

**Request for Proposals  
2.84 Acre Airside Lot  
Paine Field, Everett, Washington  
10727 Bernie Webber Drive**

Kilo Six, LLC (“Owner”), a single member LLC owned by John Sessions, is pleased to offer a development opportunity or build-to-suit development on the southwest corner of Paine Field. The property has direct access to state highway 525, the Mukilteo Speedway, and Kilo Seven taxiway to Paine Field’s main runway (16/34). Thirty years remain on the original lease estate plus two five-year tenant options making the total remaining term forty years. Current monthly land rent plus required fees is \$6,681.04. Investment to date in required off-site improvements and on-site development totals \$2,406,153. Design of a 52,000 building has been approved for construction and is available.



**Summary of Request:**

Content of proposal: Indication of interest, nature of interest (leasehold assignment with or without development), monetary consideration, schedule, plans, credit and project references, identity of principals.

Likely uses: FBO, large hangar facility or group of corporate hangars, or a major repair organization.

Deadline for proposals: September 30, 2017, at 1700 PDT.

Submission of proposals: By courier to Proposals, 411 University St, Suite 1200, Seattle, WA 98101; or electronically to [airborne@historicflight.org](mailto:airborne@historicflight.org).

## **I. Overview of Paine Field (the “Airport”)**

First a Works Progress Administration Project in 1936, today the Airport is owned and operated by Snohomish County, Washington. In the Federal Aviation Administration's National Plan of Integrated Airport Systems, it is designated a general aviation reliever airport for Seattle-Tacoma International Airport. In addition, Paine Field is an alternate landing site to Seattle-Tacoma International Airport for commercial service operators when weather conditions dictate. The Airport is located approximately six miles southwest of the Everett Central Business District and approximately twenty miles north of downtown Seattle. The Airport Reference Point is Latitude 47° 54' 25.388”N, Longitude 122° 16' 53.816”W. The elevation is 609.65 feet above mean sea level and has property consisting of approximately 1,284.3 acres. The Airport has three runways, an extensive system of taxiways, aircraft parking aprons, hangars, a terminal building, and various other airport facilities. Currently runway 11/29 is closed.

The principal commercial enterprise at the Airport is the Boeing Company. Boeing 747, 777, 777x and 787 jets are manufactured on land contiguous to the Airport. Boeing also participates in multiple defense programs at its Paine Field facilities. Major repair and maintenance organizations based at the Airport include Aviation Technical Services, the largest aerospace repair facility in North America, and over fifty other aerospace enterprises. Transient business aircraft are hosted by Castle & Cooke.

Significantly, a new commercial terminal building is under construction on the east side. Alaska Airlines and United Airlines have announced their intention to begin commercial service in 2018.

## **II. History of the Parcel**

Formed on November 16, 2006, Kilo Six, LLC successfully developed 8.1 acres on the southwest corner of Paine Field. Mandated improvements included a 1,200 foot taxiway, all utilities, storm retention and drainage and an access road. Hangar buildings were erected on two lots. These are occupied by a corporate flight department and Historic Flight Foundation, a vintage aircraft museum. The subject lot is closest to the runway and has been prepared (“shovel ready”) for vertical construction. Its preparation included dynamic compaction to support aircraft weighing 500,000 pounds. A building permit was approved to construct a 52,000-foot office/hangar facility on the parcel together with a large aircraft storage ramp and car parking.

### **III. Airside Facilities**

The main runway is Runway 16R/34L. It is 9,010 feet in length, 150 feet in width, constructed of grooved asphalt, and has a gross weight bearing capacity of 830,000 pounds for double dual tandem-wheel main landing gear configuration aircraft. The runway is equipped with high intensity runway edge lights and in-pavement centerline lights.

Runway 16R has precision approach path indicator lights and an instrument landing system consisting of glide slope, localizer, and medium intensity approach lighting with runway alignment indicator lights. Precision approach path indicator lights and medium intensity approach lighting with sequential flashers are provided for Runway 34L. Safety area improvement projects will allow Runway 16R/34L to be maintained at a length of 9,010 feet in the future.

The secondary parallel runway is Runway 16L/34R. It is 3,000 feet in length, 75 feet in width, constructed of asphalt, and has a gross weight-bearing capacity of 12,500 pounds for single-wheel main landing gear configuration aircraft. This runway has medium intensity runway lights and precision approach path indicator lights, along with runway end indicator lights illuminating both ends.

The crosswind runway is Runway 11/29. It is 4,504 feet in length, 75 feet in width, constructed of asphalt, and has a gross weight bearing capacity of 40,000-50,000 pounds for single-wheel and 55,000-75,000 pounds for dual-wheel main landing gear configuration aircraft. This runway has been leased to the Boeing Company to store KC 46 tankers prior to their delivery to the U.S. Air Force.

For basic information about taxiways, landside facilities, aprons, and the Terminal Area Plan, visit [www.paineairport.com](http://www.paineairport.com).

#### **Old Terminal Building.**

The old terminal building, which contains airport management offices and aviation-related business offices, is located adjacent to the inner terminal ramp between the parallel runways and north of Runway 11/29. Automobile parking is located on the east side of the old terminal building.

#### **Aircraft Rescue and Fire Fighting.**

The aircraft rescue and fire-fighting facility is located in the southeast corner of Airport, directly across the main runway from Lot 13. The Airport is classified as an Index A airport, and satisfies the associated criteria and requirements with its equipment and staff.

#### **Air Traffic Control Tower.**

The air traffic control tower is located west of the new terminal building, adjacent to the inner and back terminal ramps. The FAA operates the tower at Paine Field seven days a week between the hours of 7:00 a.m. and 9:00 p.m.

## Fuel Storage Facilities.

The bulk of the Airport's fuel storage capacity is located in the north ramp and inner terminal ramp. The north ramp facility consists of six 60,000-gallon above-ground storage tanks and one 20,000-gallon above ground storage tank, while the inner terminal ramp has one 2,000-gallon underground and three 10,000-gallon underground storage tanks. Much of the north ramp fuel storage volume is required to accommodate fuel that is off-loaded from aircraft during maintenance.

Fuel flowage data for Paine Field are listed below:

Year	KPAE (Paine) TOTAL	AVGAS	JET FUEL
2011	<u>8,574,816</u>	237,170	8,337,646
2012	<u>5,573,049</u>	209,459	5,363,590
2013	<u>6,952,242</u>	257,245	6,694,997
2014	<u>6,161,095</u>	246,513	5,914,582
2015	<u>6,950,836</u>	262,394	6,688,442
2016	<u>6,842,408</u>	242,556	6,599,851

## IV. Proposal Format

Please organize your proposal in the following sequence:

Cover Letter.

A letter on your company letterhead signed by a senior officer authorized to bind proposer and committing to negotiate an agreement with Kilo Six, LLC, if its proposal is accepted.

Executive Summary.

Provide an Executive Summary of one page or less summarizing the proposal.

Business Organization.

Describe your organization. State the full legal name and street address of the proposer, any partners, the parent company and other principals. Indicate whether the proposer is a partnership, corporation, joint venture, sole proprietorship, or other entity. Name the state in which proposer is incorporated or organized. Include the Employer Identification Number.

Identify the role of each member of the development team. Specify the affiliate, branch office or other subordinate element that will perform or assist in performing work.

Identify the key persons, including the proposed project manager, who will be involved in the development, implementation and operation of the project for proposer and the other members of the development team. Include current resumes for the key persons.

Provide the name, title, mailing address, e-mail address, and telephone number for proposer's authorized representative and negotiator.

Experience.

The proposal should include a comprehensive description of the relevant experience of the members of the project team. Provide not less than three references with contact names, telephone numbers, and physical and e-mail addresses.

If the proposer intends to construct and operate a fixed base operator ("FBO"), describe how the proposer plans to address the concerns of the general aviation community: fuel cost, hangar space, avionics and maintenance. Include an operations plan including proposed operating hours, procedures for after-hours emergency responses, and the number of types of personnel to be employed at the FBO.

Proposer should include financial statements for the three most recent fiscal years. If the financial statements are un-audited, include an explanation why audited financial statements are not available. Financial statements should include a balance sheet, income statement, and cash flow statement and notes prepared by an independent Certified Public Accountant in accordance with generally accepted accounting principles. Persons proposing to operate as a sole proprietorship must submit a Personal Financial Statement not older than ninety (90) days and personal income tax returns for the three (3) most recent years. If proposing as a partnership or joint venture, proposer should provide the financial information described above for each general partner or joint venture partner. If proposer is a publicly traded company, include copies of SEC Forms 10-K filed for the three most recent fiscal years.

## **V. Guidelines**

Owner may reject any and all proposals in its absolute discretion. During the interval prior to the deadline for submissions, interested parties may pose questions and request additional information. Responses to these communications will be shared with all other parties engaged in dialog about this Request for Proposals. The content of proposals will be strictly confidential. Proposals will be evaluated within one month of their submission. Up to three parties will be invited to enter into discussions with Owner. The successful party will be identified within two months after submission, subject to successful documentation of the agreed terms.

## **VI. Background Documents for Interested Parties**

Upon request, the following documents are available:

1. Architect's rendering of a hangar facility designed for Lot 13 with a site plan of the Kilo Six development.
2. Land lease.

3. Covenants, Conditions and Restrictions.
4. Soils report.
5. Letter from Owner to the Airport Manager dated June 8, 2017 with reference to the Airport's right-of-first-refusal and the Airport Manager's reply of June 20, 2017.