TAXIWAY B SAFETY IMPROVEMENT PLANNING ADDENDUM

Prepared for King County International Airport

September 10, 2026

InterVISTAS

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1 Introduction

In 2024, the FAA formally notified King County International Airport that the existing separation between Taxiway B and Runway 14R-32L no longer complies with current FAA airfield design standards. While Taxiway B satisfied the design criteria in effect when originally constructed, subsequent revisions to FAA Advisory Circular 150/5300-13B, Airport Design, increased the required runway-to-parallel taxiway centerline separation for the airport's critical aircraft, the Boeing 767-300F, to 400 feet. As a result, the existing Modification to Standards (MOS) could no longer be supported, requiring the Airport to develop a long-term strategy to bring the airfield into compliance with current FAA standards. The FAA determined that Taxiway B would ultimately need to be relocated between approximately 50 and 75 feet west, depending on the location along the taxiway, while also accommodating the associated Taxiway Object Free Area (TOFA), vehicle service road, and other airfield design requirements.

Following receipt of the FAA's Notice of Correction, King County International Airport retained InterVISTAS Consulting to prepare the Taxiway B Safety Improvement Planning Report, which was completed in September 2025. The purpose of that effort was to evaluate alternatives for relocating Taxiway B while minimizing operational impacts, preserving airport capacity, accommodating affected tenants, and establishing a phased implementation strategy capable of maintaining airport operations throughout construction.

Since completion of the September 2025 report, the project has continued to advance through extensive coordination between King County International Airport, the FAA, airport tenants, and other project stakeholders. During this period, several significant planning decisions have been made that further refine the recommended development concept and provide greater certainty regarding future implementation of the Taxiway B Safety Improvement Program. Most notably, in December 2025, the FAA selected the preferred replacement Airport Traffic Control Tower (ATCT) site and established the required tower height necessary to maintain acceptable airfield visibility. Concurrently, consensus was reached on the preferred configuration and location of the replacement Aircraft Rescue and Fire Fighting Station (ARFF).

This Addendum has been prepared to supplement the September 2025 Taxiway B Safety Improvement Planning Report. The purpose of this addendum is to document the major decisions that have occurred since publication of the original report, summarize how those decisions affect the recommended development concept, present an updated implementation strategy that reflects the FAA's current direction, and provide a revised cost-loaded implementation schedule for advancing the Taxiway B Safety Improvement Program.

2 Project Developments Since Completion of the September 2025 Planning Report

Since completion of the Taxiway B Safety Improvement Planning Report in September 2025, King County International Airport (KCIA), in coordination with the Federal Aviation Administration (FAA), airport tenants, and project stakeholders, has continued to advance the Taxiway B Safety Improvement Program through additional planning, technical evaluation, and agency coordination. The original report established a preferred conceptual development strategy for relocating Taxiway B and accommodating the numerous facilities affected by the required westward shift of the taxiway. While the report provided a recommended implementation framework, several critical program elements required additional coordination with the FAA before they could be finalized. As a result, the Airport has continued refining the preferred concept to better align with FAA operational requirements, airfield safety objectives, and long-term implementation considerations.

The most significant milestone achieved since completion of the planning study occurred in December 2025 when the FAA completed its evaluation of replacement Airport Traffic Control Tower (ATCT) alternatives and formally identified its preferred tower location and operational tower height. During development of the original planning report, multiple tower sites were evaluated to determine their ability to satisfy FAA air traffic operational requirements while minimizing impacts to airport tenants and supporting the future relocation of Taxiway B. Following additional line-of-sight evaluations, operational analyses, and coordination between FAA Air Traffic Organization personnel and King County International Airport, the FAA selected its preferred tower location and established the required tower height needed to maintain acceptable visibility of all critical movement areas. This decision represents one of the most important milestones for the overall Taxiway B program, as the replacement ATCT serves as one of the earliest critical facilities that must be constructed before relocation of the existing tower and subsequent Taxiway B improvements can occur.

In parallel with the FAA's tower evaluation, additional coordination was undertaken to refine the preferred Aircraft Rescue and Fire Fighting (ARFF) station configuration. Because the existing ARFF station is immediately adjacent to the existing ATCT and lies within the future Taxiway Object Free Area associated with the relocated Taxiway B, replacement of the facility has remained an essential component of the overall program. Since completion of the original report, the Airport and FAA have refined the preferred ARFF station location and site configuration to improve emergency response capability while maintaining compliance with FAA response time requirements and supporting efficient access to both primary runways. The preferred configuration also improves compatibility with the replacement ATCT and simplifies the long-term development of adjacent airport facilities.

These decisions have also resulted in a reevaluation of the overall implementation strategy. While the phased approach documented in the September 2025 Planning Report continues to provide the foundation for project delivery, the FAA's preferred facility locations have influenced the order in which several projects should be advanced. In particular, greater emphasis is now placed on constructing the

replacement ATCT and ARFF facilities before undertaking major Taxiway B construction, thereby minimizing operational disruptions and reducing the need for temporary facilities or multiple relocations. In addition, the FAA has determined that the Taxiway B realignment must be completed before the rehabilitation of Runway 14R-32L. The revised implementation strategy presented in this addendum reflects the FAA's current thinking regarding project sequencing and provides a more practical roadmap for advancing environmental review, detailed design, funding, tenant coordination, and eventual construction.

3 Updated Recommended Development Concept

The preferred development concept presented in the September 2025 Taxiway B Safety Improvement Planning Report established a comprehensive strategy for relocating Taxiway B while maintaining safe airport operations, accommodating affected tenants, and positioning King County International Airport (KCIA) for long-term operational success. Since completion of that report, continued coordination among KCIA, the Federal Aviation Administration (FAA), airport tenants, and other project stakeholders has resulted in several refinements to the preferred concept. While the overall vision and planning principles remain unchanged, these efforts have provided greater certainty regarding several critical facilities and have further refined the development concept to better support future implementation.

The most significant refinement to the preferred development concept is the FAA's selection of the replacement ATCT location and required tower height, which establishes a fixed point for future airport development and eliminates one of the largest remaining uncertainties associated with implementing the Taxiway B Safety Improvement Program. Continued coordination with KCI, Boeing ARFF and King County ARFF personnel has also refined the preferred Aircraft Rescue and Fire Fighting (ARFF) Station configuration and supporting infrastructure, including roadway circulation, utility relocations, employee parking, and airfield access, improving constructability, operational efficiency, and compatibility with the future Taxiway B alignment while maintaining the operational needs of airport tenants and compliance with current FAA design standards.

The refined ARFF concept includes two separate facilities: one dedicated to Boeing ARFF operations and a second dedicated to King County ARFF operations. The Boeing ARFF facility has been relocated to provide additional space within the existing commercial apron, allowing for one additional Boeing production stall that could not be accommodated on the originally proposed ARFF site due to site depth constraints. The King County ARFF facility has been relocated farther south near Mid-Field Airpark to maintain emergency response times comparable to existing operations while also accommodating the future expansion needs identified during stakeholder coordination.

Finally, the refined recommended development concept reflects recent discussions among KCIA staff, the FAA, and Boeing representatives regarding the existing blast fence located on Boeing’s commercial apron. The September 2025 Taxiway B Safety Improvement Planning Report assumed that the existing blast fence would be relocated to align with the new Taxiway Object Free Area (TOFA) associated with the relocation of Taxiway B. Under that approach, the existing offset distances for narrowbody and widebody aircraft positions would remain unchanged.

Since completion of the report, this assumption has been revised. The current approach considers a redesigned blast fence constructed to meet current design standards. These standards allow aircraft tails to be positioned with a minimum setback of 35 feet for narrowbody aircraft conducting engine testing at 100 percent power and 50 feet for widebody aircraft.

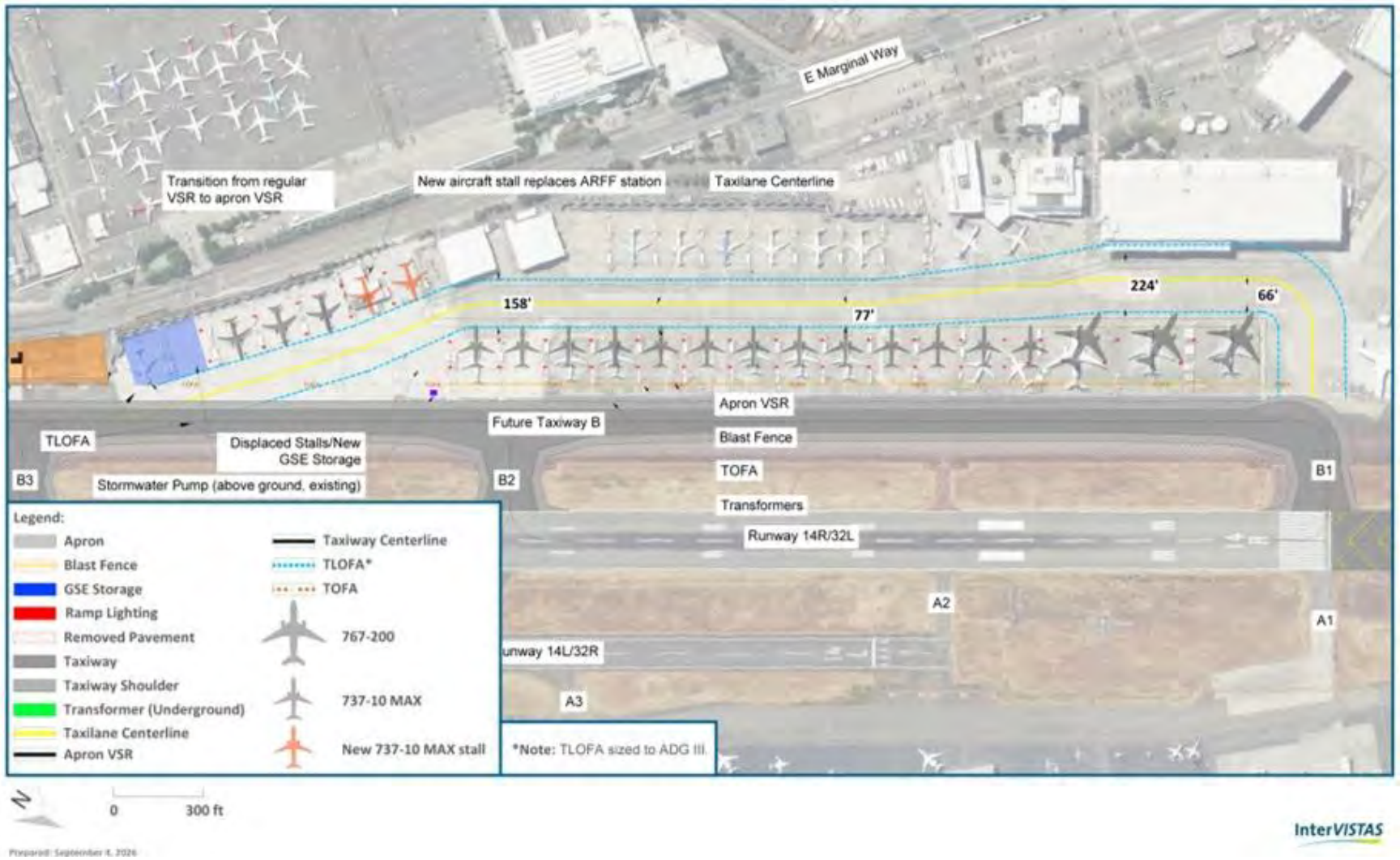
The refined recommended development concept reflects this updated approach by identifying a new location for the blast fence and revising the aircraft parking positions on Boeing's apron accordingly. The alignment of the widebody parking positions has also been adjusted to accommodate the new blast fence configuration while supporting Boeing's operational requirements.

With the refinements made to the Boeing commercial apron, one NBF widebody stall position is lost, and the number of 737 production stalls at NBF is reduced from two to one. Acquisition and development of the Woods Meadows parcel would provide additional space to accommodate the displaced production stalls.

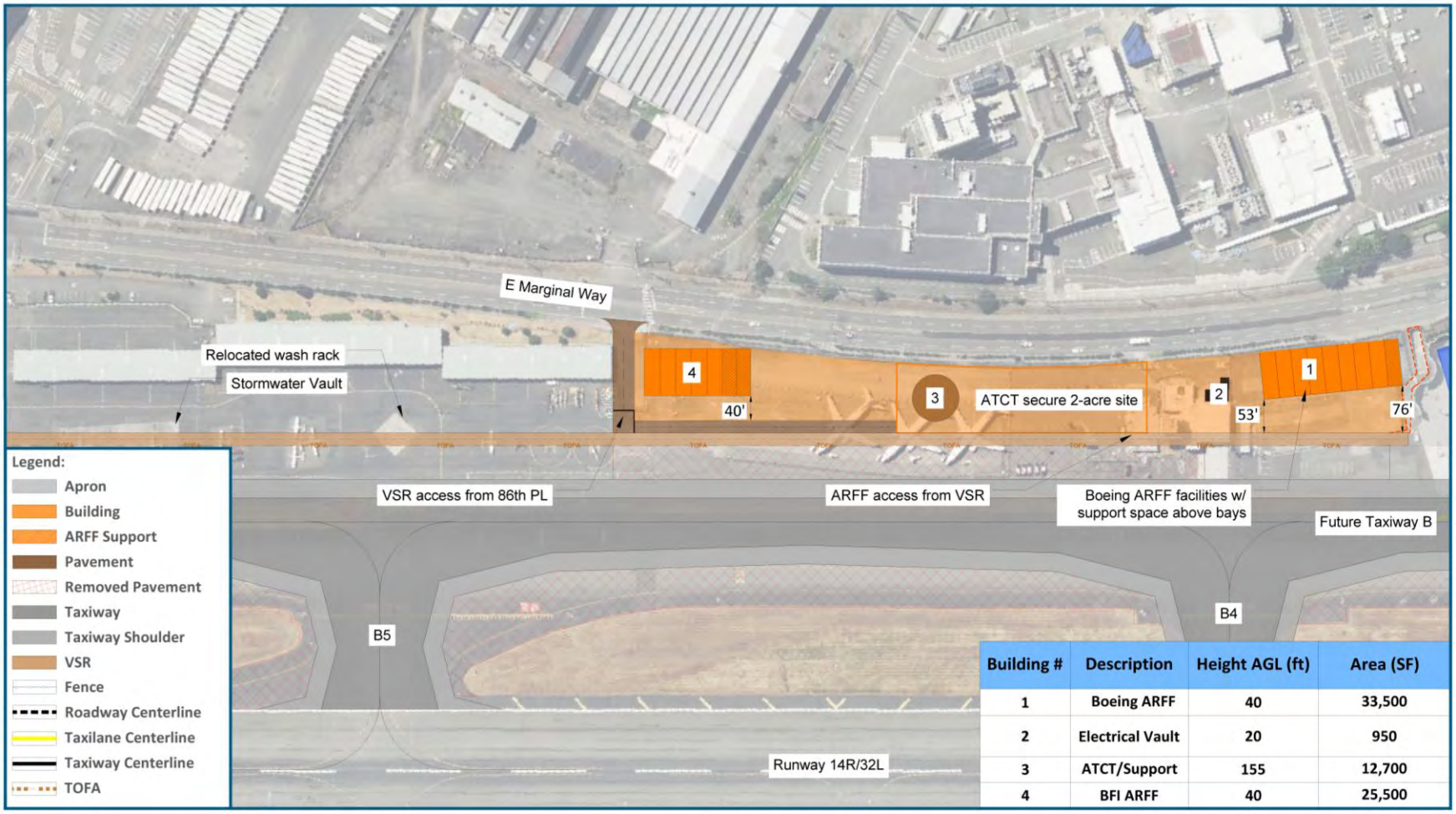
The refined recommended development concept is presented on the following pages.

Preferred Taxiway B Relocation Plan – Site Overview

Preferred Taxiway B Relocation Plan – Boeing Commercial Apron View

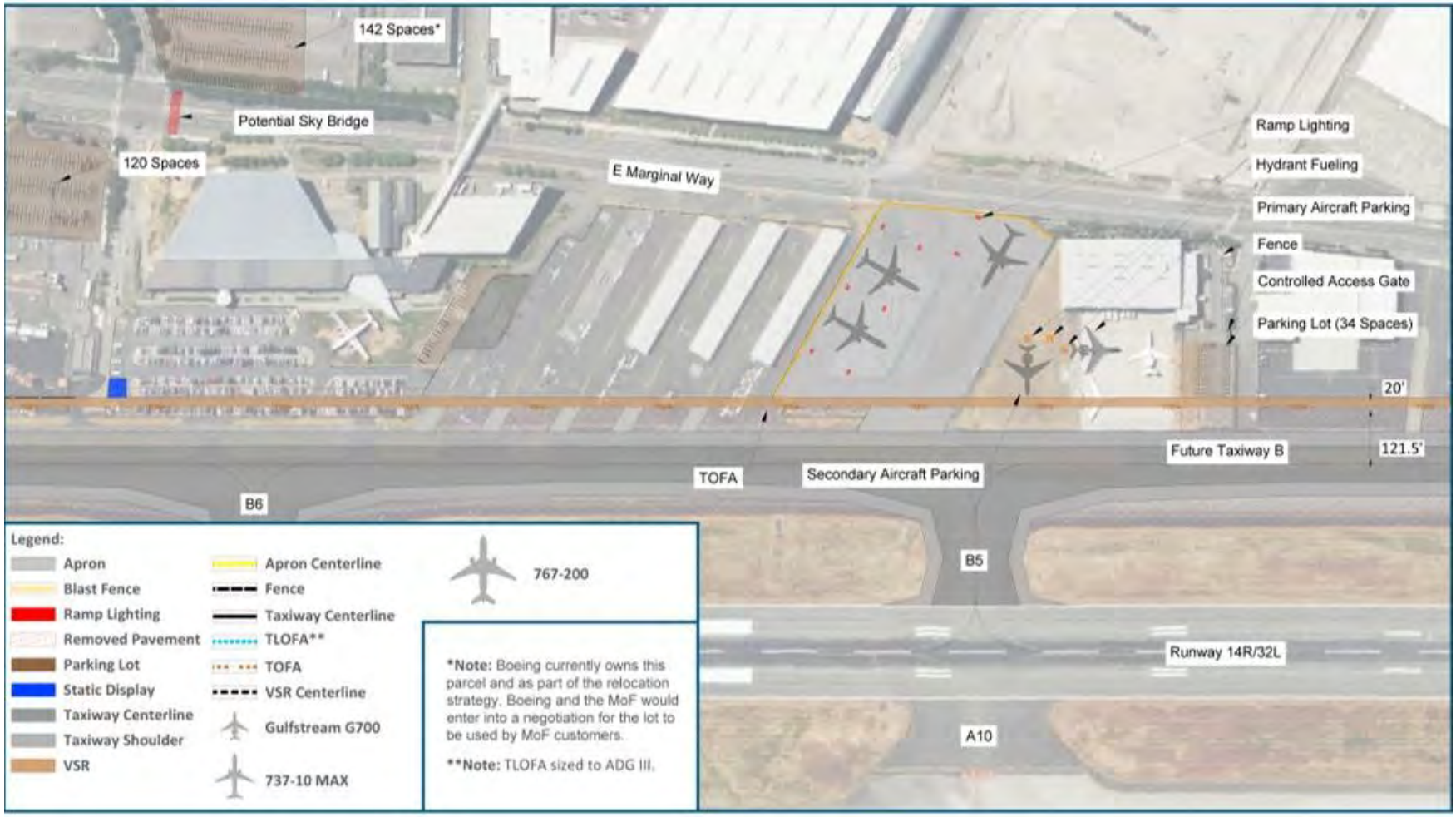


Preferred Taxiway B Relocation Plan – Mid Field Alternative

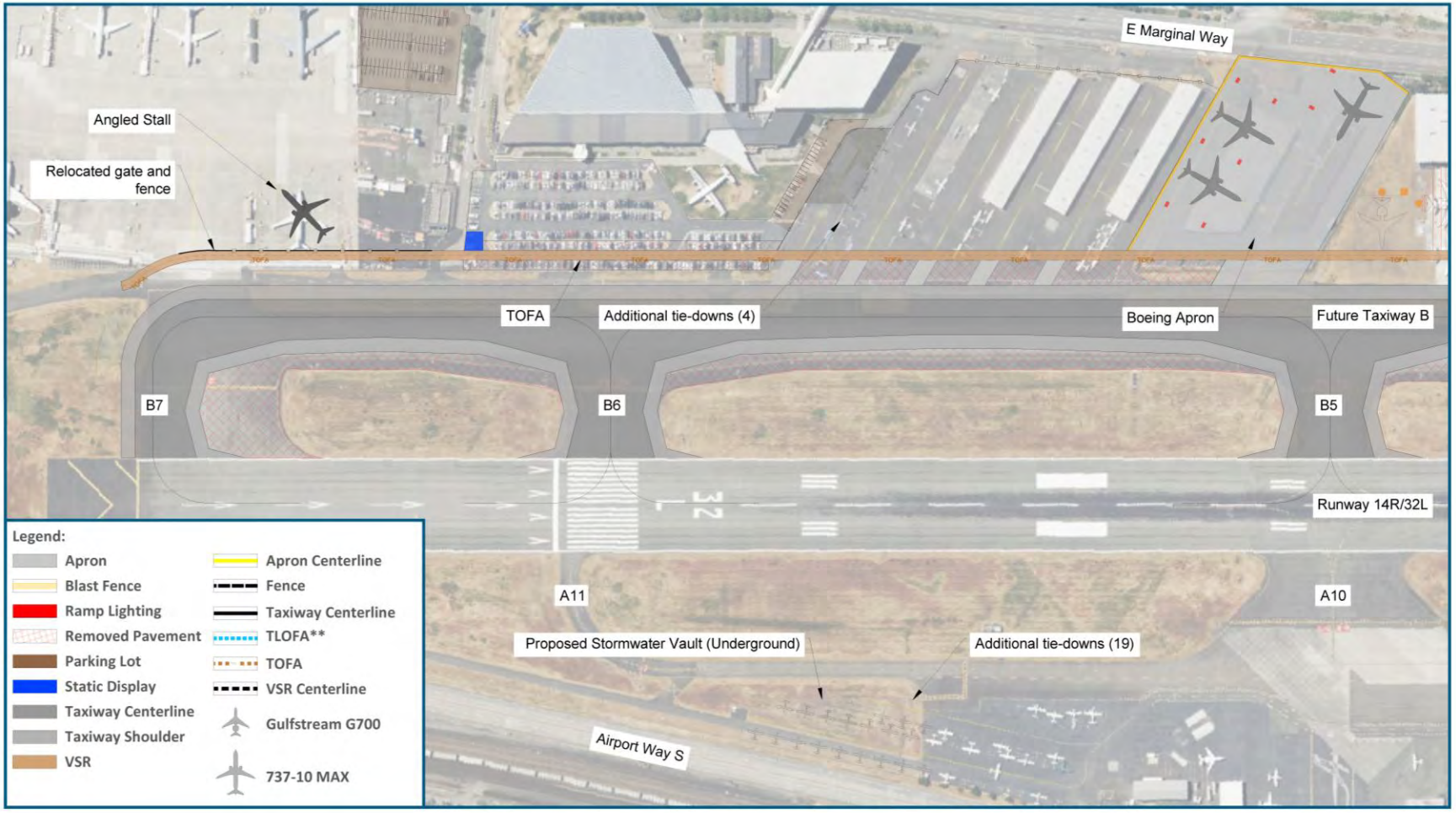


Building #	Description	Height AGL (ft)	Area (SF)
1	Boeing ARFF	40	33,500
2	Electrical Vault	20	950
3	ATCT/Support	155	12,700
4	BFI ARFF	40	25,500

Preferred Taxiway B Relocation Plan – Corporate / Southwest Airpark View



Preferred Taxiway B Relocation Plan – Museum of Fight / Boeing Military Delivery Center View



4 Implementation Costs

The table below presents the proposed costs for implementing the recommended development plan concept. This includes planning, environmental, design and construction. The current delivery method is anticipated to be design-bid-build; however, if an alternative delivery approach is used, the outlined costs should be re-evaluated.

Project Cost Schedule

Tenant/Property	Cost
Taxiway B Relocation	$277,207,700
Taxiway Z Removal & Hammer Head Taxiway	$15,787,200
Boeing Commercial Apron(1)	$6,696,500
New ATCT	$109,861,400
King County ARFF Staton	$37,327,400
Boeing ARFF Station	$54,585,300
Mid-Field Airpark	$22,687,500
Corporate Tenant Development	$2,300,100
Woods Meadows Aeronautical Development	$15,448,400
Southwest Airpark Development	$2,193,400
Museum of Flight Modifications	$216,700
Boeing Military Modifications	$2,000,000
Southeast Airpark Expansion	$2,710,400
Runway 14R Repair	$13,704,000
Woods Meadows Property Acquisition(2)	$30,290,000
Environmental Assessment(2)	$1,000,000
Runway 14R-32L Reconstruction (Construction Cost)(2)	$166,300,000
Total Project Cost	**$760,316,000**

(1) Cost reflects the new design of the blast fence.

(2) Value provided by King County staff.

Note: Project costs are represented in year of construction dollars.

Source: ProDims, 2026

5 Implementation Phasing Plan

This section presents the revised implementation phasing plan for the Taxiway B Safety Improvement Program and identifies when the projects described in the previous section are anticipated to be implemented. The phasing strategy has been developed based on the latest funding priorities, implementation strategy, and program sequencing guidance provided by the FAA, in coordination with KCIA, as of the date of this report.

As with any long-term capital improvement program, the implementation schedule should be viewed as a planning framework rather than a fixed schedule. Funding availability, environmental approvals, design development, operational requirements, and other unforeseen factors may influence the timing of individual projects as the program advances. However, while the implementation timeline may be refined over time, the overall sequencing and dependency of major program elements are expected to remain generally consistent with the strategy presented herein.

The following subsections describe the anticipated implementation activities for each calendar year and reflect the FAA's current funding and phasing strategy at the time this addendum was prepared.

5.1 Calander Year 2026 Project Activities

During this calendar year, NEPA will continue through the planning, environmental, and design phases. King County anticipates spending approximately 5.993 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2026 Project Activities

Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- ATCT design/planning/environmental
- NEPA

Category	Cost
Design/Planning/Enviro.	$5,993,700
Total	**$5,993,700**

Source: InterVISTAS Consulting, 2026

5.2 Calander Year 2027 Project Activities

During this calendar year, ATCT and ARFF facilities will begin planning, environmental, and design phases. The woods meadows property will be acquired this year. King County anticipates spending approximately $39.135 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2027 Project Activities

Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- ARFF and ATCT design
- Woods Meadows property acquisition
- Focused 14R repair (north end keel section) – Design/Planning/Environmental

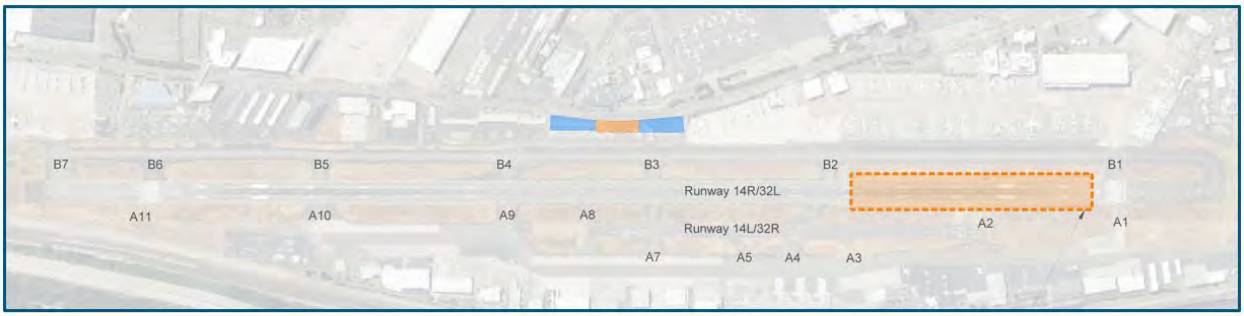
Category	Cost
Design/Planning/Enviro.	$8,845,250
Acquisition	$30,290,000
Total	**$39,135,250**

Source: InterVISTAS Consulting, 2026

5.3 Calander Year 2028 Project Activities

During this calendar year, the ATCT will begin construction, with the ARFF stations continuing planning/design/environmental. Focused repairs on the north end keel section of Runway 14R will also take place this year. King County anticipates spending approximately $83.436 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2028 Project Activities



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- Focused 14R repair (north end keel section)
- Construct ATCT
- ARFF stations in design

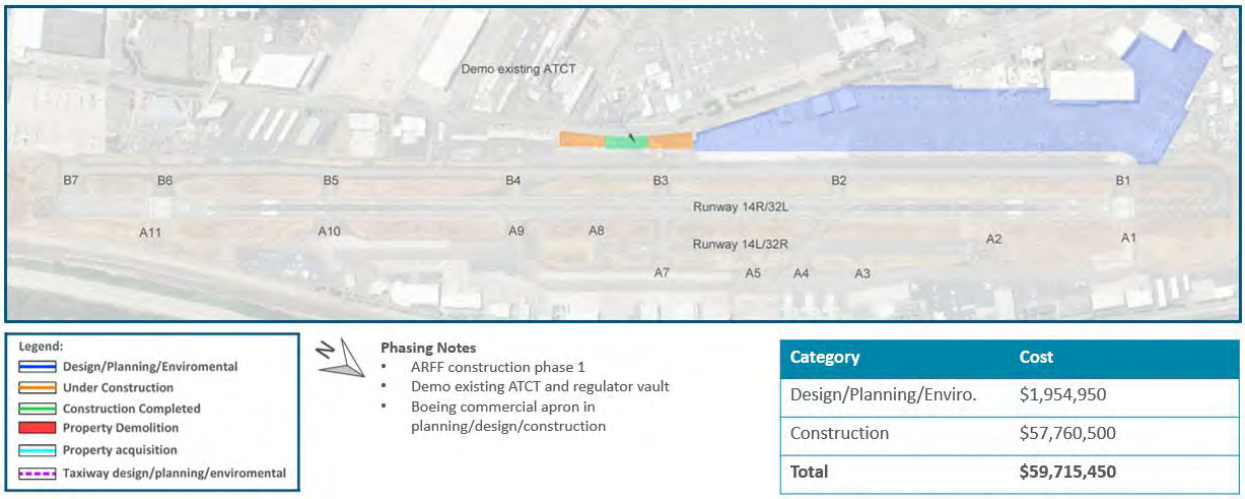
Category	Cost
Design/Planning/Enviro.	$4,177,850
Construction	$79,258,600
Total	**$83,436,450**

Source: InterVISTAS Consulting, 2026

5.4 Calander Year 2029 Project Activities

During this calendar year, the ARFF stations will begin construction. The Boeing commercial apron will begin planning/design/environmental. The existing ATCT will be demolished. King County anticipates spending approximately $59.715 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2029 Project Activities



Category	Cost
Design/Planning/Enviro.	$1,954,950
Construction	$57,760,500
Total	**$59,715,450**

Source: InterVISTAS Consulting, 2026

5.5 Calander Year 2030 Project Activities

During this calendar year, the ARFF stations will continue into phase 2 of construction. The Boeing commercial apron and Museum of Flight continue through planning/design/environmental. King County anticipates spending approximately $42.046 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2030 Project Activities

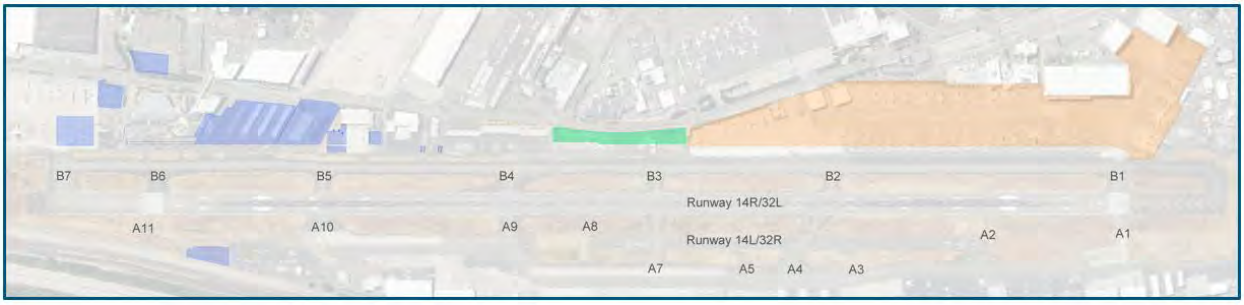
Category	Cost
Design/Planning/Enviro.	$268,100
Construction	$41,778,500
Total	**$42,046,600**

Source: InterVISTAS Consulting, 2026

5.6 Calander Year 2031 Project Activities

During this calendar year, the Boeing commercial apron will begin construction. Tenant planning/design/environmental will begin (Charles Air, Hangar 90, SW Airpark, etc.) King County anticipates spending approximately $25.237 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2031 Project Activities



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- Midfield airpark, corporate tenants, Woods Meadows, SW airpark, Museum of Flight, Boeing military, SE airpark under planning/design/environmental
- Boeing apron construction

Category	Cost
Design/Planning/Enviro.	$2,090,750
Construction	$23,147,000
Total	**$25,237,750**

Source: InterVISTAS Consulting, 2026

5.7 Calander Year 2032 Project Activities

During this calendar year, the Boeing commercial apron will finish construction. The Museum of Flight will begin construction, and Tenant (Charles Air, Hangar 90, SW Airpark, etc.) and Taxiway B design/planning/environmental will commence. King County anticipates spending approximately $14.958 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2032 Project Activities

Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes

- Midfield airpark, corporate tenants, Woods Meadows, SW airpark, Boeing military, SE airpark under planning/design/environmental
- Museum of Flight modification construction commences
- Taxiway B relocation under design/planning/environmental

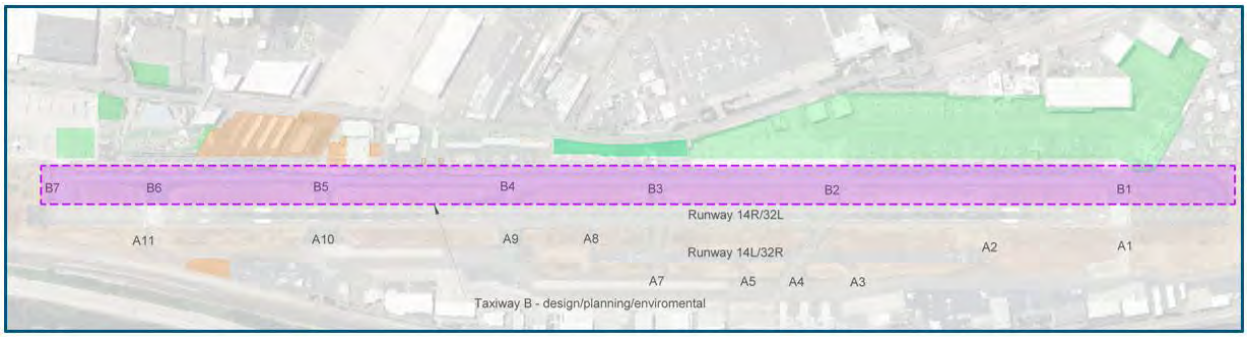
Category	Cost
Design/Planning/Enviro.	$14,761,250
Construction	$197,000
Total	**$14,958,250**

Source: InterVISTAS Consulting, 2026

5.8 Calander Year 2033 Project Activities

During this calendar year, construction will commence for tenants (Charles Air, Hangar 90, SW Airpark, etc.) Museum of Flight will finish construction. Taxiway B relocation planning/design/environmental continues. King County anticipates spending approximately $55.698 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2033 Project Activities



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes

- Tenant construction completes
- Taxiway B relocation under design/planning/environmental

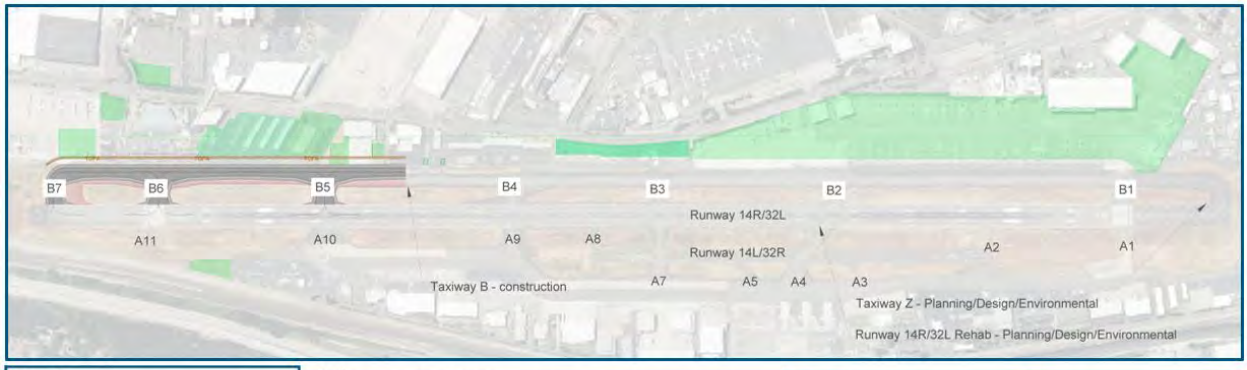
Category	Cost
Design/Planning/Enviro.	$12,600,350
Construction	$43,098,000
Total	**$55,698,350**

Source: InterVISTAS Consulting, 2026

5.9 Calander Year 2034 Project Activities

During this calendar year, tenant construction will be completed. Taxiway B relocation construction will commence with phase 1 and 2. Phase 1 will construct B7-B5, with phase 2 constructing B4. Taxiway Z removal planning/design/environmental also commences. King County anticipates spending approximately $134.221 million over 2 phases on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2034 Project Activities – Phase 1



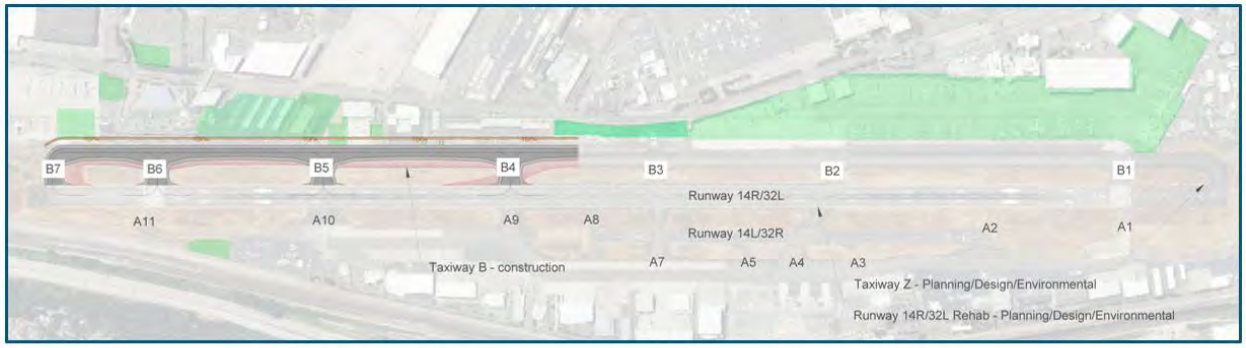
Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- Construction for TXYWY B Relocation commencing

Category	Cost
Design/Planning/Enviro.	$358,800
Construction	$66,751,750
Total	**$67,100,550**

Source: InterVISTAS Consulting, 2026

2034 Project Activities – Phase 2



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- Construction for TXYWY B Relocation

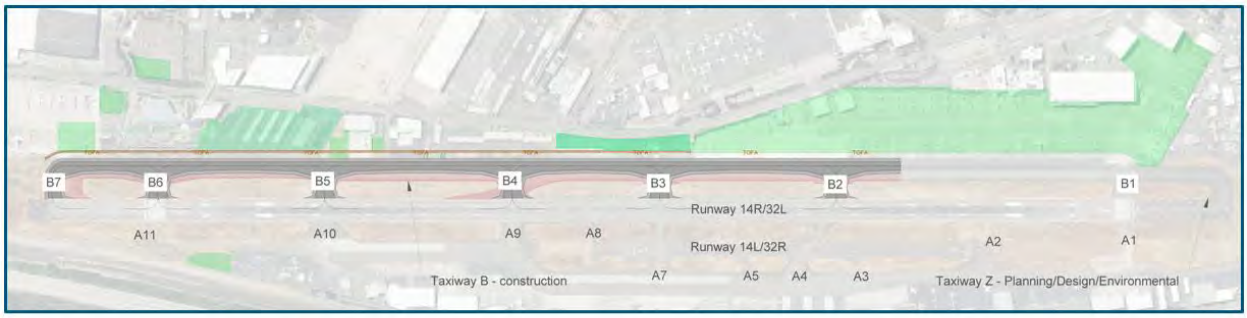
Category	Cost
Design/Planning/Enviro.	$358,800
Construction	$66,751,750
Total	**$67,100,550**

Source: InterVISTAS Consulting, 2026

5.10 Calander Year 2035 Project Activities

During this calendar year, Taxiway B relocation construction will continue with Phases 3 and 4. Phase 3 will complete sections of Taxiway B up to Taxiways B3 and B2. Phase 4 will complete the Taxiway B relocation construction. Taxiway Z removal planning/design/environmental continues. King County anticipates spending approximately $134.221 million over 2 phases on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2035 Project Activities – Phase 1



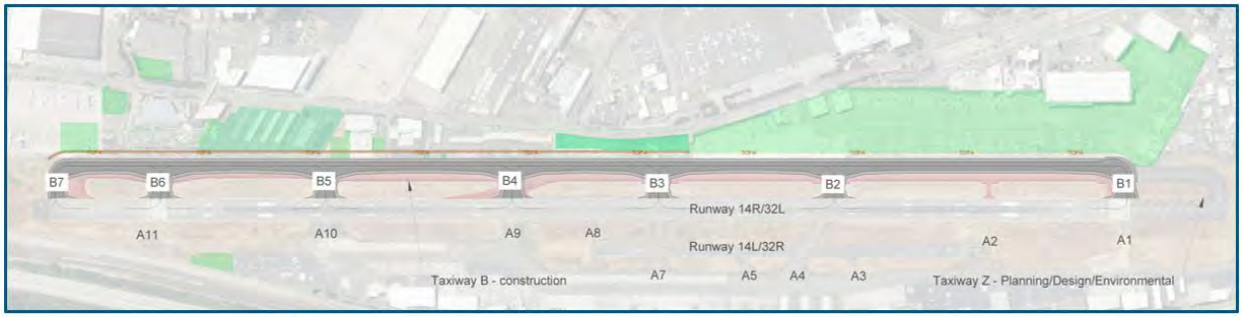
Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- Construction for TXYWY B Relocation

Category	Cost
Design/Planning/Enviro.	$358,800
Construction	$66,751,750
Total	**$67,100,550**

Source: InterVISTAS Consulting, 2026

2035 Project Activities – Phase 2



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- Construction for TXYWY B Relocation

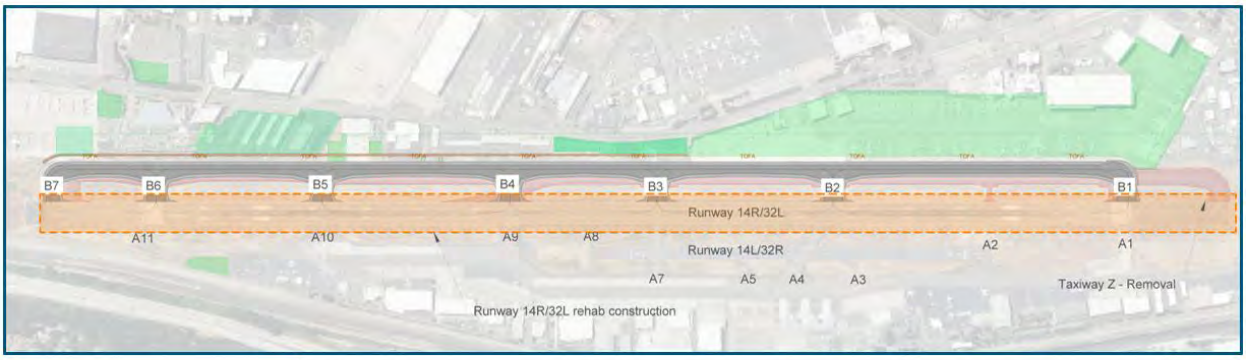
Category	Cost
Design/Planning/Enviro.	$358,800
Construction	$66,751,750
Total	**$67,100,550**

Source: InterVISTAS Consulting, 2026

5.11 Calander Year 2036 Project Activities

During this calendar year, runway 14R/32L rehab will commence, Taxiway Z modifications will also commence. King County anticipates spending approximately $87.152 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2036 Project Activities



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- 14R/32L Runway Rehab construction beginning
- TXYWY Z modifications

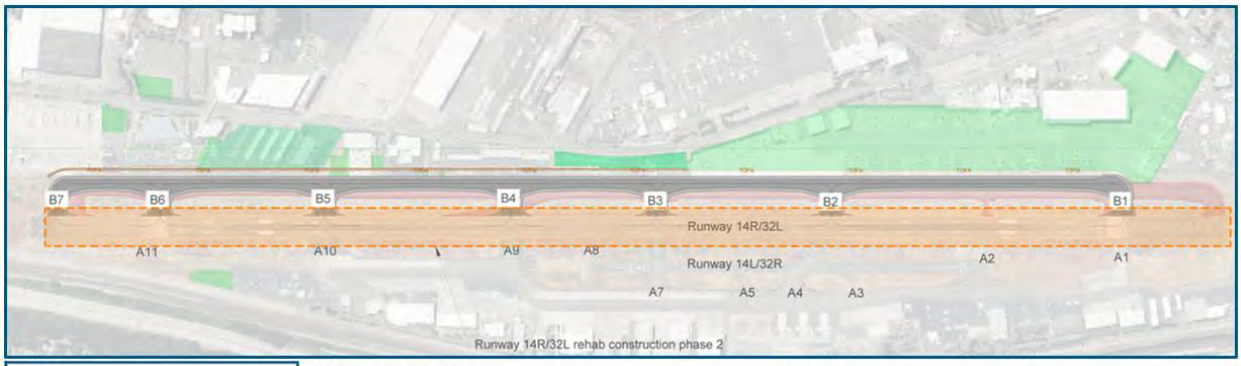
Category	Cost
Design/Planning/Enviro.	-
Construction	$87,152,000
Total	**$87,152,000**

Source: InterVISTAS Consulting, 2026

5.12 Calander Year 2037 Project Activities

During this calendar year, runway 14R/32L rehab will continue through Phase 2. King County anticipates spending approximately $78.5 million on activities related to the Taxiway B project this year. The following figure illustrates the work locations and associated costs in this calendar year.

2037 Project Activities



Legend:
- Design/Planning/Enviromental
- Under Construction
- Construction Completed
- Property Demolition
- Property acquisition
- Taxiway design/planning/enviromental

Phasing Notes
- 14R/32L Runway Rehab construction phase 2

Category	Cost
Design/Planning/Enviro.	-
Construction	$78,500,000
Total	**$78,500,000**

Source: InterVISTAS Consulting, 2026