

Executive Summary Report

Appraisal Date 1/1/08 – 2008 Assessment Year

Specialty Name: Boeing

Total Population – Parcel Summary Data

	Land	Improvements	Total
2007 Value	\$587,833,171	\$995,240,629	\$1,583,073,800
2008 Value	\$718,133,600	\$1,055,843,600	\$1,773,977,200
Percent Change	+ 22.17%	+ 6.09%	+ 12.06%

Population: 156 parcels

Conclusion and Recommendation:

Since the values recommended in this report improve equity, the specialty appraiser recommends posting them for the 2008 assessment year.

Analysis Process

Effective Date of Appraisal: January 1, 2008

Date of Appraisal Report: July 8, 2008

Responsible Appraiser:

The following Appraiser did the valuation for this specialty:
Bonnie Christensen, Commercial Senior Appraiser

Highest and Best Use Analysis:

As if vacant: Market analysis of this area, together with current zoning and current anticipated use patterns, indicate the highest and best use of the majority of the appraised parcels as commercial use. Any opinion not consistent with this is specifically noted in the records and considered in the valuation of the specific parcel

As if improved: Based on neighborhood trends, both demographic and current development patterns, the existing buildings represent the highest and best use of most sites. The existing use will continue until land value, in its highest and best use, exceeds the sum of value of the entire property in its existing use and the cost to remove the improvements. We find that the current improvements do add value to the property, in most cases, and therefore are the highest and best use of the property as improved. In those properties where the property is not at its highest and best use a token value of \$1,000.00 is assigned to the improvements.

Standards and Measurement of Data Accuracy: Each sale was verified with the buyer, seller, real estate agent or tenant when possible. Current data was verified and corrected when necessary by field inspection, review of plans, marketing information, and rent rolls when available.

Special Assumptions, Departures and Limiting Conditions

The sales comparison, income and cost approaches to value were considered for this mass appraisal valuation.

The following Departmental guidelines were considered and adhered to:

- No market trends (market condition adjustments, time adjustments) were applied to sales prices. Models were developed without market trends. The utilization of three years of market information without time adjustments averaged any net changes over that time period.
- This report intends to meet the requirements of the Uniform Standards of Professional Appraisal Practice, Standard 6.

Identification of the Area

Name or Designation: Specialty Area: 625: The Boeing Company

Boundaries: King County

Maps:

A general map of the area is included in this report. More detailed Assessor's maps are located on the 7th floor of the King County Administration Building.

Specialty Description:

Boeing is the world's leading aerospace company and the largest manufacturer of commercial jetliners and military aircraft combined. Additionally, Boeing designs and manufactures rotorcraft, electronic and defense systems, missiles, satellites, launch vehicles and advanced information and communication systems. As a major service provider to NASA, Boeing operates the Space Shuttle and International Space Station. The company also provides numerous military and commercial airline support services. Washington State remains Boeing's largest center of employment with over 74,000 workers as of January 1, 2008.

Boeing is organized into two business units: Boeing Commercial Airplanes and Boeing Integrated Defense Systems. Boeing Commercial Airplanes (BCA) is headquartered in Renton. It is organized into three primary business units-787 Program, Airplane Programs, with facilities in Renton and Everett, and Seattle-based Commercial Aviation Services. The main commercial products are the 737, 747 767 and 777 families of airplanes. New development focuses on the 787 Dreamliner and the 747-8. The Kent Space Center and work groups at the Developmental Center Campus are part of the Integrated Defense Systems (IDS) business unit, which is headquartered in St. Louis, Missouri.

Several Boeing facilities within the Commercial Airplanes group are located in King County. Major sites include: Renton, which is the final assembly point for the 737 and the Boeing Business Jet, Auburn, which is responsible for fabrication and aircraft systems and interiors, and Seattle which includes the Developmental Center, Plant 2/Boeing Field, the Thompson Site, Spares Distribution Center, and South Park. The Seattle locations are in the Commercial Aviation Services unit and provide customer support, maintenance, training, and various other services. In addition to these locations, Boeing owns and/or occupies office properties in Tukwila, Bellevue and the Boeing Commercial Airplanes group headquarters at Longacres Industrial Park.

Alteon is a wholly owned subsidiary of The Boeing Company within the Commercial Airplanes group. It is the world's first full-service provider of airline flight and maintenance training in the 100+-seat aircraft category. The Seattle Training Center currently has 11 simulators, and is located in the Longacres Industrial Park.

The Kent Space Center is headquarters to the Defense and Space Group and the Information and Communications Systems, which are part of the IDS operating group. This group provides communication networks with air, land, sea and space-based platforms for military, government and commercial customers. Operations at the Kent location are also integrated with Phantom Works, which is an advanced research, and development unit that provides leading edge systems and technology solutions. The IDS Puget Sound site has more than 9,000 employees in the Kent and Developmental Center facilities.

The Renton site has been the manufacturing home to many of Boeings airplanes. Today, this facility produces the 737, which is the world's most widely used commercial jetliner in history. Now in production is the Next-Generation 737, which has undergone dramatic revisions from earlier versions. The qualities that make Boeing jetliners the airplanes of choice for airlines are also important in the airplane selection processes of governments, military organizations, and specialized commercial operations. The Boeing Business Jet is a special, high-performance derivative of the 737-700 that can fly more than 6,000 nautical miles. The P-8A is a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance aircraft that is being developed for the U.S. Navy by a Boeing-led team. It is a derivative of the Next-Generation 737-800 and will be built in Renton. The first aircraft will be delivered for flight test in 2009. The first Boeing 737-700ER (Extended Range) was delivered in February 2007. The cabin configuration is flexible and may vary from a 48-person all-business-class cabin to a 220-passenger single-class layout. In addition, the 737-700ER boasts lower operating costs per trip and per seat than its rival, the A321.

Boeing Fabrication is the largest consolidated operation in the world dedicated to manufacturing airplane parts, assemblies, and tools and the largest supplier to Commercial Airplanes. The Boeing Auburn facility is included in the Fabrication Division.

Commercial Aviation Services is a highly customer-focused organization that provides a broad range of support products and services to the air transport industry. The Boeing Commercial Airplanes Operations Center is located at Plant II in the Duwamish area of Seattle. This center provides 24-hour technical support to airline customers and features multimedia-equipped workrooms. The Developmental Center campus is adjacent to Plant II. This location provides services for both the Commercial Airplane and IDS groups through new commercial airplane and military aircraft design and development.

The Boeing Production System has created a leaner, more efficient manufacturing process, which has increased efficiency and reduced costs. In Renton, the consolidation of site operations into the final assembly building has brought together the design, build, and support functions of the 737. No sales of improved Boeing properties occurred in 2007.

Financially, 2007 was a very strong year for the Boeing Company. The proposed first flight and initial deliveries of the 787 Dreamliner have been rescheduled. The delays have been attributed to slower than expected completion of work from suppliers to Boeing's final assembly line and unanticipated rework. The fundamental technologies and design of

the 787 remain sound. At this time, the first flight of the Dreamliner will move into the fourth quarter of this year and the first delivery is now planned for the third quarter of 2009.

Preliminary Ratio Analysis:

No ratio study was performed for Boeing properties due to the absence of sales data necessary to measure assessment levels and uniformity statistics.

Scope of Data

Land Value Data:

The geographic appraiser for each area in which a Boeing property is located is responsible for the land valuation model used. Adjustments to various parcels were made in order to allow the cost to cure environmental issues. A list of vacant sales used and those considered not reflective of market are included in the geographic appraiser's reports.

Improved Parcel Total Values

Sales comparison approach model description:

The sales comparison approach was not utilized because there are too few quality sales to form an efficient market. In general, these properties are useful for a specific purpose and rarely sell for investment purposes. Sales that have occurred have been for the future development of the land and not the continued use of the respective improvements on site at the time of sale.

Cost approach model description:

The cost approach was the primary valuation methodology for Boeing industrial properties. The Marshall & Swift Commercial Estimator was utilized which calculates the reproduction cost of an improvement and deducts the appropriate depreciation. The Marshall & Swift Valuation Service adjusts costs to the western United States region and the Seattle area. The majority of Boeing warehouse and industrial engineering buildings were valued via the cost approach.

Cost calibration:

The Marshall & Swift cost modeling system built in to the Real Property Application is calibrated to the region and the Seattle area.

Income capitalization approach model description:

The income approach to value was considered and used primarily for Boeing owned or occupied office buildings. Lease rates, vacancy and collection loss statistics, typical expense amounts, and capitalization rates appropriate to the subject property's geographic area were utilized. The majority of Boeing office properties were valued using the income approach.

Income approach calibration:

Income models developed by the geographic and office specialty appraisers were analyzed, reconciled, and applied when appropriate to office properties.

Reconciliation:

All parcels were individually reviewed by the specialty appraiser for correctness before the final value was selected. Extraordinary obsolescence was considered on a case-by-case basis. The Bellevue office park, Spares Distribution Center, and the South Park facility were physically inspected for this revaluation.

Model Validation***Total Value Conclusions, Recommendations and Validation:***

Appraiser judgment prevails in all decisions regarding individual parcel valuation. Each parcel is field reviewed and a value selected based on general and specific data pertaining to the parcel, the neighborhood, and the market. The Appraiser determines which available value estimate may be appropriate and may adjust particular characteristics and conditions as they occur in the valuation area.

Application of the Boeing properties recommended total values for the 2008 assessment year results in an increase from the 2007 assessments of 12.06%. This increase is due primarily to the increase in land value in King County, updated characteristic data, and the upward adjustments in the Marshall and Swift cost calibrations that are integrated into the Real Property application.

USPAP Compliance

Client and Intended Use of the Appraisal:

*This mass appraisal report is intended for use only by the King County Assessor and other agencies or departments administering or confirming ad valorem property taxes. Use of this report by others is not intended by the appraiser. The use of this appraisal, analyses and conclusions is limited to the administration of ad valorem property taxes in accordance with Washington State law. As such it is written in concise form to minimize paperwork. The assessor intends that this report conform to the Uniform Standards of Professional Appraisal Practice (USPAP) requirements for a **mass appraisal report** as stated in USPAP SR 6-7. To fully understand this report the reader may need to refer to the Assessor's Property Record Files, Assessors Real Property Data Base, separate studies, Assessor's Procedures, Assessor's field maps, Revalue Plan and the statutes.*

The purpose of this report is to explain and document the methods, data and analysis used in revaluation of King County. King County is on a six year physical inspection cycle with annual statistical updates. The revaluation plan is approved by Washington State Department of Revenue. The revaluation is subject to their periodic review.

Definition and date of value estimate:

Market Value

The basis of all assessments is the true and fair value of property. True and fair value means market value (Spokane etc. R. Company v. Spokane County, 75 Wash. 72 (1913); Mason County Overtaxed, Inc. v. Mason County, 62 Wn. 2d (1963); AGO 57-58, No. 2, 1/8/57; AGO 65-66, No. 65, 12/31/65) . . . or amount of money a buyer willing but not obligated to buy would pay for it to a seller willing but not obligated to sell. In arriving at a determination of such value, the assessing officer can consider only those factors which can within reason be said to affect the price in negotiations between a willing purchaser and a willing seller, and he must consider all of such factors. (AGO 65,66, No. 65, 12/31/65)

Highest and Best Use

WAC 458-12-330 *REAL PROPERTY VALUATION—HIGHEST AND BEST USE.*

All property, unless otherwise provided by statute, shall be valued on the basis of its highest and best use for assessment purposes. Highest and best use is the most profitable, likely use to which a property can be put. It is the use which will yield the highest return on the owner's investment. Uses which are within the realm of possibility, but not reasonably probable of occurrence, shall not be considered in estimating the highest and best use.

If a property is particularly adapted to some particular use this fact may be taken into consideration in estimating the highest and best use. (Sammish Gun Club v. Skagit County, 118 Wash. 578 (1922)) The present use of the property may constitute its highest and best use. The appraiser shall, however, consider the uses to which similar property similarly located is being put. (Finch v. Grays Harbor County, 121 Wash. 486 (1922)) The fact that the owner of the property chooses to use it for less productive purposes than similar land is being used shall be

ignored in the highest and best use estimate. (Sammish Gun Club v. Skagit County, 118 Wash. 578 (1922))

Where land has been classified or zoned as to its use, the county assessor may consider this fact, but he shall not be bound to such zoning in exercising his judgment as to the highest and best use of the property. (AGO 63-64, No. 107, 6/6/64)

Date of Value Estimate

All property now existing, or that is hereafter created or brought into this state, shall be subject to assessment and taxation for state, county, and other taxing district purposes, upon equalized valuations thereof, fixed with reference thereto on the first day of January at twelve o'clock meridian in each year, excepting such as is exempted from taxation by law. [1961 c 15 §84.36.005]

The county assessor is authorized to place any property that is increased in value due to construction or alteration for which a building permit was issued, or should have been issued, under chapter 19.27, 19.27A, or 19.28 RCW or other laws providing for building permits on the assessment rolls for the purposes of tax levy up to August 31st of each year. The assessed valuation of the property shall be considered as of July 31st of that year. [1989 c 246 § 4]

Reference should be made to the property card or computer file as to when each property was valued. Sales consummating before and after the appraisal date may be used and are analyzed as to their indication of value at the date a valuation. If market conditions have changed then the appraisal will state a logical cutoff date after which no market date is used as an indicator of value.

Property rights appraised:

Fee Simple

The definition of fee simple estate as taken from The Third Edition of The Dictionary of Real Estate Appraisal, published by the Appraisal Institute. "Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat."

Assumptions and Limiting Conditions:

- 1. No opinion as to title is rendered. Data on ownership and legal description were obtained from public records. Title is assumed to be marketable and free and clear of all liens and encumbrances, easements and restrictions unless shown on maps or property record files. The property is appraised assuming it to be under responsible ownership and competent management and available for its highest and best use.*
- 2. No engineering survey has been made by the appraiser. Except as specifically stated, data relative to size and area were taken from sources considered reliable, and no encroachment of real property improvements is assumed to exist.*
- 3. No responsibility for hidden defects or conformity to specific governmental requirements, such as fire, building and safety, earthquake, or occupancy codes, can be assumed without provision of specific professional or governmental inspections.*

4. *Rental areas herein discussed have been calculated in accord with generally accepted industry standards.*
5. *The projections included in this report are utilized to assist in the valuation process and are based on current market conditions and anticipated short term supply demand factors. Therefore, the projections are subject to changes in future conditions that cannot be accurately predicted by the appraiser and could affect the future income or value projections.*
6. *The property is assumed uncontaminated unless the owner comes forward to the Assessor and provides other information.*
7. *The appraiser is not qualified to detect the existence of potentially hazardous material which may or may not be present on or near the property. The existence of such substances may have an effect on the value of the property. No consideration has been given in this analysis to any potential diminution in value should such hazardous materials be found (unless specifically noted). We urge the taxpayer to retain an expert in the field and submit data affecting value to the assessor.*
8. *No opinion is intended to be expressed for legal matters or that would require specialized investigation or knowledge beyond that ordinarily employed by real estate appraisers, although such matters may be discussed in the report.*
9. *Maps, plats and exhibits included herein are for illustration only, as an aid in visualizing matters discussed within the report. They should not be considered as surveys or relied upon for any other purpose.*
10. *The appraisal is the valuation of the fee simple interest. Unless shown on the Assessor's parcel maps, easements adversely affecting property value were not considered.*
11. *An attempt to segregate personal property from the real estate in this appraisal has been made.*
12. *The movable equipment and/or fixtures have not been appraised as part of the real estate. The identifiable permanently fixed equipment has been appraised in accordance with RCW 84.04.090 and WAC 458-12-010.*
13. *I have considered the effect of value of those anticipated public and private improvements of which I have common knowledge. I can make no special effort to contact the various jurisdictions to determine the extent of their public improvements.*
14. *Exterior inspections were made of all properties in the physical inspection areas (outlined in the body of the report) however; due to lack of access and time few received interior inspections.*

Departure Provisions:

Which if any USPAP Standards Rules were departed from or exempted by the Jurisdictional Exception

SR 6-2 (i)

The assessor has no access to title reports and other documents. Because of budget limitations we did not research such items as easements, restrictions, encumbrances, leases, reservations, covenants, contracts, declarations and special assessments. The mass appraisal must be completed in the time limits as indicated in the Revaluation Plan and as budgeted.

CERTIFICATION:

I certify that, to the best of my knowledge and belief:

- *The statements of fact contained in this report are true and correct*
- *The report analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.*
- *I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.*
- *I have no bias with respect to the property that is the subject of this report or to the parties involved.*
- *My engagement in this assignment was not contingent upon developing or reporting predetermined results.*
- *My compensation for completing this assignment is not contingent upon the development or reporting of predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.*
- *My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.*
- *The area(s) physically inspected for purposes of this revaluation are outlined in the body of this report.*

Senior Appraiser

Major	Minor	SelectLand	SelectImps	SelectTotalVal	PropName
000160	0014	7,712,600	0	7,712,600	BOEING VACANT LAND
000160	0020	14,334,500	17,152,600	31,487,100	BOEING PLANT 2
000340	0018	40,094,800	59,436,800	99,531,600	BOEING DEVELOPMENTAL CENTER
000340	0021	18,951,200	10,316,700	29,267,900	BOEING MILITARY FLIGHT CENTER
000340	0026	3,042,200	0	3,042,200	BOEING PARKING
000340	0028	1,764,100	0	1,764,100	BOEING PARKING
000340	0048	1,085,900	0	1,085,900	BOEING PARKING
000740	0033	15,168,100	8,260,400	23,428,500	BOEING THOMPSON SITE
002200	0005	17,899,200	63,990,400	81,889,600	BOEING PLANT 2
002200	0195	390,800	0	390,800	BOEING PLANT 2
012204	9022	1,000	184,200	185,200	WESTERN PROCESSING
022204	9064	4,172,600	12,120,400	16,293,000	BOEING KENT SPACE CENTER
022204	9065	1,768,900	2,128,900	3,897,800	BOEING KENT SPACE CENTER
022204	9069	1,840,400	4,187,500	6,027,900	BOEING-Kent Space Center
022204	9070	1,946,800	2,182,200	4,129,000	BOEING
022204	9071	1,765,300	1,682,200	3,447,500	BOEING
022204	9072	21,700	0	21,700	BOEING -VACANT
022204	9073	1,000	0	1,000	BOEING - ROAD EASEMENT
022204	9074	1,536,500	2,668,600	4,205,100	BOEING
042304	9016	2,410,300	0	2,410,300	BOEING VACANT LAND
042304	9047	5,000	0	5,000	BOEING VACANT LAND
042304	9150	23,933,600	0	23,933,600	BOEING EMP ACTIVITY CENTER
042304	9183	635,100	0	635,100	BOEING VACANT LAND
072305	9001	111,564,600	108,068,600	219,633,200	BOEING RENTON
072305	9046	1,793,500	0	1,793,500	BOEING VACANT LAND
072305	9100	1,210,900	0	1,210,900	BOEING BN R. R. R/W
082305	9187	2,059,700	0	2,059,700	BOEING RENTON PARKING
082305	9209	1,256,200	0	1,256,200	BOEING RENTON PARKING
088660	0050	22,398,200	25,437,500	47,835,700	Boeing Lakeshore Landing
088670	0010	1,467,900	0	1,467,900	VACANT LAND
088670	0020	2,566,200	0	2,566,200	VACANT LAND
088670	0030	1,751,300	0	1,751,300	VACANT LAND
088670	0040	2,703,100	0	2,703,100	VACANT LAND
088670	0050	2,694,900	0	2,694,900	VACANT LAND
088670	0060	2,459,600	0	2,459,600	VACANT LAND
088670	0070	2,039,900	0	2,039,900	VACANT LAND
088670	0080	4,236,700	0	4,236,700	VACANT LAND
088670	0090	2,454,000	0	2,454,000	VACANT LAND
088670	0100	3,710,900	0	3,710,900	VACANT LAND
088670	0110	2,560,400	0	2,560,400	VACANT LAND
088670	0120	3,605,900	0	3,605,900	VACANT LAND
088670	0130	3,310,700	0	3,310,700	VACANT LAND
088670	0140	4,071,600	0	4,071,600	VACANT LAND
088670	0150	2,251,500	0	2,251,500	VACANT LAND
088670	0160	1,801,900	0	1,801,900	VACANT LAND
088670	0170	3,990,600	0	3,990,600	VACANT LAND
088670	0180	2,048,500	0	2,048,500	VACANT LAND
088670	0190	2,799,500	0	2,799,500	VACANT LAND
088670	0200	4,115,700	0	4,115,700	VACANT LAND
088670	0210	5,034,600	0	5,034,600	PARKING
088670	0220	3,288,300	34,164,400	37,452,700	HQ COML AIRPLANE 25-20

Major	Minor	SelectLand	SelectImps	SelectTotalVal	PropName
088670	0230	4,209,000	2,588,300	6,797,300	FAMILY CARE CENTER
088670	0270	3,288,700	0	3,288,700	VACANT LAND
088670	0280	1,679,000	0	1,679,000	VACANT LAND
088670	0290	1,437,500	0	1,437,500	VACANT LAND
088670	0300	1,623,500	0	1,623,500	VACANT LAND
088670	0310	1,632,900	0	1,632,900	VACANT LAND
088670	0340	1,000	0	1,000	TRACT G - ROAD
088670	0350	778,000	0	778,000	TRACT H
088670	0360	162,600	0	162,600	VACANT LAND (WETLAND)
088670	0370	45,300	0	45,300	VACANT LAND (WETLAND)
088670	0380	46,800	0	46,800	VACANT LAND (WETLAND)
088670	0400	312,800	0	312,800	TRACT E (WETLAND)
092304	9155	9,879,300	46,754,400	56,633,700	DUWAMISH OFFICE PARK
112405	9004	11,930,800	9,222,100	21,152,900	BOEING COMPUTER SERVICES
112405	9124	10,412,600	8,589,200	19,001,800	OFFICE 33-12
112405	9126	11,619,100	7,382,700	19,001,800	OFFICE BUILDING 33-11
112405	9130	4,102,800	1,988,500	6,091,300	OFFICE BUILDING 33-14
112405	9131	4,302,500	1,788,800	6,091,300	OFFICE BUILDING 33-15
112405	9132	9,902,400	26,010,700	35,913,100	COMPUTER BUILDING 33-03
112405	9133	3,401,100	1,402,100	4,803,200	WAREHOUSE BUILDING 33-04
112405	9134	12,240,900	9,030,400	21,271,300	OFFICE BUILDING 33-07
112405	9135	12,127,500	9,143,800	21,271,300	OFFICE BUILDING 33-08
112405	9136	10,481,900	5,771,600	16,253,500	OFFICE BUILDING 33-05
125381	0041	17,700	0	17,700	BOEING R.R. R/W
162304	9238	8,154,400	74,173,500	82,327,900	BOEING SPARES DISTRIBUTION
218500	0005	2,901,200	0	2,901,200	BOEING PLANT 2 PARKING
242104	9069	10,539,700	27,519,600	38,059,300	BOEING AUBURN PLANT
242104	9089	2,077,800	6,130,600	8,208,400	BOEING AUBURN PLANT
242104	9091	1,485,300	1,164,700	2,650,000	BOEING PROPERTY
242104	9092	2,271,600	0	2,271,600	BOEING PROPERTY
242304	9022	23,603,900	79,543,800	103,147,700	BOEING LONGACRES PARK VACANT
242304	9048	727,200	4,181,200	4,908,400	BOEING LONGACRES PARK
242304	9050	289,400	0	289,400	BOEING LONGACRES PARK VACANT
242304	9052	133,200	0	133,200	BOEING LONGACRES PARK VACANT
242304	9055	203,900	0	203,900	BOEING LONGACRES PARK VACANT
242304	9071	242,500	0	242,500	BOEING LONGACRES PARK VACANT
242304	9088	622,200	261,900	884,100	BOEING WAREHOUSE
252104	9020	404,200	0	404,200	BOEING PROPERTY
252104	9021	1,683,100	19,679,200	21,362,300	BOEING AUBURN PROPERTY
252104	9025	242,100	0	242,100	BOEING PROPERTY/OS/CA LAND
252104	9026	812,100	0	812,100	BOEING PROPERTY/OS/CA LAND
252104	9043	3,552,700	0	3,552,700	AUBURN BOEING PROPERTY
252104	9072	365,900	0	365,900	BOEING PROPERTY
252104	9073	43,500	0	43,500	BOEING PROPERTY/OS-CA LAND
252104	9074	202,100	0	202,100	BOEING PROPERTY
252104	9075	357,100	0	357,100	BOEING PROPERTY
252104	9083	1,765,000	0	1,765,000	BOEING AUBURN PARKING
252104	9084	202,100	0	202,100	BOEING PROPERTY
252104	9104	2,744,200	13,394,200	16,138,400	BOEING AUBURN PLANT
252104	9105	4,118,600	7,131,800	11,250,400	BOEING AUBURN PLANT
252104	9106	9,908,800	68,155,400	78,064,200	BOEING AUBURN PLANT

Major	Minor	SelectLand	SelectImps	SelectTotalVal	PropName
252104	9107	6,734,200	16,231,400	22,965,600	BOEING AUBURN PLANT
252104	9108	571,500	357,100	928,600	BOEING PROPERTY
252104	9111	2,232,800	1,912,800	4,145,600	BOEING TRANSPORTATION TERM
282404	9009	3,833,300	32,034,900	35,868,200	BOEING PLANT 2
282404	9042	459,000	0	459,000	BOEING TRANSMITTER SITE
292404	9056	176,500	0	176,500	BOEING PLANT 2 PARKING
292404	9066	3,519,600	0	3,519,600	BOEING FIELD
292404	9098	74,300	0	74,300	BOEING PLANT 2 PARKING
292404	9106	6,879,800	5,330,500	12,210,300	BOEING FIELD
332404	9002	13,693,800	16,327,100	30,020,900	BOEING PLANT 2
382900	0005	1,000	0	1,000	BOEING VACANT LAND (Contaminated)
562420	0990	11,141,700	16,629,500	27,771,200	BOEING DEVELOPMENTAL CENTER
562420	1032	20,213,100	34,252,300	54,465,400	BOEING DEVELOPMENTAL CENTER
562420	1034	4,299,400	2,352,700	6,652,100	BOEING DEVELOPMENTAL CENTER
562420	1036	2,551,400	354,300	2,905,700	BOEING DEVELOPMENTAL CENTER
562420	1038	2,966,700	412,000	3,378,700	BOEING DEVELOPMENTAL CENTER
660007	0010	1,196,200	0	1,196,200	Boeing Vacant
660007	0020	1,074,200	0	1,074,200	Boeing Vacant
660007	0030	2,781,900	15,597,000	18,378,900	Boeing
660007	0040	2,703,600	0	2,703,600	Boeing Vacant
660007	0050	2,325,000	6,498,900	8,823,900	Boeing
660007	0060	1,043,900	761,600	1,805,500	Boeing Vacant
660007	0070	1,152,600	0	1,152,600	Boeing Vacant
660007	0080	1,723,300	15,493,800	17,217,100	Boeing
660007	0090	3,014,900	3,284,200	6,299,100	Boeing
660007	0100	702,000	0	702,000	Boeing Vacant
660007	0110	417,600	1,762,600	2,180,200	Boeing
660007	0120	828,300	465,400	1,293,700	Boeing
660007	0130	1,416,300	3,247,200	4,663,500	Boeing
660007	0140	2,736,200	18,958,400	21,694,600	Boeing
660007	0150	490,100	0	490,100	Boeing Vacant
660007	0160	985,600	0	985,600	Boeing Vacant
660007	0170	890,100	0	890,100	Boeing Vacant
660007	0180	588,500	0	588,500	Boeing Vacant
660007	0190	779,700	0	779,700	Boeing Vacant
660007	0200	2,637,600	3,733,700	6,371,300	Boeing
660007	0210	821,900	213,400	1,035,300	Boeing
660007	0220	737,000	250,800	987,800	Boeing
660007	0230	1,445,300	1,363,600	2,808,900	Boeing
660007	0240	3,584,300	3,419,700	7,004,000	Boeing
660007	0250	1,791,300	0	1,791,300	Boeing Vacant
660007	0260	1,793,000	942,400	2,735,400	Boeing
660007	0270	1,688,700	0	1,688,700	Boeing Vacant
660007	0280	46,600	0	46,600	Boeing Tract A Drainage
660007	0290	11,500	0	11,500	Boeing Tract B
660007	0300	16,700	0	16,700	Boeing Tract C
660007	0310	17,400	0	17,400	Boeing Tract D
660007	0320	6,100	0	6,100	Boeing Tract E Drainage
722300	0105	8,301,400	15,850,700	24,152,100	BOEING RENTON OFFICE & GARAGE
722300	0115	1,900,800	0	1,900,800	BOEING VACANT LAND
722400	0880	237,200	0	237,200	BOEING PARKING

Major	Minor	SelectLand	SelectImps	SelectTotalVal	PropName
756460	0055	4,144,800	37,055,900	41,200,700	BOEING RENTON OFFICE & GARAGE
788360	8601	15,615,700	14,964,700	30,580,400	BOEING SOUTH PARK
788360	8603	6,120,300	2,795,100	8,915,400	BOEING SOUTH PARK