Vice Chair), at approximately 5:05 p.m. Rollcall was conducted, and quorum was reached during the rollcall.

Approval of Prior Meeting Minutes

Erik Utter (Vice Chair) called for approval of the September meeting minutes by general consent.

Hearing no objections or requested revisions from members, the September meeting minutes were approved.

Public Comment

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

An emailed public comment was read during the meeting for public record and was included in the meeting packet. Additional opportunities were provided for attendees participating remotely and in person.

Written Public Comment Supporting Betsy McFeely for South Park Seat

Airport staff read a written public comment submitted by Whitney Nakamura who was unable to attend the meeting.

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

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from her long-term connections and knowledge of the neighborhood and its relevant issues and opportunities. Thank you for your consideration.

South Park Seat Vacancy

John La Porta commented on the continued vacancy of the South Park representative seat on the Airport Roundtable.

He noted that the South Park seat was created by ordinance in late 2023 and stated that, despite multiple applicants, the position remains vacant nearly three years later.

John requested clarification regarding the appointment process, including:

- Why earlier applicants were not appointed to the seat.
- Whether three applicants are required before appointments may proceed.
- What role Boards and Commissions staff, the County Executive, and County Council play in reviewing applications.
- What happened to previous applicants who had already been under consideration.

John urged the County to ensure transparency, fairness, and consistency in the appointment process and emphasized that South Park deserves representation on the Roundtable.

No further public comments were received.

Presentation and Updates

Rates and Fees Proviso Study Subcommittee Update

Erik Utter (Vice Chair) stated that the subcommittee intends to continue reviewing both the refined study and the complete proviso response before developing formal recommendations to forward to King County Council.

Erik Utter shared an update on how the Roundtable subcommittee is coming along with its review of the Airport Rates and Fees Study, which was kicked off by the King County Council proviso. The subcommittee has met twice since the last Roundtable meeting to look over the draft study and make sure it hits all the council's requirements. Instead of

getting bogged down in debating specific fee recommendations, they really focused on checking if the study checks all the boxes it needs to.

Matt Sykora (KCIA) explained that the consultant's Rates and Fees Study covers Section A of the proviso, which deals with comparing lease rates, landing fees, fuel-flowage fees, and parking fees. Airport staff are handling Sections B and C internally, covering airport lease info and occupancy data, and expect to have everything finished in about 30 days.

During the subcommittee review, they flagged the choice of peer airports used for comparison. They noticed that while the study was supposed to focus on the western U.S., it included several airports outside the region, like a few in Florida. The subcommittee is questioning whether that really aligns with what the King County Council asked for. They're also worried that changing up the peer airport list shifted how Boeing Field's rates look against the benchmarks, which might skew how people see the proposed fee changes.

To get a clearer picture, Erik Utter and Mark McIntyre (Corporate Aviation) asked for more transparency in the final report, specifically requesting median values and more complete fee data. Roundtable members pointed out that a few outlier airports are throwing off the averages for ground leases and hangar rentals, so the subcommittee wants the airport to explain how they're handling those outliers and if they should just be left out of the math entirely.

When it came to the actual fees, Mark McIntyre noted that a few of the proposed increases seem reasonable when you look at typical business aviation costs. For example, looking at Gulfstream operations, the proposed landing and fuel fees fall into normal industry ranges and would only be a small bump in overall operating costs.

However, proposed permit fees for Specialized Aviation Service Operators (SASSOs) and independent operators may create barriers to entry, drive away maintenance providers, and hurt airport services. The subcommittee also pointed out that this seems to contradict the Light General Aviation Study, which pushed for supporting these kinds of businesses. Matt Sykora explained that these fees are just meant to cover the airport's administrative costs for managing the agreements.

Ken Moninski (Off-site Business) also raised a concern about how proposed vehicles, parking, and ground transportation fees might accidentally hurt the development of new

regional airline services at Boeing Field. He noted that future short-haul and potentially electrified air services rely heavily on keeping operational costs low, so he urged the airport to look into targeted incentives or relief strategies to support new flights.

For next steps, Matt Sykora asked Roundtable members to get their written comments in by October 16th, so KCIA staff and the consultants have enough time to update the report. Meanwhile, Erik Utter mentioned that the subcommittee plans to keep reviewing the updated study and the final proviso response before they send their official recommendations over to the King County Council.

Light General Aviation Proviso Study Update

Erik Utter (Vice Chair) reported that the subcommittee had not yet conducted a detailed review of the expanded Light General Aviation Study due to its extensive length and the immediate priority of the Rates and Fees proviso response.

Matt Sykora (KCIA) summarized several additions to the study, including detailed discussion of:

- The "Propeller Park" concept and comparable facilities at other airports.
- Partnerships with educational organizations and aviation workforce development programs.
- Opportunities to expand aviation-focused educational initiatives.
- The airport's role within statewide aviation planning efforts and long-term regional airport system needs.

Roundtable members noted that the revised report included substantially more detail than previous presentations and expressed interest in conducting a more comprehensive review in coming months.

Mark McIntyre (Corporate Aviation) commented that future revisions of major reports would benefit if there was a redline or change-tracking version to help readers identify where changes have been made.

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Airport Staff Updates

Community Engagement Report

Troy Chen (KCIA) provided a summary of recent community engagement activities including:

- Four new year-long airport interns were onboarded.
- Staff facilitated educational visits to Arlington Municipal Airport and Seattle-Tacoma International Airport.
- The airport partnered with Women in Aviation and the Museum of Flight's Girls in Aviation Day, providing airport tours for approximately 100 students.
- Staff participated in community meetings in Georgetown and South Park.
- Outreach and information sharing were conducted regarding upcoming public meetings and airport projects.

Open House Taxiway Bravo Environmental Assessment

Matt Sykora (KCIA) provided an update on upcoming public meetings related to the Taxiway Bravo Draft Environmental Assessment. Key public meeting dates include:

- A virtual public meeting on October 14 from 11:30 a.m. to 12:30 p.m.
- An in-person public meeting on October 14 from 6:00 p.m. to 7:30 p.m.

Matt explained that both meetings will present similar information, although the in-person meeting will focus more heavily on exhibits and opportunities for discussion.

Members of the public will have the opportunity to submit both written and verbal comments. Verbal testimony will be formally transcribed and incorporated into the Environmental Assessment process.

Erik Utter (Vice Chair) encouraged Roundtable members to review the Environmental Assessment materials and participate in the public meetings, noting that the Taxiway Bravo project remains one of the airport's most significant ongoing initiatives.

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Airport Winter Operations Pre Season Briefing

Matt Sykora (KCIA) shared that the Airport's Winter Operations Preseason Briefing will be held in person on October 29th at 11am in the FSS Building. The briefing will cover snow and ice response procedures, deicing requirements, and airfield priorities.

FAA Airport 101 Training Session

Matt Sykora (KCIA) reminded Roundtable members of the FAA Airport 101 training session scheduled for October 26th at 4pm. The special Roundtable meeting will focus on FAA lines of business, airport grant assurances, airport governance, and federal regulatory requirements and responsibilities.

Airport Carbon Accreditation

Airport staff reported that KCIA had received its airport carbon accreditation designation.

Staff noted that additional outreach will occur with airport tenants as the airport continues its accreditation and emissions reduction efforts and seeks updated tenant participation data.

Ali Lee (Chair) congratulated airport staff on achieving the accreditation milestone.

Roundtable Chair Report

Discussion of Community Seat Appointment Process

Ali Lee (Chair) led a discussion regarding the process for evaluating future applicants for community representative seats.

Members discussed Roundtable's role in reviewing applications and making recommendations to Boards and Commissions, the County Executive, and County Council.

Matt Sykora (KCIA) explained that current guidance from King County Boards and Commission encourages submission of a preferred nominee for the Airport Roundtable rather than forwarding every applicant for consideration. He acknowledged that this differs from prior practices and suggested the Roundtable establish a process to provide recommendations.

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Erik Utter (Vice Chair) stated he was uncomfortable with a process that effectively requires the Roundtable to select a single candidate, expressing concern that such a system could unintentionally resemble membership by personal connection rather than public appointment.

Mark McIntyre (Corporate Aviation) argued that the Roundtable has valuable institutional knowledge about the work involved and should play a role in identifying qualified candidates and evaluating commitment to participation.

Holly Krejci (Georgetown) expressed concern that community seats maintain their intended independence and community perspective and not become disproportionately influenced by aviation interests.

Members discussed a variety of concepts, including:

- Informal recommendations.
- Candidate comments and evaluations.
- Ranked-choice evaluation methods.
- Majority and minority recommendation reports.
- Broader applicant review processes.

The Roundtable generally agreed to continue discussing a formal process and revisit candidate consideration at a future meeting.

Roundtable Member Reports

Ali Lee introduced a new agenda item that being for Roundtable members to provide brief updates regarding issues occurring within their represented communities or stakeholder groups.

Magnolia/North Seattle

Ali Lee (Magnolia/North Seattle) reported ongoing outreach to community organizations including the Magnolia Community Council and Green Lake Chamber of Commerce.

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Renton/Kent/South King County

Erik Utter (Renton/Kent/South King County) reported being approached regarding participation in a regional airport coalition focused on Seattle-Tacoma Airport issues and requested future updates regarding activities of regional aviation coalitions.

Georgetown

Holly Krejci (Georgetown) reported community concern regarding aircraft noise, flight path changes, and transportation-related projects affecting access to airport-adjacent communities.

She specifically highlighted:

- Planned East Marginal Way lane reductions.
- Potential bus priority lane changes affecting regional traffic access.
- Community concerns related to aircraft operations and vibration impacts.

Tukwila

Lisa Krober (Tukwila) reported plans to meet with Tukwila city leadership and noted community interest in improving transit connectivity between South Park, Georgetown, and airport-adjacent areas.

Corporate Aviation

Mark McIntyre (Corporate Aviation) discussed ongoing difficulties engaging local FAA management regarding noise-abatement and flight-procedure concerns.

He suggested that engagement with Senator Maria Cantwell and congressional representatives may be warranted if local FAA engagement remains unsuccessful.

Roundtable Priorities Review

Ali Lee (Chair) reviewed the Roundtable's established priorities and provided updates regarding progress made during the year.

Topics discussed included:

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- General aviation policy initiatives.
- Air quality efforts.
- Museum of Flight representation.
- Community engagement initiatives.
- Rates and fees review.
- Noise compatibility planning.
- Legislative monitoring.
- Fuel farm issues.
- Georgetown parcel development.
- FIFA-related activities.
- Review of prior Roundtable recommendations.

Members noted that several priorities have been completed while others remain ongoing.

Old Business

Community Engagement and Flight Monitoring Coordinator Position

Ken Moninski (Off-site Business) provided an update regarding concerns he previously raised related to airport staffing the community engagement and flight-monitoring coordinator position associated with ICE charter flight operations.

Ken stated that his primary concern relates to whether airport-generated revenues are being used to support activities that may fall outside traditional airport operations.

He suggested several possible approaches for consideration, including:

- Relocating the position to a different county department funded through the general fund.
- Greater coordination with the King County Immigrant and Refugee Commission.

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- Federal legislative efforts to address passenger restraint standards for charter operations.

Ken emphasized that his concerns are not connected to federal immigration policy itself but rather to airport governance, funding, and regulatory issues.

He also acknowledged constructive engagement from airport staff and stated that he considered the matter substantially complete from his perspective.

RNAV Advocacy Efforts

Ali Lee (Chair) provided a brief update regarding RNAV advocacy efforts and future engagement with FAA representatives.

Members discussed continuing outreach efforts and possible future engagement with congressional offices if FAA coordination remains limited.

Georgetown Parcel Update

KCIA staff reported that Georgetown community organizations are still developing formal recommendations for future land use options.

New Business

Meeting Start Time Discussion

Ali Lee (Chair) requested feedback regarding the possibility of moving future Roundtable meetings from 5:00 p.m. to 5:30 p.m. to allow additional travel time for members commuting from work.

Members expressed mixed opinions. Some members supported a later start time, while others expressed concern that meetings would extend later into the evening.

No action was taken, and the topic will be revisited at a future meeting if necessary.

Closing

There being no further business, a motion to adjourn was made, seconded, and approved unanimously.

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The meeting adjourned at approximately 6:50 p.m.

Roundtable members

Name	Representing	Attending
Ali Lee	Magnolia/ North Seattle	Y
Erik Utter	Renton/ Kent/ South King County	Y
Brian Algiers	Labor (SPEEA)	Y
Dalan Angelo*	Rainier Valley	N
Tripp Switzer	At-large	Y
Morgan Kaivo	Cargo (UPS)	Y
Holly Krejci	Georgetown	Y
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	N
Dan Anderson	FAA (ex-officio)	N
Guido Perla	Unincorporated King County	N
Stephen Ratzlaff	Pilots' Association	N
Vacant	West Seattle	-
Ryan Tomasich	Boeing Company	Y
Velma Veloria	Beacon Hill	N
Vacant	South Park	-

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

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

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Meeting Opening, Roll Call, and Quorum Update

The meeting was called to order by Erik Utter (Vice Chair), at approximately 4:05 p.m. Rollcall was conducted, and no quorum was present.

Public Comment

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

No public comment was provided during the Roundtable meeting.

Presentation and Updates

Airport & FAA 101 Presentation

Kim Kenville (UND) gave the Roundtable a foundational "FAA and Airport 101" overview of how U.S. airports are owned, regulated, planned, and funded. She opened by asking members what an airport is, then showed that airports serve many purposes, including airlines, cargo, air ambulance, agriculture, corporate and recreational flying, and the military. She traced the system from air mail contracting and military needs, through the Air Commerce Act of 1926 that placed public airport ownership with local governments, to the World War II building boom. After the war, hundreds of surplus federal airports went to cities and counties.

Kim explained why governance varies so widely: cities, counties, authorities, states, and about 13,000 private airports. She described the FAA's creation in 1958 and its role in writing the regulations that Congress authorizes. Funding comes from the Aviation Trust Fund through Congress and the FAA's Airport Improvement Program. It covers capital projects at airports in the national plan (about 3,000 of 19,000), through entitlements, discretionary funds, turn-back money, and set-asides. It does not cover operating costs, so "the FAA will buy the snowplow, but it won't buy the fuel." Accepting grants brings grant assurances. These require airports to stay airports, keep revenue on the airport, treat users equally, and consult the public.

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During the presentation, a roundtable member asked what criteria let an airport into the National Plan of Integrated Airport Systems and whether agreeing to a master plan is enough. Kenville said airports the government built were added automatically in 1946, others were added in the 1950s and 1960s, and the list was essentially set in 1982. Getting in now is a very high bar, and changing the list would take an act of Congress.

Closing

There being no further business, a motion to adjourn was made, seconded, and approved unanimously.

The meeting adjourned at approximately 6:00 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)	N
Dalan Angelo*	Rainier Valley	N
Tripp Switzer	At-large	N
Morgan Kaivo	Cargo (UPS)	Y
Holly Krejci	Georgetown	N
Lisa Krober	Tukwila	N
Ed Lutgen	Labor (IAM District 751)	N
Mark McIntyre	Corporate Aviation	N
Ken Moninski	Off-site Business	Y
Evan Nelson	Small General Aviation	N
Dan Anderson	FAA (ex-officio)	N
Guido Perla	Unincorporated King County	N
Stephen Ratzlaff	Pilots' Association	N
Vacant	West Seattle	-
Ryan Tomasich	Boeing Company	N
Velma Veloria	Beacon Hill	N
Vacant	South Park	-

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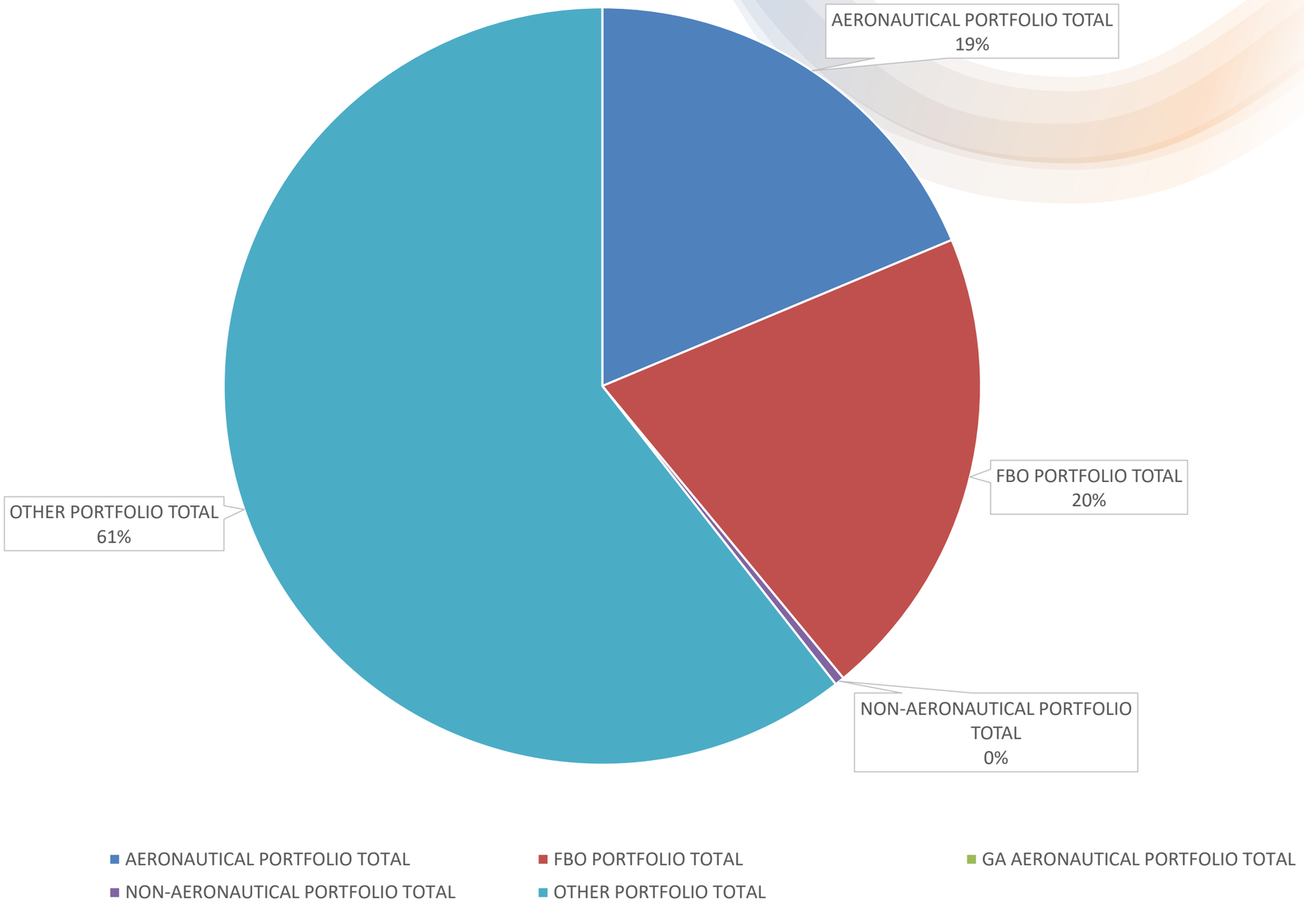
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King County International Airport Staff in attendance: Troy Chen, Matt Sykora, Dave Decoteau

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

2024 Occupied Square Footage

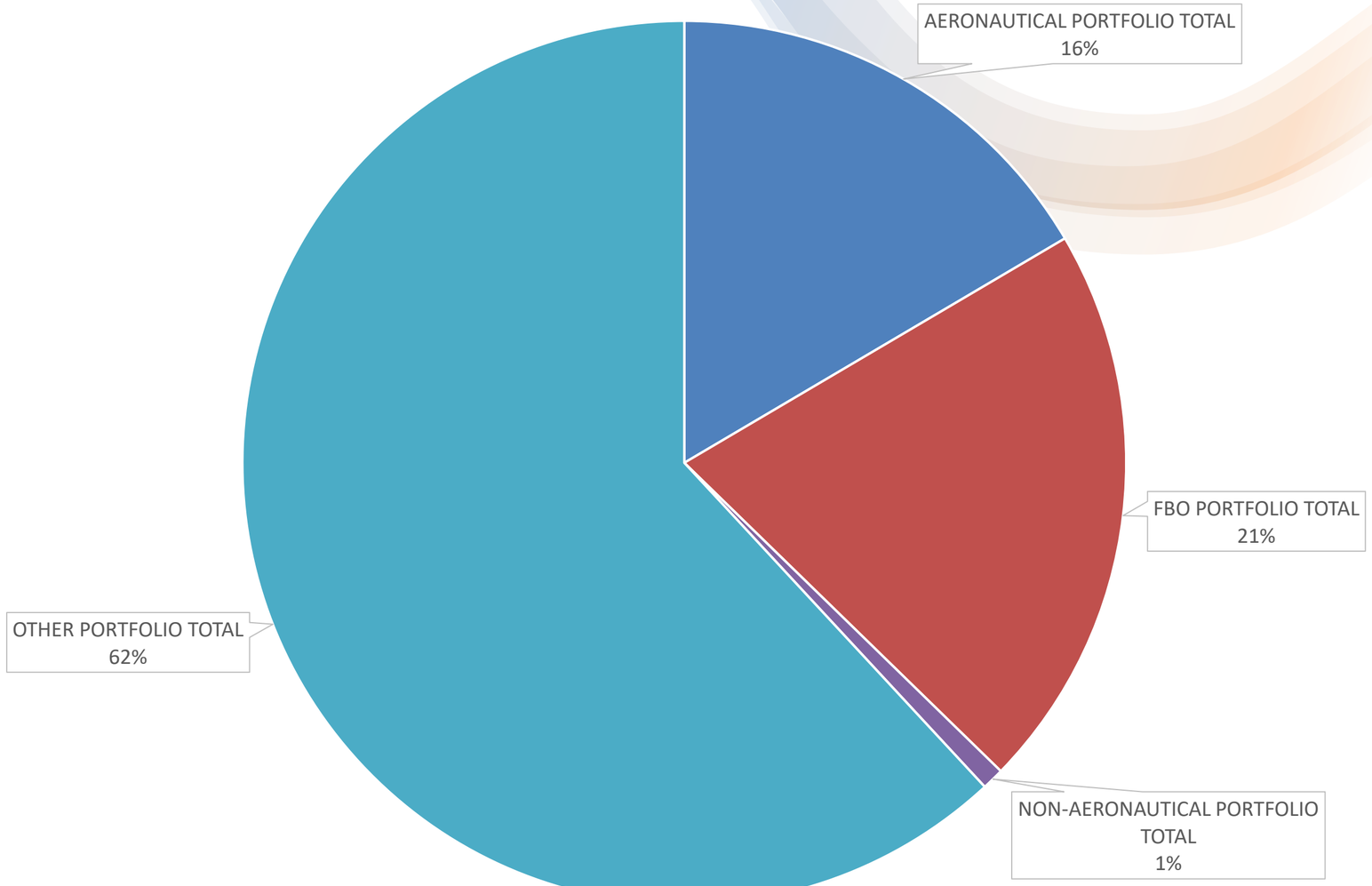
Property Category	2024 Occupied SF	2024 Vacant SF
Aeronautical Portfolio Total	1,601,865	160,300
Fixed Based Operator (FBO) Portfolio Total	1,741,015	0
General Aviation (GA) Aeronautical Portfolio Total	107 GA Tie-Downs 74 GA Hangers	0
Non-aeronautical Portfolio Total	34,990	348,234
Other Portfolio Total	5,189,077	0
KCIA Portfolio Total	8,566,947	508,534
Occupancy Rate	94.4%	5.6%



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Current Occupied Square Footage

Property Category	Current Occupied SF	Current Vacant SF
Aeronautical Portfolio Total	1,384,943	377,222
FBO Portfolio Total	1,741,015	0
GA Aeronautical Portfolio Total	107 GA Tie-Downs 74 GA Hangers	0
Non-aeronautical Portfolio Total	67,803	315,421
Other Portfolio Total	5,189,077	0
KCIA Portfolio Total	8,382,838	692,643
Occupancy Rate	92.4%	7.6%

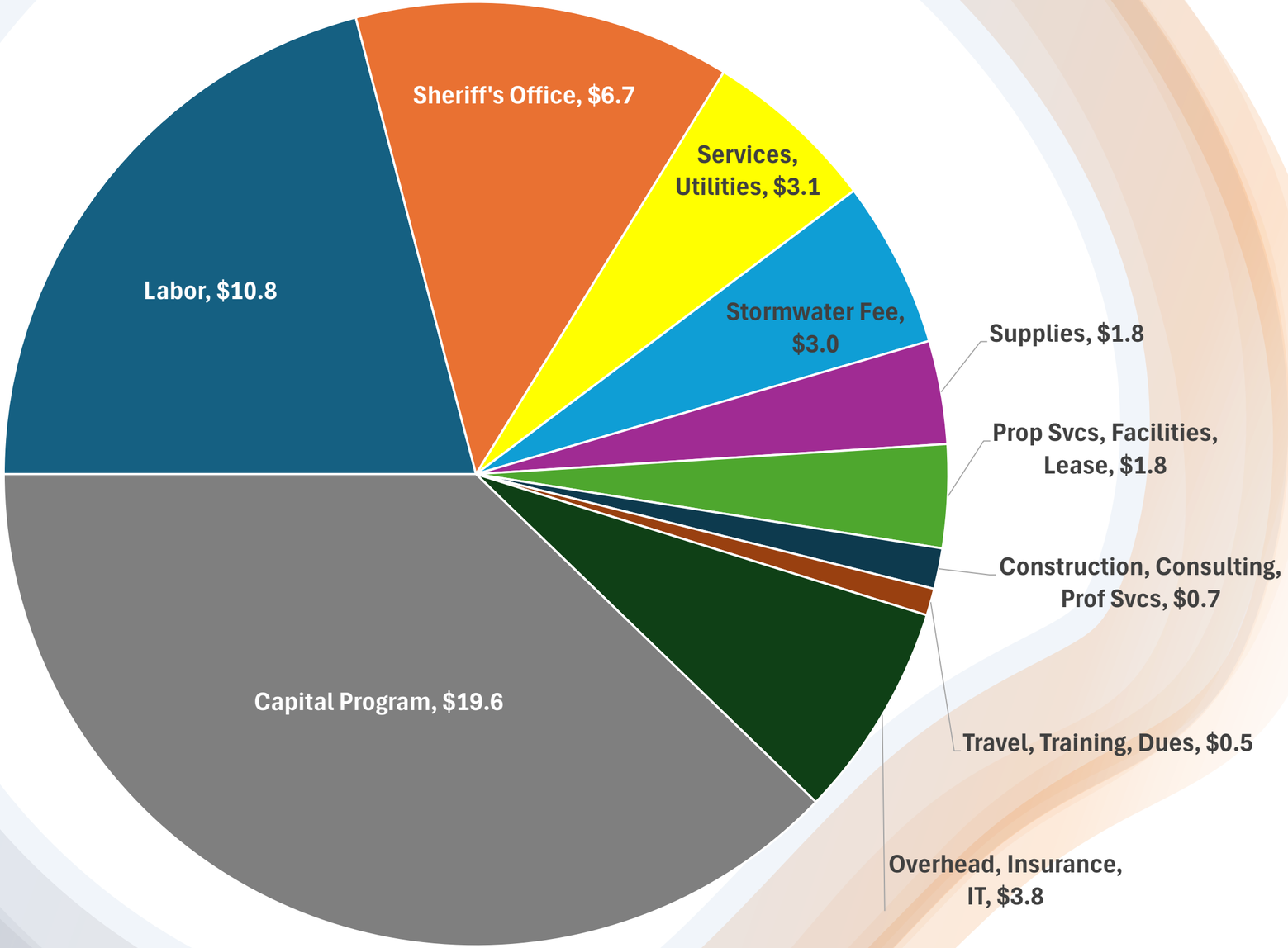


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2025 King County International Airport Expenditures

Operating Fund in Millions

Total Expenditures: $51.9 Million

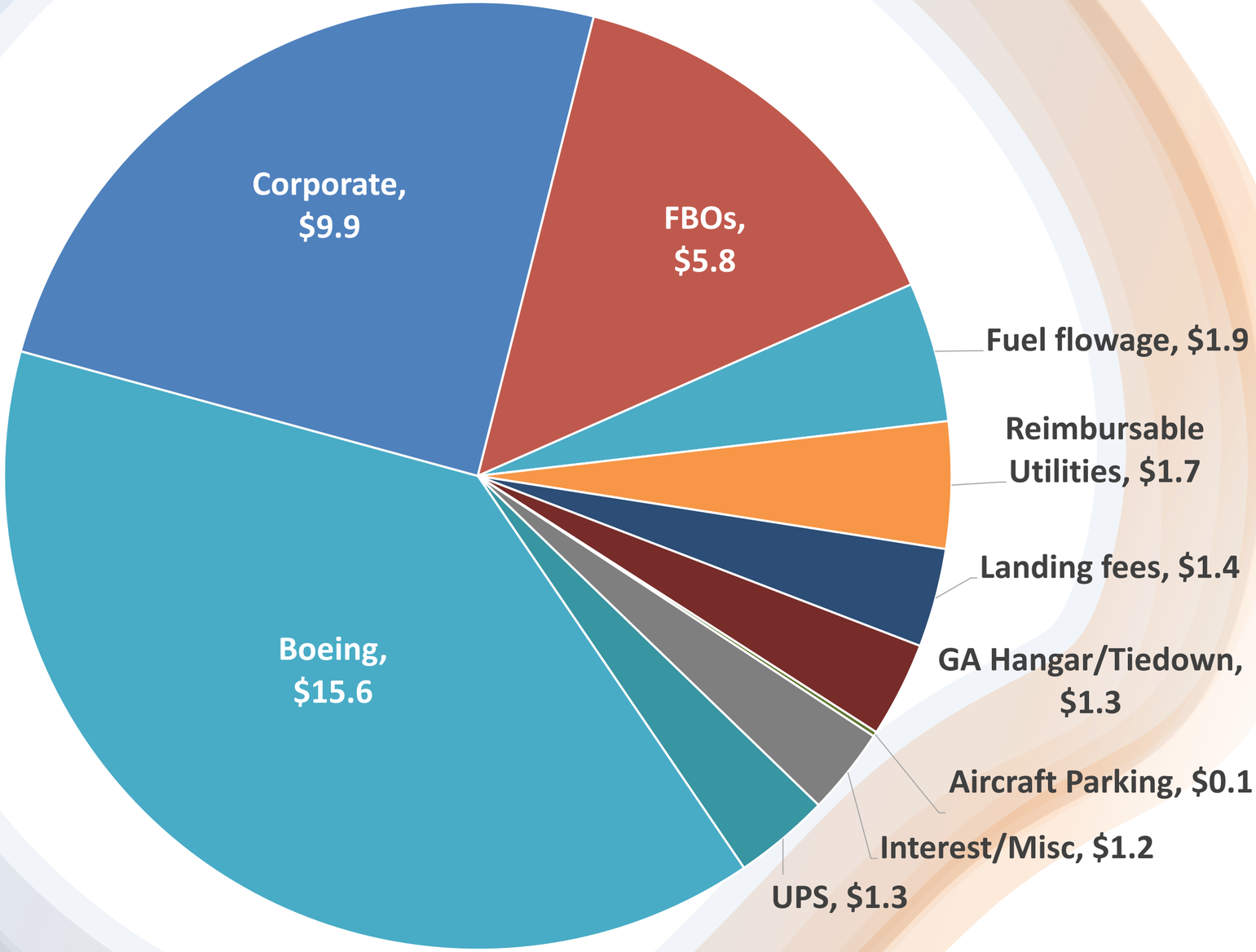


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2025 King County International Airport Revenue

Operating Fund in Millions

Total Revenue: $40.2 Million



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KCIA Taxiway B Relocation Community and Tenant Brief

Prepared by Erik Utter, KCIA Roundtable Vice Chair for the November 9, 2026 Roundtable Meeting

Moving Taxiway B is a proposal, not a settled outcome. The project should distinguish needed runway and facility improvements from the impacts of moving the taxiway. Retaining its current location while improving the runway, control tower and firefighting facilities warrants a clear comparison, subject to FAA approval.

What is proposed and why

KCIA proposes to repair Boeing Field's main runway, Runway 14R-32L, and move Taxiway-B **50-75 feet west**. The move would increase runway-to-taxiway spacing from 325-350 feet to the Federal Aviation Administration's (FAA) 400-foot design standard for the large aircraft served here.

The package includes a replacement air traffic control tower, two aircraft rescue and firefighting stations (ARFF), revised aircraft ground routes and parking, land purchases, utilities, fencing and drainage. The report identifies worn runway pavement, nonstandard spacing and confusing intersections as safety concerns. It does not describe the project as increasing flight numbers, changing aircraft types or lengthening the runway.

Where to look: Main report §§1.1-1.3, pp. 6-16; project maps, p. 10; October presentation, slides 8-10 and 16-17.

A phased project lasting about a decade

The draft anticipates construction during **2028-2037**, with tower and firefighting projects first, taxiway relocation next, and major runway rehabilitation later. The August cost schedule also includes an earlier runway repair in 2028. Timing depends on funding. The County says its funding mechanism requires construction to start by the end of 2029.

Where to look: Main report §1.2.8, pp. 13-14; August 20 cost schedule; County project page.

The alternative that needs a complete comparison

The airport currently operates under an FAA waiver, an approved exception to a design standard. The draft considers keeping that waiver, smaller taxiway shifts and operating safeguards, but screens them out because they do not achieve the standard spacing. Only full taxiway relocation and “No Action” receive detailed environmental comparison. “No Action” also omits runway rehabilitation.

Repairing the runway and upgrading the tower and ARFF facilities while keeping Taxiway B is different from doing nothing. The draft's continued-waiver alternative includes runway work, but does not fully evaluate that combined facility-upgrade package. A written FAA position should explain the waiver's history, renewal conditions, safety evidence and funding implications. Existing approval does not guarantee renewal; early screening does not substitute for explaining why this less disruptive package cannot work.

Where to look: Main report §§2.1.3-2.5, pp. 20-27; presentation, slides 13-15; County project page. Appendix M records support for less disruptive options.

Cost and Impacts

What would it cost and who would pay

The County's **August 20, 2026 planning schedule totals $760.3 million** across 2026-2037. Major amounts include $277.2 million for Taxiway B relocation, $166.3 million for main-runway reconstruction, $109.9 million for the tower development, and a combined $91.9 million for County and Boeing firefighting developments. These are parts of the total, not additional costs.

The County describes funding through the FAA's Airport Improvement Program, covering **up to 90%**, with the remainder from airport revenues such as land rents and user fees. Local tax funds would not be used. For scale, a 90/10 split of the entire estimate would be about **$684.3 million federal and $76.0 million airport-funded**; that is an illustration, not a confirmed grant award or allocation.

A full estimate is still being developed. Additional research toward awarded versus anticipated grants, component eligibility, inflation and overrun allowances, and whether reserves, borrowing or higher rents and fees would cover the balance is warranted. This schedule is not a complete financing plan.

Where to look: County cost schedule, August 20, 2026 and County funding explanation. Figures rounded; the October slide deck does not provide a project budget.

The Boeing Company faces more than a land acquisition

Boeing's scoping letter identifies potential disruption to manufacturing, flight testing, maintenance and aircraft deliveries at North Boeing Field and its Military Delivery Center. Its concerns include:

Aircraft access and usable work areas. Boeing questions whether large aircraft could reach some parking and work positions after the taxiway shift. At the Military Delivery Center, smaller positions and tighter turns could affect operations. The concern is usable space and aircraft movement, not simply total pavement area.

Utility interruptions. Underground power, communications, water and compressed-air systems serve aircraft work areas. Relocating them could interrupt several positions at once. Boeing says utilities also cross its Military Delivery Center's only aircraft access route, creating delivery-delay risks.

Employment, parking and emergency response. Boeing identifies approximately 4,500 employees at the two sites and warns of reduced production capability and delayed job growth. These are Boeing's concerns, not confirmed job losses. Employee parking, safe road crossings, both firefighting services and uninterrupted stormwater treatment also need workable transition plans.

Where to look: Appendix M, comment 20, pp. 42-52. Boeing's comments predate the draft; the final review should identify which concerns the revised design resolves.

Impacts on Tenants and Community

Business relocation and airport access

About **5.5 acres** would be acquired from Boeing, the Museum of Flight and Wood Meadow; **nine local businesses** would relocate from Wood Meadow. The County could seek compulsory acquisition if negotiations fail. Federal relocation assistance is planned, but replacement premises, notice, business interruption and responsibility for costs need concrete commitments.

Where to look: Main report pp. 13-14 and 58-59; Appendix B.3, p. B-6.

Aircraft parking and the Museum of Flight

The plan removes six outdoor aircraft spaces at Midfield Airpark and six at Southwest Airpark, replacing 12 at Southeast Airpark. The listed total remains 60, with unchanged listed hangar area.

The museum's main lot could lose **132 vehicle spaces**, reduced to 67 with a revised layout; other replacement lots remain options. The museum also raises potential loss of five visiting-aircraft spaces, aircraft-access rights, large-aircraft event access and a separate 186-space overflow lot Boeing could reclaim.

Where to look: Appendix B, pp. B-2-B-5; presentation, slides 29-30; Appendix M, comments 17-18, pp. 31-36, and comment 23, pp. 63-64.

Ground noise and exhaust closer to people

The draft concludes flight noise would not change because flight numbers, aircraft types and flight paths would not change. That does not by itself establish unchanged exposure to taxiing or idling aircraft closer to homes. No specific noise increase can be reliably assigned from these materials.

The museum also raises jet fumes near visitors and Raisbeck High School. Unchanged total emissions do not necessarily mean unchanged exposure where people live or gather. The tower would rise from 65 to 155 feet and become visible from additional homes.

Where to look: Main report pp. 29-32, 60 and 64-65; Appendix M, pp. 59-64; October video, 38:41-40:18.

Construction disturbance and community safeguards

At the October meeting, residents and the Duwamish River Community Coalition requested construction-noise analysis, monitoring, work-hour limits, accessible notices and protection of residential streets from truck traffic. These should be specific commitments covering noise, dust, vibration and access throughout the construction period, rather than relying only on the label “temporary.”

Where to look: October 14 recording, 29:52-34:09 and 35:25-36:40; main report p. 58.

Environmental Findings and Questions

What the report concludes and what remains open

An Environmental Assessment (EA) examines effects and alternatives. The draft generally predicts no significant impacts with safeguards. It anticipates eight fewer acres of hard surfaces, improved runoff treatment, no direct wetland disturbance and no effects on protected historic properties. These findings do not mean no disruption to individuals.

Where to look: Main report §§3.3.2-3.3.13; presentation, slides 20-36; Appendices E-G and J-L.

Fish and runoff. The biological assessment identifies likely adverse effects on Chinook salmon, steelhead and bull trout from pollutants remaining in treated runoff. The October presentation still lists federal wildlife-agency consultation as unfinished. Its broad "no significant impact" statement for aquatic species is expressly pending that consultation.

Where to look: Main report pp. 35-36; Appendix E, pp. ES-1-ES-2; presentation, slides 20-21 and 34.

Contaminated soil and groundwater. Existing contamination and PFAS, persistent chemicals associated here with firefighting foam, complicate excavation. The main report says contaminated material is not expected, while Appendix K identifies possible contamination near drain work and Taxiway B3. Resolve this difference through testing, handling plans and clear cost responsibility.

Where to look: Main report pp. 42-46 and 67-74; Appendix K, especially pp. K-15-K-16; video, 33:23-34:09.

Combined neighborhood burdens. The October comments challenge a review focused on schools inside the project boundary rather than children living nearby. Noise, exhaust, dust and lighting should be assessed where people actually experience them, alongside existing road, rail, industrial and airport activity. The biological assessment assumes an 88-decibel background without local measurements.

Where to look: Main report pp. 40-41 and 60; Appendix I; Appendix E, Biological Assessment p. 14; video, 32:26-34:09.

Questions:

Compare the options: Can runway, tower and ARFF improvements proceed while Taxiway B stays under continued FAA approval?
Make protections enforceable: Identify replacement facilities, operating arrangements, monitoring, responsible parties and funding.
Explain the decision: Publish responses to Boeing, tenants and residents, complete outstanding consultations, and identify which early commitments would make later alternatives harder to pursue.

How to participate and find more detail

There is a public comment deadline of **5 p.m. Pacific on Friday, November 13, 2026**. Email KCIACommunityOutreach@kingcounty.gov. It anticipates a Final EA and FAA decision in winter 2026; staff said a separate state environmental review would follow. Check the current notice for updates.

Sources: County project page and linked EA appendices; October 14 presentation (slides 37 and 43); meeting recording (29:22-29:28 for state review; reviewed through auto-generated captions). Comments are stakeholder views, not KCIA or Roundtable findings.

Appendix B

Appendix B provides representative examples of major contractual provisions contained in King County International Airport lease agreements. These provisions illustrate the County's approach to establishing rental obligations, permitted uses, risk allocation, tenant responsibilities, property management, and compliance with applicable federal, state and local requirements. Specific terms vary depending on the property, tenant, lease structure, and applicable approval requirements.

USE. Lessee shall operate as a Fixed Base Operator ("FBO"), as defined by the Airport Minimum Standards, as amended from time to time. Lessee shall use the Premises for the following permitted uses ("Permitted Uses") and no others without prior written consent of King County:

A. Aircraft sales (new and used), leasing and rental;

B. Aircraft fuel sales and fuel storage;

C. Aircraft ground handling;

D. Aircraft maintenance service, including engine and accessory overhaul;

E. Flight training;

F. Air taxi, charter and cargo operations;

G. Aircraft parts and accessories sales;

H. Transient aircraft service;

I. Tie-Down and hangar rental for both transient and based aircraft;

J. Avionics sales and service;

K. Aviation business related office space rental;

L. Any other uses in the future that may develop as a function of an FBO, except that all future uses must be approved in advance by King County in writing;

M. Personal or general services to aviation customers, including catering, lounge, and snack bar services;

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N. Car rental services, provided that such rental services shall be conducted under separate agreement with King County substantially similar to the terms and conditions of King County's agreements with other car rental concessions at KCIA; and

O. Car parking on a non-commercial basis for its aviation customers. Permitted parking shall be outside the fence except on tie-down spots and inside hangar buildings.

Additionally, Lessee shall provide the following in support of general aviation:

P. No less than 25 percent of Lessee's apron space shall be made available for providing priority parking for light general aviation aircraft (piston-propeller). Lessee may use such areas for other permitted uses at such times as such areas are not required for light general aviation parking. Lessee shall retain the ability to make such areas available on a priority basis for light general aviation parking when reasonably required by customer demand.

Q. Dedicated ramp parking from the south end of the southernmost building as shown on Exhibit A.

R. Self-fueling avgas.

S. Flight training support (i.e., Lessee shall make a good faith, commercially reasonable, effort to provide space for aircraft storage, classroom or meeting room, office, shop, customer lounge, and access to restrooms necessary and sufficient to conduct flight training activities as space is available and not otherwise encumbered).

T. Light general aviation maintenance.

U. Dedicated building space for the light general aviation community, including appropriate signage.

All uses of the Premises must be approved or accredited by the Federal Aviation Administration ("FAA") and any other applicable permitting agency with jurisdiction where such approval, permitting or accreditation is necessary. No other uses, activities or operations shall be conducted on the Premises without first obtaining the written consent of King County.

Lessee agrees to charge fair, reasonable, and not unjustly discriminatory prices for each unit or service; provided, that the Lessee may be allowed to make reasonable and non-discriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

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Lessee shall use the entire Premises in a businesslike and responsible manner during the entire term of this Lease, with the exception of temporary closures for such periods as may reasonably be necessary for repairs or reasons beyond Lessee's control.

Lessee shall obtain, at Lessee's sole cost and expense, any and all licenses and permits necessary for Lessee's contemplated use of the Premises. Lessee shall not permit any objectionable or unpleasant odors, smoke, dust, gas, noise or vibrations to emanate from the Premises, nor take any other action which would constitute a nuisance or which would disturb or endanger any other tenants of the Airport, or unreasonably interfere with such other tenants' use of their respective space. Lessee agrees not to do or permit anything to be done in or about the Premises which will in any manner obstruct or interfere with the rights of other tenants or occupants of the Airport, or injure or unreasonably annoy them, or use or allow the Premises to be used for any unlawful or unreasonably objectionable purpose. Lessee shall neither commit nor suffer any waste to the Premises and shall, at its sole cost and expense, keep and maintain the Premises and all improvements thereon and all facilities appurtenant thereto in good order and repair and safe condition, and the whole of the Premises, including all improvements and landscaping, in a clean, sanitary and attractive condition.

No other uses, activities or operations, shall be conducted by the Lessee from the Premises without first obtaining the written consent of King County. To the best of King County's knowledge, there are no conditions, restrictions or encumbrances to which the Premises and Project are subject that would preclude the redevelopment and use of the Premises by Lessee as provided for in this Lease. Upon the Commencement Date, King County shall deliver the Premises to Lessee free and clear of all tenancies or occupancies of any kind.

Under no circumstances may Lessee's right to sell or store fuel be assigned or transferred with this Lease without the express written consent of King County, which consent shall not be unreasonably denied, conditioned or delayed.

RENT. Lessee shall pay to King County a rent of **$XXX DOLLARS** payable in advance on or before the first day of each and every calendar month of the Lease Term (the "Rent"). The Rent is calculated on XXX,XXX square feet at a blended rate based on three separate parcels for a total of $X.XX/sf/year. Lessee shall also pay in addition to Rent a Leasehold Excise Tax levied pursuant to RCW Chapter 82.89A in the amount of **$XXX DOLLARS** per month, which is based on the current Leasehold Excise Tax rate of 12.84%.

Rent and taxes shall be made payable to the KING COUNTY TREASURY and are to be received at the address (the "Payment Address") of:

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King County Finance
201 S Jackson, Suite 710
Seattle, Washington 98104

The Rent is exclusive of any other sale, franchise, business or occupation, or other tax based on rents. Should any such taxes apply during the life of this Lease, the Rent shall be increased by such amount.

PREMISES. King County hereby leases to Lessee, upon the following terms and conditions, premises located in King County, Washington, (hereinafter referred to as "Premises"), legally described as follows (see **Exhibit A** "Legal Description of Premises Leased" attached and "**Exhibit A-1** Diagram of Premises Under Lease"), and commonly known as:

XXXX Perimeter Road South, Seattle WA 98108
Approximately **XXX,XXX** square feet

The Premises are situated within the King County International Airport with its principal place of business located at XXXX Perimeter Road South, Seattle, Washington ("Airport").

TERM. The term of this Lease is for thirty-five (35) years (the "Lease Term"). The Lease shall commence on the _____ day of _____, 20XX, (the "Commencement Date"), and end on the Thirty-Fifth (35th) anniversary of the Commencement Date, unless terminated earlier in accordance with this Lease or extended pursuant to Section 7.

RENT ADJUSTMENT. To ensure a fair rent based upon the Fair Market Rental Value of the Premises, King County shall adjust the rent to the then current Fair Market Rental Value (as defined below) no sooner than every three years, however, the first adjustment will occur no sooner than the anniversary of the lease Commencement Date in 20XX. Subsequent adjustments will take effect no sooner than the third anniversary of the previous adjustment. The date on which a rent adjustment becomes effective is referred to hereafter as "**the Rent Adjustment Date**". The three-year period commencing on the Rent Adjustment Date is referred to hereafter as "**the Succeeding Period**".

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FAIR MARKET RENTAL VALUE DEFINED. For all purposes required under this Lease, "**Fair Market Rental Value**" is defined as: An amount in the competitive market that a well-informed and willing lessor, who desires but is not required to lease, would accept, and which a well-informed and willing lessee, who desires but is not required to lease, would pay for the use of the Premises as provided in the Lease (excluding improvements to the Premises constructed at Lessee's expense made during the initial term of the lease), after due consideration of all the elements reasonably affecting value

NOTICE OF RENTAL ADJUSTMENT. When it elects to adjust the rent after the initial Three (3) years, but prior to a date which is Five (5) years after the Commencement Date, King County will give Lessee at least thirty (30) days written notice of the adjusted rent for the Succeeding Period. The rent as adjusted shall take effect on the Rent Adjustment Date specified in the notice. Unless Lessee, within thirty days following receipt of notice from King County, gives King County written notice of its rejection of the adjusted rent together with Lessee's statement of the amount Lessee considers to be the Fair Market Rental Value, the rent as adjusted by King County will become the rent for the Succeeding Period. If Lessee so notifies King County of its rejection of the adjusted rent, the parties may negotiate in good faith, having bi-weekly meetings, with the principal decision makers in a good faith attempt to agree upon the rent adjustment, without invoking the rights of Arbitration provided below.

ARBITRATION. If, thirty days after King County receives Lessee's notice of its rejection of the rent as adjusted by King County, Lessee and King County cannot agree upon the rent adjustment, the rent for the Succeeding Period will be adjusted by arbitration. Lessee and King County will each select one disinterested arbitrator, and the two selected arbitrators will select a third.

King County will give Lessee written notice of the name and address of its selected arbitrator and his or her qualifications. Unless otherwise agreed in writing by King County, Lessee shall give King County written notice of the name and address of Lessee's selected arbitrator and his or her qualifications within thirty days after Lessee's receipt of King County's notice. If Lessee fails to so provide its written notice to King County, Lessee shall be deemed to waive its right to arbitration, the arbitration shall not proceed, and the rent as adjusted by King County shall become the rent for the Succeeding Period.

If the two arbitrators have not selected a third arbitrator within thirty days after the selection of the last selected of the two, either Lessee or King County will apply to the Presiding Judge of the Superior Court in King County for the appointment of a third arbitrator.

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Each arbitrator will be a member of the American Institute of Real Estate Appraisers, the Society of Real Estate Appraisers, or other appraisal society or association having equivalent ethical and professional standards. If, in the future, a licensing requirement for real estate appraisers is imposed by any legislative body with jurisdiction, each arbitrator shall also be licensed. The arbitrators shall not only be impartial, but also shall not have been an employee of, or retained under contract by, either party for a period of one year before the arbitration, and shall have no financial interest in the subject of the arbitration. Each party shall have the right to disqualify any arbitrator who does not meet the requirements of this section by sending a written notice to the other party and to all the arbitrators stating the grounds for disqualification. If the disqualified arbitrator is a party-appointed arbitrator, then that party shall, within fourteen days after its receipt of the other party's notice of disqualification, appoint another arbitrator who meets the requirements of this section to serve in place of the party's disqualified arbitrator. If the disqualified arbitrator is the third arbitrator, then the two party-appointed arbitrators shall, within fourteen days after their receipt of a party's notice of disqualification, select a third arbitrator who meets the requirements of this section to serve in place of the disqualified arbitrator.

The arbitrators shall give the parties sixty days' notice in writing of the date on which the arbitration is to commence. Unless otherwise agreed in writing by King County and Lessee, each party shall, no later than thirty days before the arbitration is scheduled to commence, provide the other party with a copy of an appraisal report prepared by a member of the American Institute of Real Estate Appraisers, the Society of Real Estate Appraisers, or other appraisal society or association having equivalent ethical and professional standards, that supports that party's claim of Fair Market Rental Value. If Lessee fails to provide a copy of its appraisal report to the County, Lessee shall be deemed to waive its right to arbitration, the arbitration shall not proceed, and the rent as adjusted by King County shall become the rent for the Succeeding Period.

The three arbitrators will determine a fair rent for the Premises for the Succeeding Period based upon the Fair Market Rental Value as defined in King County Code 4.56.010. The decision of a majority of the arbitrators will bind both Lessee and King County. Both King County and Lessee agree that all non-mandatory provisions of RCW 7.04A are waived and that, unless requested by a majority of the arbitration panel, no formal hearing will be held, no witnesses will testify, no attorneys will participate in the arbitration, and the arbitrators will provide the final determination of the Fair Market Rental Value. At the conclusion of the arbitration, the arbitrators will submit a written report in counterpart copies to Lessee and King County, which shall state their determination of the rent to be paid by Lessee for the Succeeding Period. The report shall contain all pertinent evidence that led to their conclusion together with an explanation of their reasoning for such conclusion.

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COST OF ARBITRATION. Each party shall pay for its appraisal and shall bear the expense of its own counsel, and any other of its representatives and/or experts that may be required to prepare for or, in the event it is requested by the arbitration panel, participate in the arbitration. Each party shall also pay the fees and expenses of its selected arbitrator. The fees and expenses of the third arbitrator and all other costs of the arbitration will be divided equally between Lessee and King County.

RENT PENDING ADJUSTMENT AND RETROACTIVITY. In the event resolution of the rental adjustment is not completed either by negotiation or arbitration prior to the Rent Adjustment Date:

Lessee shall, pending resolution of such rent adjustment, continue to pay King County the rent then in effect;

The adjusted rent, as determined either by negotiation or arbitration, shall be retroactive to the Rent Adjustment Date; and

King County, at its option, may elect to require Lessee to pay interest in the amount of five percent (5%) per annum commencing on the Rent Adjustment Date on any sum due as a result of a retroactive increase.

ANNUAL RENT ADJUSTMENTS DURING NON-APPRAISAL YEARS. Per King County Code 15.72.010, the annual rent adjustments for intervening years between fair market value appraisals may be established using the most recent Consumer Price Index for the Seattle-Tacoma-Bremerton urban area – all urban consumers. The Consumer Price Index rent adjustment shall not be greater than six percent above the amount charged during the prior year and in no case shall be less than the prior year. If the rent adjustment is made due to a new fair market value appraisal, and that value is greater than the prior year's rent, then the new fair market value appraisal becomes the new rent, and the new base for the application of future Consumer Price Index adjustments. If the new fair market value appraisal is less than the prior year's Consumer Price Index-adjusted rent, then the prior year's Consumer Price Index-adjusted rent shall remain in effect and shall become the new base rent. Rents shall be adjusted on January 1 of each year and shall take effect on the anniversary of the Rent Adjustment Date. Rental adjustments made under this section are not subject to arbitration.

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INSURANCE REQUIREMENTS – LESSEE/LEASEHOLD. By the date of execution of this Lease, Lessee shall procure and maintain for the duration of this Lease, insurance against claims for injuries to persons or damages to property which may arise from, or in connection with exercise of the rights and privileges granted by this Lease, by Lessee, its agents, representatives, employees/subcontractors. The insurance required to be provided by Lessee under this Lease may be provided under blanket policies that cover Lessee and the Premises as well as other entities and properties. The cost of such insurance shall be paid by or on behalf of Lessee. If there is any inconsistency between the minimum insurance requirements set forth below in this Lease and the insurance required by King County in any other Airport agreement to which Lessee is a party, Lessee shall maintain the most stringent insurance required.

In consideration of the duration of this Lease, the parties agree that the Insurance Requirements Section herein, at the discretion of the King County Risk Manager, may be reviewed and adjusted with each amendment and within 90 days of the end of the first 3-year period of the Lease Term and the end of each successive 3-year period thereafter.

Any adjustments made as determined by the King County Risk Manager, with regard to limits, scope and types of insurance, shall be in accordance with reasonably prudent risk management practices and aviation insurance industry standards and shall be effective on the first day of each successive 3-year period.

Adjustment, if any, in insurance premium(s) shall be the responsibility of Lessee. Any failure by the County to exercise the right to review and adjust at any of the aforementioned timings shall not constitute a waiver of future review and adjustment timings.

Nothing contained within these insurance requirements shall be deemed to limit the scope, application and/or limits of the coverage afforded, which coverage will apply to each insured to the full extent provided by the terms and conditions of the policy(s). Nothing contained within this provision shall affect and/or alter the application of any other provision contained within this Lease.

MINIMUM SCOPE AND LIMIT OF INSURANCE. Lessee shall obtain and maintain the minimum insurance set forth below. By requiring such minimum insurance, King County shall not be deemed or construed to have assessed the risks that may be applicable to Lessee under this Contract. Lessee shall assess its own risks and if it deems appropriate and/or prudent, maintain greater limits and/or broader coverage. Each insurance policy shall be written on an "occurrence" form; excepting that insurance for professional liability, errors and omissions and environmental impairment, may be acceptable on a "claims made" form. If coverage is approved and purchased on a "claims made" basis, Lessee warrants continuation of coverage,

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either through policy renewals or the purchase of an extended discovery period, if such extended coverage is available, for not less than three years from the date of termination of this lease. Insurance coverage shall be at least as broad as stated below and with limits no less than:

1) Commercial General Liability (Aviation General Liability). Coverage in the amount of $5,000,000 combined single limit per occurrence, and for those policies with aggregate limits, a $5,000,000 aggregate limit shall be maintained.

2) Aircraft Liability. (Owned, Leased and Non-owned Aircraft) Aircraft liability for bodily injury, death, property damage, contractual and passenger liability.

Aircraft Liability (combined single-limit per occurrence other than passenger liability in accordance with the following table)

Maximum Gross Take-off Weight	Minimum Requirement: (each Occurrence)
Over 25,000 lbs.	$25,000,000
15,001 -25,000	$15,000,000
10,001 – 15,000 lbs.	$10,000,000
5,000 - 10,001 lbs.	$5,000,000
Under 5,000 lbs.	$1,000,000

3) Aircraft Hull and Machinery. Lessee agrees to insure owned and/or leased aircraft commensurate with the value of the aircraft and machinery and waive all rights of subrogation against the Lessor.

4) Liquor Liability. Required if alcoholic beverages are sold or distributed, a limit of $1,000,000 per occurrence and for those policies with aggregate limits, a $1,000,000 limit.

5) Automobile Liability. Coverage shall be at least as broad as Insurance Services Office form number CA 00 01 covering **BUSINESS AUTO COVERAGE**, symbol 1 “any auto”; or the combination of symbols 2, 8, and 9. $5,000,000 combined single limit per accident. If the work involves the transport of pollutants (as defined by the standard auto policy exclusion of pollution) the auto policy shall be endorsed to include endorsement CA 9948 (or its equivalent) and MCS 90.

6) Workers’ Compensation. Statutory requirements of the State of residency. Coverage shall be at least as broad as Workers’ Compensation coverage, as required by the Industrial Insurance Act of the State of Washington, as well as any similar coverage required for this work by applicable Federal or “other States” State Law.

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7) Employer's Liability or "Stop Gap". Coverage shall be at least as broad as the protection provided by the Workers Compensation policy Part 2 (Employers Liability) or, in states with monopolistic state funds, the protection provided by the "Stop Gap" endorsement to the general liability policy.

8) Hangar Keepers Liability. Bailee's coverage for non-owned aircraft held in Lessee's care, custody and control at a limit equal to maximum value of aircraft hangared at any one time per occurrence, and in the aggregate.

9) Environmental Impairment. Pollution coverage for all clean-up and remediation costs and expense arising out of Lessee's use of leased Premises for both sudden and accidental discharges or gradual or repeated contamination. $1,000,000 per claim and in the aggregate.

10) Property Insurance. Lessee will carry "All Risk" property insurance in an amount equal to the full replacement value of all improvements, structures, and buildings located on the Premises and business interruption coverage to provide for the continued payment of rent to the owner, in an amount equal to twelve month's rental payment obligation. Coverage shall include the perils of earthquake and flood provided the limits of flood coverage may be a reasonable amount that is less than full replacement value. King County will not carry insurance on Lessee's property or business personal property. Waiver of subrogation must be shown on evidence of insurance. King County shall be named as loss payee on Lessee's property insurance as its interests may appear.

DEDUCTIBLES AND SELF-INSURED RETENTIONS. Any deductibles or self-insured retentions must be declared to King County. The deductible and or self-insured retention of the policies shall not limit or apply to Lessee's liability to the County and shall be the sole responsibility of Lessee.

OTHER INSURANCE PROVISIONS. The insurance policies required in this Lease are to contain or be endorsed to contain the following provisions:

All liability policies except workers compensation:

The County, its officers, officials, employees and agents are to be covered as additional insureds as respects liability arising out of activities performed by or on behalf of Lessee in connection with this Lease.

Lessee's insurance coverage shall be primary insurance as respects the County, its officers, officials, employees and agents. Any insurance and/or self-insurance maintained by the County,

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its officers, officials, employees or agents shall not contribute with Lessee's insurance or benefit Lessee in any way.

Lessee's insurance shall apply separately to each insured against whom a claim is made and/or lawsuit is brought, except with respect to the limits of the insurer's liability.

All Policies:

Coverage shall not be suspended, voided, canceled, reduced in coverage or in limits below those required by this Lease, without replacement of the coverage in question with insurance that satisfies the requirements of the Lease until after thirty (30) days prior written notice has been given to the County.

ACCEPTABILITY OF INSURERS. Insurance is to be placed with insurers with a Bests' rating of no less than A:VIII, or if not rated with Bests' with minimum surpluses, the equivalent of Bests' surplus size VIII. If at any time, any of the foregoing policies shall be or become unsatisfactory to the County, as to form or substance, or shall lapse or become terminated, or if a company issuing any such policy shall be or become unsatisfactory to the County, Lessee shall, upon notice to that effect from the County, promptly obtain a new policy, and shall submit the same to the County, with the appropriate certificates and endorsements for approval.

VERIFICATION OF COVERAGE. Lessee shall furnish the County with certificate(s) of insurance and endorsement(s) required by this Lease. The certificate(s) and endorsement(s) for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements for each insurance policy are to be on forms approved by the County and are to be received and approved by the County prior to the commencement of activities associated with the Lease and prior to any lapse in coverage.

MUTUAL RELEASE AND WAIVER. To the extent a loss is covered by insurance in force or required by this Lease to be in force, King County and Lessee hereby mutually release each other from liability and waive all right of recovery against each other for any loss from perils insured against under their respective property insurance policies, including any extended coverage endorsements hereto; provided that this Section 10(K) shall be inapplicable if it would have the effect of invalidating any insurance coverage of King County.

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INDEMNITY AND HOLD HARMLESS; ASSUMPTION OF RISK. Lessee agrees to indemnify, defend and hold King County harmless as provided herein to the maximum extent possible under law. Accordingly, Lessee agrees for itself, its agents, successors, and assigns, to defend, indemnify, and hold harmless King County, its appointed and elected officials, and its employees and agents, from and against liability for all claims, demands, suits, and judgments, including costs of defense and attorney fees thereof, for injury to persons, death, or property damage which is caused by, arises out of, or is incidental to Lessee's exercise of rights and privileges granted by this Lease, except to the extent of King County's sole negligence. The Lessee's obligations under this section shall include, without limitation:

The duty to promptly accept tender of defense and provide defense to the County at Lessee's own expense, including attorney fees;

Indemnification of claims made by Lessee's own employees or agents; and,

Waiver of Lessee's immunity under the industrial insurance provisions of Title 51 R.C.W. but only to the extent necessary to indemnify King County, which waiver has been mutually negotiated by the parties.

Lessee agrees to defend, hold harmless and indemnify King County for any and all costs associated with damage to owned, non-owned or hired aircraft in the Tenant's care, custody and control.

In the event it is necessary for the County to incur attorney's fees, legal expenses or other costs to enforce the provisions of this section, all such fees, expenses and costs shall be recoverable from Lessee and shall be paid by Lessee within ten (10) days of written demand.

In the event it is determined that R.C.W. 4.24.115 applies to this Lease, Lessee agrees to defend, hold harmless, and indemnify King County to the maximum extent permitted thereunder. Further, Lessee agrees to defend, indemnify, and hold the County harmless for claims by Lessee's employees and agrees to waive, as respects the County only, its immunity under Title 51 R.C.W., which waiver has been mutually negotiated by the parties.

Lessee shall include the same indemnification language in this Section 9 in its sub-leases protecting, indemnifying and defending King County, its appointed and elected officials, and its employees and agents.

The provisions of this Section 9, "Indemnity and Hold Harmless", shall survive the expiration or termination of this Lease with respect to any event that occurs prior to, or on the date of, such expiration or termination.

Nothing contained within this provision shall affect and/or alter the application of any other provision contained within this Lease.

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To the greatest extent permitted by law, and except to the extent caused by King County's sole negligence or willful misconduct, King County shall not be liable for any injury, loss or damage suffered by Lessee or to any person or property occurring or incurred in or about the Premises or the Airport from any cause. Without limiting the foregoing, neither King County nor any of its officers, trustees, affiliates, directors, employees, contractors, agents or representatives (collectively, "Affiliates") shall be liable for and there shall be no abatement of rent for (i) any damage to Lessee's property stored with or entrusted to Affiliates of Landlord, (ii) loss of or damage to any property by theft or any other wrongful or illegal act, or (iii) any injury or damage to persons or property resulting from fire, explosion, falling plaster, steam, gas, electricity, water or rain or from the acts or omissions of other tenants, occupants or other visitors to the Airport or from any other cause whatsoever, (iv) any diminution or shutting off of light, air or view by any structure which may be erected on lands adjacent to the Premises, or (v) any latent or other defect in the Premises or Airport. Lessee shall give prompt notice to King County in the event of (i) the occurrence of a fire or accident in or about the Premises, or (ii) the discovery of a defect therein or in the fixtures or equipment thereof. This paragraph shall survive the expiration or earlier termination of this Lease.

HAZARDOUS MATERIALS AND ENVIRONMENTAL COMPLIANCE.

Definitions. "**Hazardous Materials**" as used herein shall mean:

Any toxic substances or waste, sewage, petroleum products, radioactive substances, heavy metals, medical, corrosive, noxious, acidic, bacteriological or disease-producing substances; or

Any dangerous waste or hazardous waste as defined in:

Washington Hazardous Waste Management Act as now existing or hereafter amended (RCW Ch. 70.105); or

Washington Model Toxics Control Act as now existing or hereafter amended (RCW Ch. 70.105D); or

Resource Conservation and Recovery Act as now existing or hereafter amended (42 U.S.C. Sec. 6901 et seq.); or

Any hazardous substance as defined in:

Comprehensive Environmental Response, Compensation and Liability Act as now existing or hereafter amended (42 U.S.C. Sec. 9601 et seq.); or

Washington Model Toxics Control Act as now existing or hereafter amended (RCW Ch. 70.105D); or

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Any pollutants, contaminants, or substances posing a danger or threat to public health, safety or welfare, or the environment, which are regulated or controlled as such by any applicable federal, state or local laws, ordinances or regulations as now existing or hereafter amended.

ENVIRONMENTAL COMPLIANCE. In the conduct of its business at the Airport, and in its use and occupancy of the Premises and the areas of the Airport outside the Premises that are available for use by Lessee and others ("the Public Areas"), Lessee shall, at Lessee's own expense, comply with all federal, state and local laws, ordinances and regulations now or hereafter in effect related to Hazardous Materials and the environment, including, but not limited to, laws and regulations pertaining to stormwater discharges as set by the U.S. Environmental Protection Agency and the Washington Department of Ecology, as well as such rules concerning environmental matters as may be promulgated by the Airport Manager ("the Environmental Laws"). Lessee warrants that its business and all its activities to be conducted or performed in, on, or about the Premises and the Public Areas shall comply with all of the Environmental Laws. Lessee agrees to change, reduce, or stop any non-complying activity, or install necessary equipment, safety devices, pollution control systems, or other installations as may be necessary at any time during the term of this Lease to comply with the Environmental Laws.

Lessee shall not without first obtaining the County's prior written approval use, generate, release, handle, spill, store, treat, deposit, transport, sell or dispose of any Hazardous Materials in, on, or about the Premises or the Airport. In the event, and only in the event, that the County approves any of the foregoing, Lessee agrees that such activity shall occur safely and in compliance with the Environmental Laws. King County hereby approves the use by Lessee at the Premises of the Hazardous Materials identified on Exhibit D hereto.

Lessee shall not cause or permit to occur any violation of the Environmental Laws on, under, or about the Premises and the Public Areas, or arising from Lessee's use or occupancy of the Premises and the Public Areas.

Lessee shall, in a timely manner and at Lessee's own expense, make all submissions to, provide all information required by, and comply with all requirements of all governmental or regulatory authorities ("the Authorities" or "Authority") with jurisdiction under the Environmental Laws. If Lessee fails to fulfill any duty imposed under this section within the time specified by applicable law, or if no time is specified within a reasonable time, the County may take action; and in such case, Lessee shall cooperate with the County in order to prepare all documents the County deems necessary or appropriate to determine the applicability of the Environmental Laws to the Premises and/or the Public Areas and Lessee's use thereof, and for compliance with the Environmental Laws, and Lessee shall execute all documents promptly upon the County's

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request. No such action by the County and no attempt made by the County to mitigate damages shall constitute a waiver of any of Lessee's obligations under this Section 33, Hazardous Materials and Environmental Compliance.

Should any public authority demand that a cleanup or remediation plan be prepared and that a cleanup or remediation be undertaken because of any deposit, spill, discharge or other release of Hazardous Materials that occurs during the term of this Lease and arises from Lessee's use or occupancy of the Premises, or which arises at any time from Lessee's use or occupancy of the Premises and/or the Public Areas, then Lessee shall, in a timely manner and at Lessee's own expense, prepare and submit the required plans and all related bonds and other financial assurances; and Lessee shall carry out all such cleanup or remediation plans. Any such cleanup or remediation plans are subject to the County's prior written approval. Although the County reserves the right to review and approve such cleanup or remediation plans, the County assumes no responsibility for such plans or their compliance with the Environmental Laws.

If King County determines in its sole discretion that an emergency exists (i) because of the deposit, spill, discharge or other release of Hazardous Materials at or from the Premises or (ii) which arises from Lessee's use or occupancy of the Premises and/or the Public Areas, King County will take such action as King County, in its sole discretion, considers reasonable to contact Lessee and advise it of the emergency situation. If Lessee is unreachable, or is unwilling to take immediate action, King County may, but is not required to, take immediate action to address the emergency situation, and Lessee will reimburse the County for all of its costs and expenses related thereto, provided, with respect clause (i) above, that the deposit, spill, discharge or other release of Hazardous Materials arises from Lessee's use or occupancy of the Premises. The fact that King County takes immediate action shall not relieve Lessee of any of its responsibilities under this Lease and the Environmental Laws including, without limitation, Lessee's responsibility for complying with reporting requirements.

INDEMNIFICATION. Lessee shall be fully and completely liable to the County for any and all cleanup and/or remediation costs and expenses, and any and all other charges, expenses, fees, penalties (civil and criminal) imposed by any Authority arising out of Lessee's use, disposal, transportation, generation, release, handling, spillage, storage, treatment, deposit and/or sale of Hazardous Materials in or about the Premises or the Public Areas during its occupancy of the Premises. Lessee shall indemnify, defend, and hold the County harmless from any and all of the costs, expenses, fees, penalties, and charges assessed against or imposed upon the County (as well as the County's reasonable attorney's fees, costs and expenses) by any Authority as a result of Lessee's use, disposal, transportation, generation, release, handling, spillage, storage, treatment, deposit and/or sale of Hazardous Materials in or about the Premises or the Public

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Areas during its occupancy of the Premises, or from Lessee's failure to provide all information, make all submissions, and/or take all steps required as a result of Lessee's use of the Premises, by all Authorities under the Environmental Laws.

Lessee shall indemnify and hold the County harmless from any and all claims, liabilities, lawsuits, damages, costs and expenses, including reasonable attorney's fees, for injuries to persons or death, property damage, loss or costs caused by or arising from: (a) the use, disposal, transportation, generation, release, handling, spillage, storage, treatment, deposit and/or sale of Hazardous Materials by Lessee or any of its agents, representatives or employees in, on, or about the Premises or the Public Areas, and (b) King County's immediate emergency action as described in Section 33.B(6) above.

REPORTING REQUIREMENTS. Lessee shall comply with the Environmental Laws requiring the submission, reporting, or filing of information concerning Hazardous Materials with the Authorities, and shall provide to the County a full copy of any such submission, filing or report as submitted within 15 days of such submission.

RIGHT TO CHECK ON LESSEE'S ENVIRONMENTAL COMPLIANCE. The County expressly reserves the right to conduct, and Lessee shall fully cooperate in allowing, from time to time, such examinations, tests, inspections, and reviews of the Premises as the County, in its sole and absolute discretion, shall determine to be advisable in order to evaluate any potential environmental problems. If any such examination, test, inspection, or review demonstrates a material violation by Lessee of this Article 33, then Lessee shall reimburse the County for its costs incurred with respect to the same within ten (10) days of receipt of written notice.

REMEDIES. Upon any default by Lessee under this Section 33, Hazardous Materials and Environmental Compliance, and the expiration of the notice and cure period provided in Section 15 above, Default and Re-Entry, the County shall be entitled to the following rights and remedies in addition to any other rights and remedies that may be available to the County:

At the County's option, to terminate this Lease pursuant to Section 25, above, but effective immediately; and/or,

At the County's option, to perform such response, remediation and/or cleanup as is required to bring the Premises and any other areas of the Airport affected by Lessee's default into compliance with the Environmental Laws and to recover from Lessee all of the County's costs and expenses in connection therewith; and/or

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To recover from Lessee any and all damages associated with the default, including but not limited to, response, remediation and cleanup costs, expenses and charges, civil and criminal penalties and fees, adverse impacts on marketing the Premises or any other areas of the Airport, loss of business and sales by the County and other Lessees of property at the Airport, diminution of value of the Premises and/or other areas of the Airport, the loss of or restriction of useful space in the Premises and/or other areas of the Airport, and any and all damages and claims asserted by third parties, and the County's reasonable attorneys' fees, costs and expenses.

REMEDIATION ON TERMINATION OF LEASE. Upon the expiration or termination of this Lease, Lessee shall remove, remediate or clean up any Hazardous Materials on, or emanating from, the Premises caused by Lessee as required by applicable laws ("Termination Cleanup"). The process for such Termination Cleanup is subject to the County's prior written approval. Although the County reserves the right to review and approve the Termination Cleanup process, the County assumes no responsibility for it or its compliance with the Environmental Laws.

If Lessee fails or refuses to commence the Termination Cleanup process, or fails to reasonably proceed toward completion of such process, within the time specified by law or within a reasonable time if no time is specified, the County may elect to perform such Termination Cleanup after providing Lessee with written notice of the County's intent to commence Termination Cleanup, and after providing Lessee a reasonable opportunity, which shall not be less than ninety (90) days after such notice (unless the County is given notice by a government or regulatory agency with jurisdiction over such matter that Termination Cleanup must commence within a shorter time), to commence or resume the Termination Cleanup process. If the County performs such Termination Cleanup after said notice and Lessee's failure to perform same, Lessee shall pay all of the County's costs and expenses.

Survival. Lessee's obligations and liabilities under this Section 33, Hazardous Materials and Environmental Compliance, shall survive the expiration or termination of this Lease.

SURRENDER OF PREMISES. Upon expiration or termination as contemplated herein, Lessee shall surrender to Lessor the Premises and all improvements, structures, fixtures and building equipment constructed or supplied by Lessee, together with all alterations and replacements thereof without compensation, allowance or credit, subject to Lessee's covenants to maintain and repair accruing to the date of expiration or termination of the Term as provided in this Lease. Except for improvements allowed to remain under Section 5(B) above, Lessee shall remove all improvements, structures, fixtures, building equipment or any other items belonging

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to Lessee unless allowed or required by Lessor to remain on the Premises, and Lessee shall repair any damage caused by such removal. Upon expiration or termination, all right, title and interest to the Premises and improvements shall vest in Lessor, free and clear of any liens and encumbrances.

ASSIGNMENTS. Lessee shall not assign or transfer all or any part of this Lease or any interest therein, nor grant an option for such an assignment or transfer for the whole or any part of the Premises, nor shall this Lease or any interest hereunder be assignable or transferable by operation of law, or by any process or proceeding of any court or otherwise without the prior written consent of King County, which consent shall not be unreasonably withheld, conditioned or delayed. If Lessee is a corporation, partnership, limited liability company or any other form of entity, Lessee further agrees that if at any time during the term of this Lease one-half (1/2) or more of the outstanding shares of any class of stock, partnership interests, membership interests or other equity interests of Lessee's corporation, partnership, limited liability company or other form of entity shall be transferred, such change in the ownership shall be deemed an assignment of this Lease within the meaning of this section. If King County consents to any assignment, such consent shall be according to King County's standard form of Consent to Assignment, which shall be executed by both Lessee and the assignee.

If Lessee desires to assign or transfer, or grant an option for assignment or transfer, for the whole or part of the Premises, or any portion of this Lease or any interest herein, Lessee shall notify King County in writing of said desire and the details of the proposed agreement at least sixty (60) days prior to the proposed date of assignment or transfer, or grant of an option therefor, to a third party. The notification shall include but not be limited to a financial statement of the third party, including but not limited to a full disclosure of the monetary payment or any other consideration involved in the transaction associated with the assignment, and an affidavit from the third party stating it has examined this Lease, and, understanding this Lease, agrees to assume and be bound by all of Lessee's obligations and covenants under this Lease, the same as if it were the original Lessee hereunder, and the proposed date of assignment, transfer or grant of an option therefor. Lessee shall also provide any financial or other information regarding the proposed assignment or the assignee reasonably requested by King County.

King County reserves the right of first refusal in the event Lessee attempts to assign or transfer this Lease or any interest herein, or grant an option therefor, in a transaction that, under Section 22(A) above requires King County's consent. If King County exercises the right of first refusal, Lessee shall assign or transfer to King County, and King County shall acquire, the Lease or the interest therein, or the option therefor, on and subject to all of the terms and conditions

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of the proposed assignment or transfer or option therefor. King County's failure to exercise this right of first refusal shall not be deemed to be King County's consent to any requested assignment.

If Lessee assigns or transfers its interest, Lessee (Assignor) shall pay King County seventy-five percent (75%) of the Assignment Premium derived from that assignment or transfer. "**Assignment Premium**" shall mean (1) all rent, additional rent, lump sum payment, and/or other moneys, property, and other consideration of every kind whatsoever received by Lessee (Assignor) (including, without limitation, a combination of the rental payable under such assignment, plus any bonus or other consideration therefor or incident thereto) from the assignee/transferee for, or by reason of, or incidental to, the assignment or transfer (including without limitation all amounts received by Lessee (Assignor) for any Included Property), less (2) the credits detailed in Section 22(E) below. "**Included Property**" means only the leasehold improvements and fixtures and all machinery, equipment, furniture, furnishings, supplies, inventory and other personal property, tangible and intangible, owned by Lessee that are transferred to the assignee or transferee as part of the transaction. Lessee shall pay the Assignment Premium to King County as and when Lessee receives payment from such assignee or transferee.

Credits. The following shall be subtracted from the consideration that otherwise would be included in the calculation of the Assignment Premium:

Any commercially reasonable broker's fees or commissions actually paid by Lessee (Assignor) to procure the assignment or transfer.

The actual, commercially reasonable cost of alterations and leasehold improvements undertaken by Lessee, or undertaken by the transferee or assignee to the extent paid for or reimbursed by Lessee, solely to prepare the space for the assignee or transferee (excluding the initial improvements required by Section 7 of the Lease Agreement), including, without limitation, costs of planning, design, permitting and construction, including labor, materials and Washington state sales and use taxes, (amortized, if the consideration for the assignment or transfer is to be paid in installments, over the period of payment, commencing with the date on which the assignment or transfer commences); and

The greater of either: a) the unamortized cost of the Included Property determined on a straight-line basis over the original term of the Lease as certified to King County by Lessee's independent certified public accountant; or b) the fair market value of the Included Property as determined by an appraisal conducted by an independent and certified appraiser. Lessee shall pay the cost of such certification or appraisal and may deduct such costs from the Assignment Premium. If King County disputes the unamortized cost or fair market value of the Included

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Property as determined by the certified public accountant or appraiser, the procedures set forth in Section 2(C), Arbitration, of these General Terms and Conditions, shall be followed to determine the appropriate cost or fair market value.

The unamortized transactional costs, fees or commissions, determined on a straight-line basis over the original term of the Lease, actually paid by Lessee (Assignor) to procure the Lease itself (or, if only an interest in the Lease is being assigned or transferred, a ratable portion of such costs, fees and commissions), including, without limitation and without duplicating any of the costs included in Section 20(E)(1) above, fees and commissions paid to attorneys, professionals and other consultants (such as real estate advisors, aviation industry experts, environmental consultants, surveyors, certified public accountants, civil and other engineers and architects) and licensed real estate brokers, together with Lessee's actual internal costs and expenses reasonably allocable to the transaction in accordance with sound accounting practices, as itemized in a written report thereof provided by a certified public accountant in form and substance reasonably satisfactory to King County; and

The "Goodwill Value" or "Going Concern Value" of any business being sold or transferred as a part of the assignment. Unless otherwise agreed to by Lessee and King County, "Goodwill Value" or "Going Concern Value" shall be determined by a qualified valuation expert employing standard and generally recognized methods of business valuation. Lessee shall pay the cost of such valuation and may deduct such costs from the Assignment Premium.

Once King County has received all necessary information and documentation pursuant to this Section 22 of this Lease, King County will review the request and respond with either an approval or disapproval of the request (or, if King County so elects, King County's exercise of the right of first refusal provided for in Section 22(C) above) not later than ten (10) days prior to the proposed date of the assignment or transfer. Disapproval of any such request shall be final and binding on Lessee and not subject to any arbitration, provided that any approval will not be unreasonably withheld and Lessee may in good faith dispute the reasonableness of King County's disapproval of a request. King County has the option, in its sole discretion, to charge to Lessee a reasonable fee for administrative costs in reviewing and processing any requests for assignment or transfer pursuant to this section, not to exceed, however, $1500.00.

Tenant's sole remedy for King County's failure to timely respond to a request for assignment, or any refusal to consent to the same, shall be declaratory relief or specific performance, and shall not include monetary or consequential damages.

SUBLEASES. Subject to the foregoing Article 22, Lessee shall not sublet, license or otherwise transfer or encumber the whole or any part of the Premises, nor grant an option for sublease,

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license, transfer or other encumbrance for the whole or any part of the Premises, without the prior written consent of King County, which consent shall not be unreasonably withheld, conditioned or delayed. If King County shall give its consent to any sublease or other transfer, this section shall nevertheless continue in full force and effect and no further sublease shall be made without the County's consent. No sublease or other transfer authorized under this section shall relieve or release Lessee from any obligation or responsibility required of Lessee under this Lease. Any sublease or other transfer shall be contingent on, without limitation, Lessee providing evidence acceptable to King County that the sublessee complies with all of the insurance obligations of this Lease. If King County consents to any sublease or other transfer, such consent shall be according to King County's standard form of Consent to Sublease, which shall be executed by both Lessee and the subtenant/transferee.

Notwithstanding the foregoing, Lessee may sublease its interest hereunder to a parent or subsidiary entity so long as Lessee provides King County with at least thirty (30) days prior written notice of such subletting ("Exempt Sublease").

Except with respect to an Exempt Sublease, if Lessee desires to sublease, or grant an option for sublease, for the whole or part of the Premises, or any portion of this Lease or any interest therein, Lessee shall notify King County in writing of said desire and the details of the proposed agreement at least sixty (60) days prior to the proposed date of sublease, or grant of an option therefor, to a third party. The notification shall include but not be limited to a financial statement of the third party, including but not limited to a full disclosure of the monetary payment or any other considerations involved, the proposed date of the sublease, and a copy of the sublease agreement between Lessee and new tenant. Lessee shall also provide any financial or other information regarding the proposed sublease or the sublessee reasonably requested by King County.

Anything in Sections 23(A) or 23(B) to the contrary notwithstanding, if King County shall consent to a sublease to a subtenant that engages in the business of hangar space and/or tiedown spaces to third parties, no further notice to or consent from King County shall be required in connection with any such lettings, but Lessee shall provide or cause such subtenant to provide King County upon request with the names and addresses of the third parties to which such subtenant is then letting office space, hangar space and/or tiedown space.

King County reserves the right of first refusal in the event Lessee attempts to sublease, or grant an option therefor, any unimproved portion of the Premises to any party other than in an Exempt Sublease. If King County exercises the right of first refusal, Lessee shall sublease the subject portion of the Premises to King County on and subject to all of the terms and conditions of the proposed sublease or option therefor. A sublease of an unimproved portion of the Premises that is not an Exempt Sublease is hereinafter referred to as a "Ground Sublease."

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If Lessee subleases all or any portion of the Premises (other than in an Exempt Sublease), Lessee shall pay King County seventy-five percent (75%) of the Sublease Premium derived from that sublease. "Sublease Premium" shall mean (1) all rent, additional rent, lump sum payment, and/or other moneys, property, and other consideration of every kind whatsoever received by Lessee from the sublessee for, or by reason of, the sublease (excluding all amounts received by Lessee for any Included Property, but including, without limitation, any combination of the rental payable under such assignment, plus any bonus or other consideration therefor or incident thereto)) less (2) the credits detailed in Section 23(F) below. Lessee shall pay the Sublease Premium to King County as and when Lessee receives payment from such sublessee.

Credits. The allocable portion of the credits set forth in Sections 22(E)(2), (3) and (5) above, as applicable, and without duplicating any such allocable portion, the following shall be subtracted from what otherwise would be included in the consideration used to calculate the Sublease Premium:

Any broker's fees or commissions actually paid by Lessee (Sublessor) to procure the sublease; and

The Base Rent, other amounts payable under the Lease as rent and leasehold excise tax allocable to the space covered by such sublease (as reasonably determined by King County) and paid by Lessee to King County after the date of such sublease.

Once King County has received all necessary information and documentation pursuant to this Section 23 of this Lease, King County will review the request and respond with either an approval or disapproval of the request not later than ten (10) days prior to the proposed date of the sublease. Disapproval of any such request shall be final and binding on Lessee and not subject to any arbitration, provided that any approval will not be unreasonably withheld and Lessee may in good faith dispute the reasonableness of King County's disapproval of a request. King County, at its sole discretion, may charge to Lessee a reasonable fee for administrative costs in reviewing and processing any sublease, or grant of an option therefor, not to exceed $1500.00.

Lessee's sole remedy for King County's failure to timely respond to a request to sublease, or any failure to consent to the same, shall be declaratory relief or specific performance, and shall not include monetary or consequential damages.

NON-DISCRIMINATION. Lessee shall not discriminate against any person on the basis of race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expressions, age (except by minimum age and retirement provisions), or presence of any sensory, mental or physical disability in the employment or application for employment or

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in the administration or delivery of services or any other benefits. Lessee shall comply fully with all applicable federal, state, and local laws, ordinances, executive orders and regulations which prohibit such discrimination. These laws include, but are not limited to, Chapter 49.60 of the Revised Code of Washington, and Titles VI and VII of the Civil Rights Act of 1964.

Lessee, for itself, its heirs, personal representatives, successors in interest and assigns, as part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this Lease for a purpose for which a U.S. Department of Transportation ("**DOT**") program or activity is extended or for another purpose involving the provision of similar services or benefits, Lessee shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

Lessee, for itself, its personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that: (1) no person on the grounds of race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expressions, age (except by minimum age and retirement provisions), or presence of any sensory, mental or physical disability shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereof, no person on the grounds of race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expressions, age (except by minimum age and retirement provisions), or presence of any sensory, mental or physical shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that Lessee shall use the Premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

Lessee assures that in its use of the Premises it will substantially observe and promptly comply with pertinent statutes, Executive Orders and such rules as are promulgated to assure that no person shall, on the grounds of race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expressions, age (except by minimum age and retirement provisions), or presence of any sensory, mental or physical disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision obligates Lessee or its transferee for the period during which Federal assistance is extended to the airport program, except where Federal assistance is to provide, or is in the form

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of personal property or real property or interest therein or structures or improvements thereon. In these cases, the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property.

In addition, this Lease is subject to certain grant assurances resulting from King County's receipt of funding from the federal government. In accordance with those grant assurances, in furnishing services to the public at the Airport, Lessee shall furnish said services on a reasonable and not unjustly discriminatory basis to all users of the Airport and shall charge reasonable and not unjustly discriminatory prices for each unit or service; provided that Lessee may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions, by way of example and not limitation, to volume purchasers, based aircraft, or charter customers.

Lessee will include the provisions of this Section 26, "Non-Discrimination", in all subleases of all or part of the Premises, and in all agreements at any tier for the use of all or part of the Premises.

Any violation of this Section 26, "Non-Discrimination", shall be considered a default of this Lease and, in addition to any other remedies available to the County, shall be grounds for termination of this Lease by the County, and may result in ineligibility for further County agreements.

PUBLIC USE AIRPORT. The Premises and KCIA are subject to the terms of certain sponsor's assurances made to guarantee the public use of the public airport area of KCIA as incidental to grant agreements between King County and the United States of America; provided, that in the event at any time during the term of this Lease the terms of such assurances should effectively prohibit Lessee's use of the Premises in the general manner contemplated by the parties to this Lease, then such effective prohibition shall be considered as taking by the public and Lessee or person or persons in lawful possession of the Premises may, upon thirty (30) days prior written notice given to King County, terminate this Lease.

RIGHT OF FLIGHT. There is hereby reserved to Lessor, its successors and assigns, for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the Premises. This public right of flight shall include the right to cause in said airspace any noise inherent in the operation of any aircraft used for navigation or flight through the said airspace or landing at, taking off from, or operation on the Airport.

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The right of free passage of aircraft shall be in the airspace over the above described property at the height prescribed by Part 77 to an infinite height above said mean sea level and shall be for the exclusive benefit of Lessor, its successors and assigns (the "Avigation Right of Way"). Further, the rights granted pursuant to this Section 35 shall include the right to cause or deposit in all airspace above the surface of the Premises and on the Premises such noise, vibrations, fumes, dust, fuel particles and other effects that may be caused by the passage of the aircraft over the Premises or adjoining property; and by the operation of the aircraft landing at, or taking off from, or otherwise operating at or on said Airport. Lessee does hereby waive, remise and release any right or cause of action which it now has or may have in the future against Lessor, its successors and assigns, due to such noise, vibrations, fumes, dust, fuel particles and all other surface effects that may be caused or may have been caused by the operation of aircraft passing over the Leased Premises or adjoining property, or landing at, or taking off from, or otherwise operating at or on said Airport.

Lessor shall have the continuing right to prevent the erection or growth upon the Premises of any building, structure, trees or any other object extending into the airspace above said surface at the height prescribed by Part 77 and to remove from said airspace, or at the sole option of Lessor, to mark and light as obstructions to air navigation, any such building, structure, trees or other objects now upon, or which in the future may be upon the Premises, together with the right of ingress to and egress from and passage over all the Premises (airspace and surface space) for such purposes.

In the event Lessee (or anyone holding through Lessee) interferes with Lessor's right of free passage, Lessor reserves the right to enter upon the Premises and to remove the offending structure or object and cut the offending tree, all of which shall be at the expense of Lessee.

Lessee by accepting this Lease agrees for itself, its successors and assigns that it will not make use of the Premises in any manner that might interfere with the landing and taking off of aircraft from the Airport or otherwise constitute a hazard. In the event the aforesaid covenant is breached, Lessor reserves the right to enter upon the Premises and cause the abatement of such interference at the expense of Lessee.

MAINTENANCE. Throughout the term of this Lease, Lessee shall, without cost or expense to King County, keep and maintain the Premises and all improvements, landscaping, fixtures and equipment which may now or hereafter exist thereon, in a neat, clean, and sanitary condition and shall, except for reasonable wear and tear, at all times preserve the Premises in good and safe repair. Upon the expiration or sooner termination of the Lease, Lessee shall forthwith

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return the same in as good condition as existed at the commencement of occupancy (ordinary wear and tear excepted).

If, after thirty (30) days' notice from King County, or immediately in case of potential harm to life safety or property, Lessee fails to maintain or repair any part of the Premises or any improvement, landscaping, fixtures or equipment thereon, King County may, but shall not be obligated to, enter upon the Premises and perform such maintenance or repair, and Lessee agrees to pay the costs thereof to King County within ten (10) days of receipt of a written demand. Any unpaid sums under this section shall be payable as additional rent on the next rent payment date due following the written demand and will bear interest at a percentage rate equal to the lesser of (i) one and one-half percent (1.5%) per month or (ii) the maximum rate permitted under applicable laws.

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APPENDIX C

Property Category	2020 Occupancy Rate	2020 Vacancy Rate	2026 Occupancy Rate	2026 Vacancy Rate
Aeronautical	96.4%	3.6%	100%	0%
Fix Based Operators	100%	0%	100%	0%
Non-aeronautical	100%	0%	17.7%	82.3%
Other: (Boeing & UPS)	100%	0%	100%	0%
KCIA Portfolio Total	99.3%	0.7%	92.4%	7.6%

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2026 Airport Proposed Fee Schedule

Airport Landing Fee's

	Under 8,000 lbs. Max Gross Weight	*8,000 lbs. and over*
Based Aircraft (Non-Revenue Generating)	$0.00	$0
Tenant Lease with Non based aircraft, based aircraft that are revenue generating, and Boeing Delivery and test flight aircraft.	$0.00	$1.75
Transient Aircraft	$0.00	$3.00

Rate is per 1,000 lbs. of Max Landing Weight

- Based Aircraft is defined as an aircraft that spends at least 6 months of the year at BFI and has an active agreement or sub agreement with the airport.
  - Tenants must provide a copy of an agreement or sub agreement to the airport to be eligible for the based aircraft landing fees.

Tenant Lease but non-based aircraft

- A company with an active agreement with the airport but the aircraft do not spend more than 6 months per year at BFI

Boeing Aircraft

- Currently not allowed under the lease so this will not impact Boeing unless the lease is changed in the future or when the lease expires in 2030

Impact on Airport Revenue

	Current Yearly Revenue	Future projections	Change in Revenue
Based Aircraft (Non-Revenue Generating)	$0.00	$0.00	
Tenant Lease with Non based aircraft, based aircraft that are revenue generating, and Boeing Delivery and test flight aircraft.	$ 1,143,838.35	$ 1,334,478.08	$190,640.00
Transient Aircraft	$608,354.45	$1,216,708.90	$608,354.45

2026 Airport Proposed Fee Schedule

Total Yearly Revenue Increase: $798,994.00

Airport Fuel Flowage Fees

Fuel Type	*Cost per Gallon*
Avgas 100LL	.08
Avgas Unleaded	.01
Jet A	.12
Jet A (SAF)	.08

Commerical Aeronautical Permit Fees

Permit Type	*Initial*	*Renewal (every 2 years)*
SASO	$250.00	$175.00
Independent Flight Instructor	$100.00	$50.00
Independent Mechanic	$100.00	$50.00

2026 Airport Proposed Fee Schedule

Aircraft Parking

Aircraft Size	*< 4 Hours*		*First Two 12 Hour Periods*		*Each Additional 12 Hours*	
Wingspan in feet	Preferential Use	Common Use	Preferential Use	Common Use	Preferential Use	Common Use
<36	$0.00	$0.00	$5.00	$5.00	$10.00	$10.00
36 – <49	$5.00	$5.00	$5.00	$5.00	$10.00	$10.00
49 – <79	$10.00	$15.00	$10.00	$15.00	$15.00	$20.00
79 – <118	$45.00	$50.00	$50.00	$75.00	$75.00	$100.00
118 – <171	$60.00	$75.00	$75.00	$100.00	$150.00	$200.00
171 - <214	$100.00	$200.00	$200.00	$400.00	$300.00	$500.00
214 - <262	$200.00	$400.00	$400.00	$800.00	$800.00	$1000.00

- Airport Parking is fee is only for airport-controlled ramp space and does not apply to aircraft parked on an FBO Ramp.
- To be eligible for preferential ramp rates, airlines must have a lease with King County and have a valid airline operating agreement in place.
- Common Use pricing will apply to all trainset customers and customers looking to use the ramp space for overflow parking.

Security Fees

Badge Fee	$20.00	Per Issuance
Badge Replacement (Lost or Stolen Badges)	$50.00 / $100.00 / $150	1st/ 2nd/ 3rd
Key Fee	$10	Per Key
Unreturned Badge Fee	$100	Per Badge
Unreturned Key Fee	$50	Per Key

- 2025 – 689 badges printed
    - Current Cost Per Badge
    - 2026 forecasted revenue $14,000

2026 Airport Proposed Fee Schedule

Vehicle and Transportation Fees

Terminal Vehicle Parking – First Hour	Free	0-1 Hour
Terminal Vehicle Parking – Hourly	$3.00	Per Hour
Terminal Vehicle Parking – Daily	$15.00	Per Day
Terminal Vehicle Parking – Weekly	$100.00	Per Week
Teant Employee Parking – Monthly	$100	Per Space
Rental Car Concession Fee	%10	Of Gross Receipts
TNC Fee (Drop Off)	$2.00	Per Trip
TNC Fee (Pick Up)	$2.00	Per Trip

King County
International Airport
Boeing Field
John Parrott | Airport Director
Department of Executive Services | Airport Division
7277 S. Perimeter Rd
Seattle, WA 98108
(206) 263-7380

Public Comment Period Extended

King County International Airport-Boeing Field (KCIA), in coordination with the Federal Aviation Administration (FAA), has extended the public comment period on the draft environmental analysis (Draft EA) for the Taxiway B Relocation project by three weeks.

The original deadline was Friday, November 13 at 5 p.m. Pacific Standard Time.

The **new** deadline is **Friday, December 4, 2026** at **5 p.m. Pacific Standard Time**.

Materials from the project's open house and the Draft EA document can be found on the airport's website at kingcounty.gov/airport/taxiway-b-nepa.

How to comment

Emailed comments on the Draft EA may be sent to KCIACommunityOutreach@kingcounty.gov.

Comments may also be submitted via U.S. mail to:

King County International Airport-Boeing Field
ATTN: Eric Miller, Capital Project Manager
7277 Perimeter Rd. S., Suite 200
Seattle, WA 98108

External Relations Monthly Report

November 2026

Meetings & Events Attended

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. **White Center Teen Program Halloween Tabling - October 24th, 2026**
6. **Airport 101 Meeting - October 26th, 2026**
7. **Winter Operations Preseason Meeting - October 29th, 2026**

Upcoming Meetings & Events

1. **South Park Neighborhood Association Meeting - November 10th, 2026**
2. **Georgetown Community Council Meeting - November 16th, 2026**
3. **Raisbeck Student Networking Event - November 17th, 2026**
4. **Edmonds College Tour - November 20th, 2026**
5. **Community Tours - November 21st, 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

JANUARY – OCTOBER 2026



Total Revenue YTD

$34.6M

January – October 2026



October Revenue

$4.2M

October 2026



Total Expenditures YTD

$27.1M

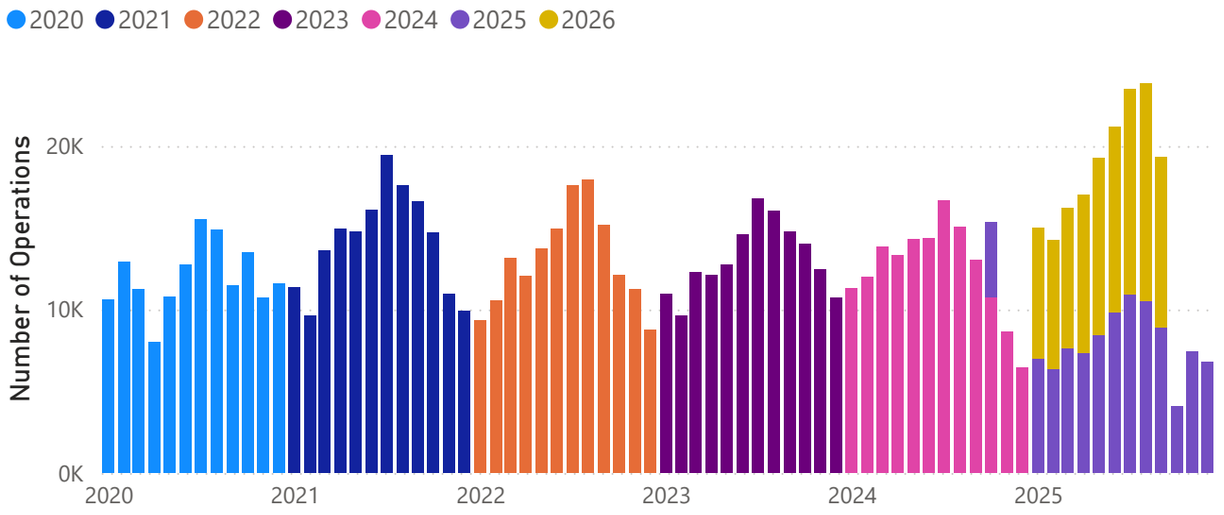
January - October 2026



October Expenditures

$3.2M

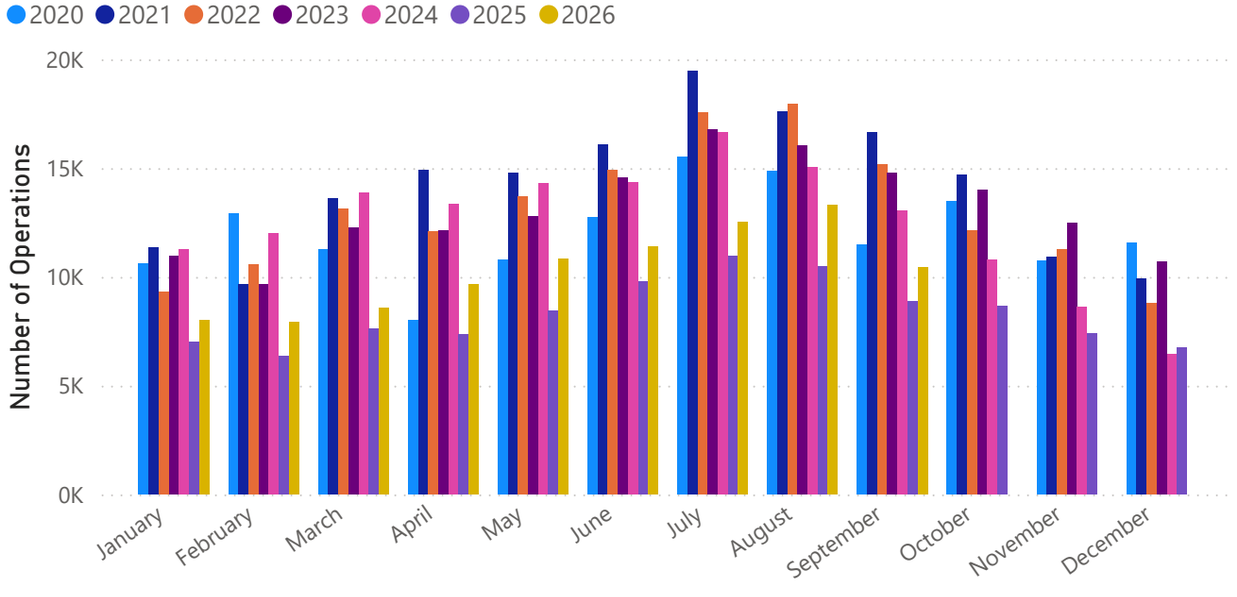
Total Flight Operations 2020 - Present



Total Flight Operations 2020 - Present

Month	2020	2021	2022	2023	2024	2025	2026
January	10,614	11,362	9,309	10,971	11,262	6,995	8,000
February	12,908	9,635	10,556	9,634	11,981	6,344	7,905
March	11,254	13,612	13,142	12,268	13,846	7,634	8,571
April	7,996	14,925	12,067	12,117	13,334	7,362	9,674
May	10,797	14,774	13,700	12,760	14,283	8,432	10,833
June	12,715	16,072	14,919	14,562	14,338	9,789	11,370
July	15,497	19,449	17,567	16,763	16,657	10,951	12,536
August	14,869	17,575	17,955	16,045	15,017	10,489	13,319
September	11,489	16,625	15,160	14,780	13,029	8,893	10,446
October	13,467	14,686	12,126	14,003	10,763	8,636	
November	10,729	10,925	11,251	12,463	8,625	7,397	
December	11,581	9,929	8,770	10,698	6,424	6,759	
Total	**143,916**	**169,569**	**156,522**	**157,064**	**149,559**	**99,681**	**92,654**

Total Flight Operations Comparison



Year

All

Quarter

All

Month

All

2020 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2020	469	1,906	4,393	33	18	3,795	10,614
February 2020	450	2,059	5,977	71	0	4,351	12,908
March 2020	442	1,367	4,954	47	12	4,432	11,254
April 2020	370	686	3,653	44	18	3,225	7,996
May 2020	395	1,047	4,950	40	11	4,354	10,797
June 2020	438	1,416	5,648	35	10	5,168	12,715
July 2020	480	1,874	7,236	54	6	5,847	15,497
August 2020	530	1,988	7,477	91	4	4,779	14,869
September 2020	515	1,863	5,597	61	2	3,451	11,489
October 2020	506	1,770	5,959	48	1	5,183	13,467
November 2020	473	1,563	4,484	50	4	4,155	10,729
December 2020	978	1,699	4,630	74	6	4,194	11,581
Total	**6,046**	**19,238**	**64,958**	**648**		**52,934**	**143,916**

2021 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2021	579	1,564	4,785	41	0	4,393	11,362
February 2021	469	1,411	3,882	34	1	3,838	9,635
March 2021	566	1,803	6,105	87	22	5,029	13,612
April 2021	520	2,028	7,292	75	18	4,992	14,925
May 2021	567	2,062	7,153	63	24	4,905	14,774
June 2021	678	2,390	7,619	69	20	5,296	16,072
July 2021	648	2,941	9,439	67	28	6,326	19,449
August 2021	673	3,098	8,454	61	0	5,289	17,575
September 2021	700	2,837	7,580	43	6	5,459	16,625
October 2021	644	2,410	6,145	38	14	5,435	14,686
November 2021	668	2,137	4,535	22	22	3,541	10,925
December 2021	923	2,247	4,071	32	4	2,652	9,929
Total	**7,635**	**26,928**	**77,060**	**632**		**57,155**	**169,569**

2022 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2022	551	1,978	3,964	22	52	2,742	9,309
February 2022	551	1,947	4,719	40	4	3,295	10,556
March 2022	683	2,169	5,406	69	8	4,807	13,142
April 2022	719	2,242	5,187	61	11	3,847	12,067
May 2022	630	2,513	6,162	55	15	4,325	13,700
June 2022	644	2,673	7,159	53	9	4,381	14,919
July 2022	555	3,086	8,577	86	19	5,244	17,567
August 2022	600	3,404	8,496	179	39	5,237	17,955
September 2022	627	3,140	6,875	54	61	4,403	15,160
October 2022	635	2,491	5,129	117	4	3,750	12,126
November 2022	682	2,153	4,542	33	8	3,833	11,251
December 2022	893	2,151	3,380	39	20	2,287	8,770
Total	**7,770**	**29,947**	**69,596**	**808**	**250**	**48,151**	**156,522**

2023 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2023	631	2,203	4,151	49	5	3,932	10,971
February 2023	570	1,993	3,986	45	8	3,032	9,634
March 2023	732	2,416	5,191	57	9	3,863	12,268
April 2023	589	2,496	4,988	43	12	3,989	12,117
May 2023	577	3,082	6,625	103	4	2,369	12,760
June 2023	617	3,392	7,082	72	18	3,381	14,562
July 2023	549	3,898	8,058	84	2	4,172	16,763
August 2023	572	3,621	7,258	120	18	4,456	16,045
September 2023	459	3,528	6,516	75	10	4,192	14,780
October 2023	485	2,974	5,680	75	2	4,787	14,003
November 2023	616	2,660	5,080	55	10	4,042	12,463
December 2023	720	2,407	3,972	67	12	3,520	10,698
Total	**7,117**	**34,670**	**68,587**	**845**	**110**	**45,735**	**157,064**

2024 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2024	501	2,468	4,026	63	12	4,192	11,262
February 2024	416	2,531	4,364	50	12	4,608	11,981
March 2024	463	2,893	5,306	57	3	5,124	13,846
April 2024	447	3,026	5,615	78	10	4,158	13,334
May 2024	475	3,349	5,894	64	11	4,490	14,283
June 2024	528	3,810	6,256	79	4	3,661	14,338
July 2024	560	4,678	7,336	101	4	3,978	16,657
August 2024	552	4,038	6,617	143	18	3,649	15,017
September 2024	501	3,550	5,421	70	6	3,481	13,029
October 2024	443	3,184	4,577	74	43	2,442	10,763
November 2024	526	2,430	3,301	54	38	2,276	8,625
December 2024	679	2,584	2,650	34	2	475	6,424
Total	**6091**	**38,541**	**61,363**	**867**	**163**	**42,534**	**149,559**

2025 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2025	626	2,508	3,000	64	5	792	6,995
February 2025	588	2,224	2,690	54	2	786	6,344
March 2025	641	2,633	3,503	40	3	814	7,634
April 2025	626	2,588	3,998	58	4	88	7,362
May 2025	600	3,093	4,595	72	0	72	8,432
June 2025	680	3,324	5,550	101	4	130	9,789
July 2025	664	3,902	6,089	119	3	174	10,951
August 2025	609	3,701	5,843	130	3	203	10,489
September 2025	604	3,160	4,863	93	4	169	8,893
October 2025	701	3,088	4,590	67	4	186	8,636
November 2025	590	2,660	3,654	51	7	435	7,397
December 2025	739	2,460	2,990	52	2	516	6,759
Total	**7,668**	**35,341**	**51,365**	**901**	**41**	**4,365**	**99,681**

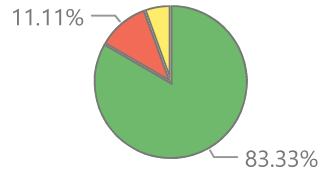
2026 Flight Operations by Type

Date	Air Carrier	Air Taxi	General Aviation	Military Itinerant	Military Local	Civil	Total Operations
January 2026	639	2,771	3,874	46	4	666	8,000
February 2026	606	2,674	3,572	99	11	943	7,905
March 2026	645	2,943	3,945	52	14	972	8,571
April 2026	722	4,437	3,558	79	15	863	9,674
May 2026	657	4,832	4,378	98	0	868	10,833
June 2026	708	4,902	4,524	74	8	1,154	11,370
July 2026	756	5,239	5,450	144	34	913	12,536
August 2026	663	5,327	5,729	107	29	1,464	13,319
September 2026	611	4,744	4,835	88	1	167	10,446
Total	**6,007**	**37,869**	**39,865**	**787**	**116**	**8,010**	**92,654**

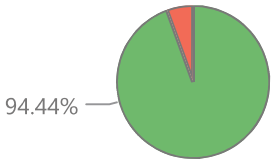
CIP KPI Monthly Report

November, 2026

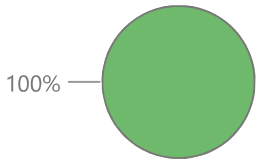
KPI Scope



KPI Cost



KPI Schedule



Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule
2024 FLEET VEHICLE PRCHS	●	●	●
2025 FLEET VEHICLE PRCHS	●	●	●
2026-2027 PAVEMENT REHAB	●	●	●
26-27 FLEET VEHICLE PRCHS	●	●	●
AIRPORT WAY STORMWATR INPUT	●	◆	●
ARFF STATION REPLACEMENT	●	●	●
ATCT REPLACEMENT	●	●	●
ATCT UPGRADES 2025	●	●	●
DIGITAL ASSET STANDARDS	●	●	●
FSS HVAC SYS REPL & SOLAR	◆	●	●
KENMORE HANGAR DEMO	●	●	●
RUNWAY 14R-32L REHAB	▲	●	●
SENSUS WATER METER INSTALL	●	●	●
TAXIWAY B RELOCATION	●	●	●
TEMPORARY ARFF BAY	●	●	●
TERMINAL PRKNG LOT LIGHTING	◆	●	●
TXWY B5 STRMWTR PIPE RPLMNT	●	●	●
VISION 2045/PART 150 STUDY	●	●	●

Green - On track
Yellow - Variance less than 15% above plan
Red - Variance is greater than 15% above plan

CIP KPI Monthly Report

November, 2026

Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
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.
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.
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.
TEMPORARY ARFF BAY	🟢	🟢	🟢	The project is on track in the implementation phase, with primary focus centered on utility connection work with Seattle City Light (SCL) running through the fall. Careful budget monitoring remains an ongoing priority as installation progresses. Current spend stands at $579,742 against an allocated budget appropriation of $1,135,000. Upcoming Key Milestones & Immediate Actions - SCL Inspections & Connection: Complete initial utility inspections scheduled for late September, targeting full SCL work completion by November 11, 2026. - Life Safety Coordination: Resolve the outstanding action item with Guardian regarding generator monitoring. - Contract Management: Continue tracking active site setup, trenching, and life safety contract performance.
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.

CIP KPI Monthly Report

November, 2026

Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
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.
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.
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.
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: A&E WO Contract KC001720
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.
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) - WO signed on 9/9/2026 - 10/13/206: Scope of work change by KCIA request to protect the roof over the winter. This new scope of work includes drainpipe cleaning and scoping the drainage system using a low-velocity cordless power drain snake.
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.
ARFF STATION	●	●	●	The Phase 1 Planning contract has been submitted to the FAA

CIP KPI Monthly Report

November, 2026

Project Name	KPI Scope	KPI Cost (EAC)	KPI Schedule	Comment SSB
				on 7/29/26. - Proposal from GLY received on 8/21/2026 for KCIA Review ($36K) - WO signed on 9/9/2026 - 10/13/206: Scope of work change by KCIA request to protect the roof over the winter. This new scope of work includes drainpipe cleaning and scoping the drainage system using a low-velocity cordless power drain snake.
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.
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.
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.
26-27 FLEET VEHICLE PRCHS	🟢	🟢	🟢	
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. 10/14/2026: KC001683 was cancelled. Rebid process is currently underway (KC001772). The contract is expected to be advertised on 10/20/2026.
2025 FLEET VEHICLE PRCHS	🟢	🟢	🟢	
2024 FLEET VEHICLE PRCHS	🟢	🟢	🟢	