

EXHIBIT "E"
to the Airline-Airport Use
and Lease Agreement for
Palm Beach International Airport

RATE and FEE SCHEDULE
for the period of
October 1, 2009
Through September 30, 2010

1. Average Terminal Rental Rate and Landing Fee Rate. This Exhibit sets forth the method to be used in calculating the average Terminal rental rate and Landing Fee Rate for each rate setting period (generally each Fiscal Year). Average terminal rates shall be calculated by determining the Net Requirement divided by the total amount of budgeted Signatory Airline space for the rate setting period. Landing Fees shall be determined by the Net Requirement divided by the budgeted Maximum Gross Landed Weight for all Signatory Airlines for the rate setting period.

2. Differential Terminal Rental Rates.

- A. Terminal building space shall be classified according to type of space for the purpose of establishing differential rates by location and function as set forth below:

<u>Types of Space</u>	<u>Location/Function</u>	<u>Weighted Value</u>
1	Ticket Counter	1.00
2	Ticket Offices and Upper Level Offices; V.I.P. Rooms; Hold Rooms	0.90
3	Bag Claim; Concourse Areas	0.80
4	Bag Make-up; Curbside Offices; Operation Areas including Baggage Service Office; Commuter Operating Area	0.70
5	Tug Drives	0.25

- B. The amount of each type of space identified above shall be determined by the Department on an annual basis. The space totals identified on Attachment 5 of this Exhibit are for the period of October 1, 2008 through December 30, 2009. On or about each July 1, the Department shall provide the Signatory Airlines with a Summary of Terminal Areas and Aircraft Parking Apron in substantially the form set forth in Attachment 5.

- C. Using the space totals from the Summary of Terminal Areas and Aircraft Parking Apron, the average Terminal rental rate for the period shall be converted to differential Terminal rental rates.

- (1) The amount of Type 1 through 5 space shall be weighted by the relative factors set forth in Paragraph 2.A. above, to obtain a weighted equivalent amount of space.
- (2) The total amount of Signatory Airline Terminal rentals for Type 1 through 5 space shall be next determined as the product of the average Terminal rental rate for the period multiplied by the total amount of Type 1 through 5 Signatory Airline space.
- (3) Said total amount of Terminal rentals shall then be divided by the weighted equivalent amount of space to determine the rate for Type 1 space. Rates for Types 2 through 5 space shall then be determined by multiplying the Type 1 rate by the relative factors for each type of space.

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- D. The total rentals for the Joint Use Premises (baggage claim, common use concourse areas (walkways and corridors), and tug drive) will be calculated as the product of the appropriate differential Terminal rental rate for the period multiplied by the square footage area. Each Scheduled Air Carrier's share of rentals due for the Joint Use Premises shall be determined by using a two tier calculation whereby 10% of the total cost is charged equally among Scheduled Carriers and 90% of the cost is allocated among the Scheduled Air Carriers based on their relative share of passenger volume. The appropriate passenger volume for each category of the Joint Use Premises shall be as follows:

- (1) Baggage Claim: Deplaned Passengers
- (2) Concourse: Total Passengers (Deplaned Passengers plus Enplaned Passengers)
- (3) Tug Drive: Enplaned Passengers

The Department reserves the right to exempt minor Scheduled Air Carriers from the standard Joint Use Premises calculations set forth above if the minor Scheduled Air Carrier's passenger volume is expected to be less than one half of one percent. The Department will assess a minor carrier a fee that approximates the Signatory Airlines average cost per passenger.

3. Aircraft Parking Apron Rate. The Aircraft Parking Apron rate shall be equal to ten percent (10%) of the Landing Fees Total Requirement, reduced by the estimated apron component from per use fees divided by the number of lineal feet of apron licensed for use by the Signatory Airlines.

4. Terminal Equipment Charges.

- A. Charges for Terminal equipment shall be based upon Debt Service and Operating and Maintenance Expenses incurred and payable by COUNTY using the budgeted costs for the rate setting period, and allocable to each item or system.

1. Debt Service and Operation and Maintenance Expenses for all loading bridges, 400 hertz, cabin air conditioning, and holdroom furnishings shall be calculated and combined; the resulting sum of such costs in each period using the budgeted costs for the rate setting period, shall then be divided by the number of loading bridges to determine the charge per loading bridge for the period. Charges for utilities shall be separately metered and charged, where practical.

2. Debt Service Capital and Operation and Maintenance Expenses for the; (a) baggage make-up conveyors and devices (COUNTY-maintained) and (b) baggage claim conveyors and devices (COUNTY-maintained) shall be calculated and charged in accordance with paragraphs (a) and (b) below. Costs shall be disclosed on a per square foot basis.

- (a) Baggage Makeup conveyors and devices. Each Scheduled Air Carrier shall pay for its relative share of costs (including Debt Service and O & M) of their assigned baggage make up conveyors and devices. The relative share of costs shall be determined by the total number of the Scheduled Air Carrier's ticket counter positions divided by total ticket counter positions served by the baggage make up system used by the Scheduled Air Carrier. The relative share percentage is multiplied times the total cost of operating the assigned baggage makeup conveyor/device to determine each Scheduled Air Carrier's prorated cost.

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- (b) Baggage claim conveyors and devices. Each Scheduled Air Carrier shall pay its relative share of costs (including Debt Service and Operations and Maintenance Expenses) of the baggage claim system. The relative share of costs shall be calculated using a two tier cost formula where 10% of baggage claim costs will be allocated among the Scheduled Air Carriers and 90% of baggage claim costs will be allocated using the individual Scheduled Air Carrier's share of Deplaned Passengers.

The Department reserves the right to exempt minor Scheduled Air Carriers from standard two tier 10%/90% calculations set forth above if the minor Schedule Air Carrier's passenger volume is expected to be less than one half of one percent. The Department will charge the minor carrier a fee that approximates the Signatory Airlines' average cost per passenger.

5. Commuter Operating Charge. Any Air Transportation Company using the Commuter Operating Area will be assessed a fee based on Total Passengers (Enplaned Passengers plus Deplaned Passengers), as established by the Department. The Commuter Operating Charge will be established to maximize revenues while maintaining a reasonable cost per passenger for commuter operations. The Commuter Operating Charge covers the use of the Commuter Operating Area, including gate, holdroom seating, and concourse areas in Concourse A and the Commuter Apron. Air Transportation Companies using the Commuter Operating Area will not be assessed the Joint Use Premises fee described in Section 2.D. above or the Aircraft Parking Apron Rate described in Section 3 of this Exhibit.
6. Federal Inspection Services (FIS) Facility Rate. The FIS facility rate for the period shall be based upon the costs attributable to the Air Carrier FIS Facility divided by estimated total international Deplaned Passengers using the Air Carrier FIS Facility during the period.
7. Per Use Gate Charge. The Per Use Gate Charge for each use of non-assigned gate facilities shall be based on the cost (including Operation and Maintenance Expenses and Debt Service) of loading bridge, aircraft support systems, holdroom furnishings, holdroom area, and parking apron using the budgeted costs for the rate setting period. The Per Use Gate Charge shall be calculated by dividing the cost by an assumed usage of 2.5 times per day. An electric surcharge shall be payable as determined by the Department and may be changed annually.
8. Overnight Aircraft Fee. Storage of an aircraft overnight at a Department passenger loading bridge will be assessed an Overnight Aircraft Fee in addition to any Per Use Gate Charges. Overnight storage at any other designated ramp/apron location will also be charged an Overnight Aircraft Fee. For purposes of this Exhibit, "overnight" generally means a period between the hours of 10 pm and 6 am (not exceeding an 8 hour duration). The Department may waive the Overnight Aircraft Storage Fee if an Air Transportation Company is required to relocate within this time period to accommodate another Air Transportation Company, or for any other valid reason. The Department also may allow park an aircraft in excess of 8 hours without incurring additional Per Use Gate Charges if no other Air Transportation Company wishes to use the gate.

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9. Non-Signatory Charges. Non-Signatory Airlines shall be charged an additional 10% fee on all rates and charges, excluding reimbursable items such as utility assessments. To be considered a Signatory Airline, an Air Transportation Company must: (i) execute an Airport Use and Lease Agreement, with COUNTY and satisfy all applicable requirements including, but not limited to insurance and bonding, and must maintain a minimum Airline Premises consisting of ticket counter, office space and one gate; or (ii) be an all-cargo Air Transportation Company that guarantees a minimum of 50,000 annual units of Maximum Gross Landed Weight per each 1 year period and leases facilities from COUNTY on the Airport pursuant to an agreement for a total term of not less than 5 years. Notwithstanding the foregoing, an Air Transportation Company that solely operates from the Commuter Operating Area is not required to obtain a preferential license to use a gate to be considered a Signatory Airline.

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10. Statement of Rates for the Current Rate-Setting Period, October 1, 2009 Through September 30, 2010:

A. Terminal Rental Rates for Signatory Airlines:

<u>Type of Space</u>	<u>Location/Function</u>	<u>Rate Per Square Foot</u>
1	Ticket Counter	\$85.38
2	Ticket Offices and Upper Level Offices; V.I.P. Rooms; Hold Rooms	\$76.84
3	Bag Claim; Concourse Areas	\$68.30
4	Bag Make-up; Curbside Offices, Operation Areas including Baggage Service Offices; Commuter Operating Area	\$59.76
5	Tug Drives	\$21.34

These rates are based upon an average Terminal rental rate of \$64.71 per square foot.

B. Landing Fee Rate for Signatory Airlines: \$1.331 per 1,000 pounds of Maximum Gross Landing Weight.

C. Aircraft Parking Apron Rate: \$263.69 per lineal foot.

D. Terminal Equipment Charges:

(1) Loading Bridges, support systems, and furnishings: \$61,737 per gate, plus utility charges.

(2) Equipment/Furnishings Surcharges

Baggage Make-up Conveyors/Devices \$ 11.69 per square foot

Baggage Claim Conveyors/Devices \$ 4.74 per square foot

Terminal Equipment Charges do not include cost for non-routine maintenance. Non-routine maintenance will be invoiced on an individual basis based upon specific work performed.

E. Commuter Operating Charge: \$2.00 per each passenger (Enplaned Passengers plus Deplaned Passengers) using the Commuter Operating Area.

F. Federal Inspection Services (FIS) Facility Rate. \$3.95 per international Deplaned Passenger requiring FIS processing.

G. Per Use Gate Charge: \$274 per 2 hour use, or any portion thereof, plus \$25 for electric surcharge. Overnight parking of aircraft will be assessed a separate Overnight Aircraft Fee of \$200 for overnight gate use or \$125 for overnight hardstand storage.

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- H. Per Use Ticket Counter Charge: \$232 per 2 hour use or any portion thereof for one ticket counter. This charge includes the use of baggage makeup facilities. One ticket counter is determined as two positions and access to one baggage well.

***Non-Signatory Airlines shall pay 110% of the rates set forth above.**

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NOTES TO EXHIBIT E

to the Airline-Airport Use and Lease Agreement
for Palm Beach International Airport

CALCULATION OF RATES FOR TERMINAL
RENTALS, APRON FEES AND LANDING FEES

A. EXPLANATION OF EXHIBIT E LINE ITEMS

1. Direct Operation and Maintenance Expenses: Expenses associated with operation and maintenance of the Airport and directly assignable to the Terminal or Airside cost centers shall be included as Direct Operation and Maintenance Expenses for Terminal Rentals and Landing Fees, respectively.
2. Indirect Operation and Maintenance Expenses: Expenses associated with operation and maintenance of the Airport and assignable to the indirect Airport cost centers shall be allocated to the direct cost centers on the basis of the procedures set forth in Section C below.
3. Direct and Indirect Debt Service: Debt Service, Subordinated Debt Service, and Other Debt Service directly assignable to the Terminal or Airside cost centers, and allocable indirect Debt Service, Subordinated Debt Service, and Other Debt Service shall be included in the calculation of Terminal Rentals and Landing Fees. For the purposes of this Agreement, annual debt service costs for the Series 2001, Series 2002, and Series 2006B shall be allocated as follows:

a. Airside	9.71%
b. Terminal	48.24%
c. Ground Transportation	22.28%
d. Other	9.90%
e. Tenant Equipment	9.87%

Annual debt service costs for Series 2006A shall be allocated 100% to the ground transportation cost center.

Indirect Debt Service shall be distributed in accordance with the procedures set forth in Section C below for the distribution of Indirect Operation and Maintenance Expenses.

4. Debt Service Charges Coverage: Twenty-five percent of Direct and Indirect Debt Service and such other amounts as may be required for Subordinated Indebtedness, and/or Other Debt Service, if any, shall be included in the calculation of Terminal Rentals and Landing Fees.
5. Debt Service Charges Reserve Requirement: Allocable portions of required deposits to the Debt Service Reserve Requirement, calculated based on the Direct and Indirect Debt Service attributed to the Terminal and Airside cost centers shall be included in the calculation of Terminal Rentals and Landing Fees, respectively. Allocable portions of reserve requirements, if any, for Subordinated Debt Service and/or Other Debt Service shall also be included.

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6. Operation and Maintenance Reserve Retention: The Airport Operation and Maintenance Reserve requirement shall be one-sixth of the budgeted Operation and Maintenance Expenses for the Fiscal Year for which rates are being determined. The Operation and Maintenance Reserve Retention shall be one-sixth of the change in the budgeted Operation and Maintenance Expenses for the Fiscal Year for which Rates and Charges are being calculated over the estimated Operation and Maintenance Expenses for the preceding Fiscal Year. The Terminal and Airside cost centers shall receive an allocation of the Operation and Maintenance Reserve Retention in proportion to each direct cost center's share of total Operation and Maintenance Expenses for all direct cost centers.
7. Amortization Charges: Amortization charges for Capital Expenditures made to the Airside, including the Ramp Area, and the Terminal, when such Capital Expenditures are paid for with COUNTY funds available for such purposes, including retained surpluses in the Improvement and Development Fund, shall be included in the calculation of Terminal Rentals and Landing Fees.
8. FIS Facility Expenses: FIS Facility Expenses are equal to the sum of Direct Operation and Maintenance Expenses, Indirect Operation and Maintenance Expenses, Direct and Indirect Debt Service, Debt Service Coverage, Debt Service Reserve Requirement, Operation and Maintenance Reserve Retention and Amortization Charges properly attributable to the Air Carrier FIS Facility located in the Terminal.
9. Applicable Direct Revenues: Applicable direct Revenues that shall be credited to the Landing Fees Total Requirement are one hundred percent (100%) of Non-Signatory Airline landing fee revenues, one hundred percent (100%) of airfield services revenues, one hundred percent (100%) of aviation fueling revenues, and twenty-five percent (25%) of airline catering revenues. Applicable direct Revenues that shall be credited against the Terminal rentals Total Requirement is twenty-five percent (25%) of airline catering revenues, one hundred percent (100%) of the holdroom component of the gate per use fees, one hundred percent (100%) of Commuter Operating Area revenues, and one hundred percent (100%) of Air Carrier FIS Facility Revenues.
10. Ten Percent of Landing Fees Total Requirement: Ten Percent (10%) of the landing fees Total Requirement is the basis for calculating the Aircraft Parking Apron Rate and is therefore deducted in determining the Landing Fees Adjusted Requirement.
11. Settlement: The Department will calculate the difference between budgeted Operations and Maintenance Expenses and actual Operations and Maintenance Expenses for Terminal and Airfield cost centers, including the aircraft parking apron. Terminal and Airfield differences will be disclosed to the Signatory Airlines by March 31 of each year, allocated to each Signatory Airline based on each Signatory Airline's Airline Premises and landed weight, respectively. On or about each July 1 of each year, the Department will issue invoices to the Signatory Airlines for amounts due to COUNTY or payments to each Signatory Airlines for amounts due to the Signatory Airline. In the event an individual Signatory Airline's settlement to results in an invoice from COUNTY, which exceeds 5% of annual fees and charges actually paid by the Signatory Airline for the preceding period, COUNTY will invoice the Signatory Airline for amounts due in two equal monthly installments.
12. Transfers: Amounts credited to the Transfer Account, as determined in accordance with Attachment 4, shall be credited against the Terminal rentals and landing fees requirements.
13. Average Terminal Rental Rate: Terminal rentals Net Requirement shall be divided by rentable Terminal area to calculate the required Average Terminal Rental Rate.

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14. Landing Fee Rate. Landing Fees Net Requirement shall be divided by the projected Maximum Gross Landed Weight of all Signatory Airlines to calculate the required Landing Fee Rate.
15. Renewal and Replacement Allowance: Renewal and replacement expenditures shall be shown as a deduction from Transfers pursuant to the following schedule:
- 2007: \$1,600,000
2008: \$1,680,000
2009: \$1,764,000
2010: \$1,852,200
2011: \$1,944,810
16. Total Requirement. Total Requirement shall mean the sum of the following components: Direct Operation and Maintenance Expenses, Direct and Indirect Debt Service, Debt Service Coverage, Debt Service Reserve Requirement, Operation and Maintenance Reserve Retention, and Amortization Charges for capital projects. The Total Requirement will be applicable to Terminal and Airfield cost centers.
17. Adjusted Requirement. Adjusted Requirement shall mean the Total Requirement less Applicable Direct Revenues for the Terminal cost center. The Adjusted Requirement for the Airfield cost center shall mean the Total Requirement less applicable Direct Revenue and 10% of the Total Requirement.
18. Net Requirement. Net Requirement shall mean the Adjusted Requirement less Transfers. In the case of the Terminal cost center, the Adjusted Requirement shall be further reduced to equal the Signatory Airline share only.
19. Transfers. Transfers represent the revenue sharing component of the rate calculations that will be credited against the Terminal and Airfield cost centers for purposes of determining Terminal rental rates and Landing Fees. Using the budgeted totals for the Airport System for the upcoming rate setting period, Transfers shall be calculated by adding the Total Operating Revenues plus Transfers calculated for the preceding Fiscal Year, less: Total Operating and Maintenance Expenses, the required increase in Operation and Maintenance Reserve, Debt Service, Debt Service Reserve, Amortization Charges, Renewal and Replacement [Allowance and Subordinated Debt Service payments. Fifty percent of the Transfer amount (the "Credit") shall be credited to the Signatory Airlines' rates and charges for the upcoming rate setting period as follows: Tenant Equipment Coverage (equal to 25% of the budgeted Tenant Equipment Debt Service), Terminal rentals (equal to 80% of the Credit after deducting Tenant Equipment Coverage) and Landing Fees (equal to 20% of the Credit after deducting Tenant Equipment Coverage).
- B. AIRPORT COST CENTERS. Airport cost centers used in the determination of rates for rentals, fees and charges shall include, but are not necessarily limited to, the following:

DIRECT COST CENTERS

Airside

Activities and areas provided for the landing, takeoff, and taxiing of aircraft; aircraft parking; approach and clear zones; and avigation easements.

Terminal

The Terminal.

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Ground Transportation	Areas designated for employee and public auto parking and rental car operations (excluding rental car ticket counters in the Terminal), and all Airport access roadways.
Non-Aviation	Areas designated for commercial or industrial use.
Aviation	Areas designated for FBO or other aviation use including general aviation aprons at PBIA.
General Aviation FIS Facility	The FIS building located on the south side of the Airport.
Lantana	All properties and areas associated with Palm Beach County Park (Lantana) Airport.
Glades	All properties and areas associated with Palm Beach County Glades Airport.
North County Airport	All properties and areas associated with the North Palm Beach County General Aviation Airport.
Terminal Equipment	All equipment and furnishings including loading bridges, preconditioned air, 400 HTZ, baggage systems, and holdroom furnishings.

INDIRECT COST CENTERS

Administration/Indirect Operations/Medic	Functions and activities associated with the general Airport Systems administration, certain Indirect Operation, and Medic services.
Maintenance	Functions and activities associated with the general maintenance and repair of Airport properties.
Crash/Fire/Rescue Department	Emergency medical services and functions associated with crash, fire and rescue operations at the Airport. Medic Services costs shall be allocated separately using the administrative cost center allocation methodology.

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C. INDIRECT COST CENTER ALLOCATIONS. Expenses for each indirect cost center shall be allocated to the direct cost centers as follows:

1. Expenses for Administration shall be allocated to direct cost centers on the basis of each direct cost center's share of total Operation and Maintenance Expenses for all direct cost centers. For the purposes of this allocation, Administration will include any indirect costs for Operations as well as Medic operations within the Crash/Fire/Rescue cost center.
2. Expenses for Maintenance shall be allocated to direct cost centers on the basis of estimated labor costs based on historical data for activity associated with each direct cost center.
3. Expenses for Crash/Fire/Rescue Operations (also known as Aircraft Rescue and Fire Fighter Operations) shall be allocated to direct cost centers according to the following percentages:

Airside	70.00%
Terminal	4.00
Ground Transportation	3.00
Aviation	12.00
Non-Aviation	4.00
Lantana Airport	3.00
Glades Airport	1.00
North County Airport	<u>3.00</u>
	100.00%

The above allocation listed in C.3. will not include costs associated with Medic operations. These costs will be allocated using the Administration methodology explained in C.1. above.

*Note terms not defined in this Exhibit shall have the meanings ascribed to them in the Agreement.

**Notwithstanding any provision of this Exhibit to the contrary, including use of the term "rentals", AIRLINE acknowledges that the Preferential Use and Joint Use Premises areas of the Airport are licensed for use by Air Transportation Companies at the Airport as opposed to leased. Nothing herein shall be deemed to grant AIRLINE a leasehold interest in such areas.

Attachment to Exhibit "E"
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Palm Beach County-Department of Airports
Rate and Fee Schedule
for the period October 1, 2009 through September 30, 2010

Summary of Rate Calculation

	Terminal Rents	Landing Fees
1. Direct Operation and Maintenance	14,127,684	2,285,724
2. Indirect Operation and Maintenance Expense	4,460,691	4,406,388
TOTAL OPERATION AND MAINTENANCE EXPENSE	18,588,375	6,692,112
3. Direct and Indirect Debt Service Charges	5,750,353	1,157,461
4. 25% Debt Service Coverage	1,437,588	289,365
5. Debt Service Reserve Requirement	0	0
6. O & M Reserve Retention	(34,641)	(28,704)
7. Amortization Charges for capital projects	770,894	122,364
8 TOTAL REQUIREMENT	26,512,570	8,232,598
LESS:		
9 Ten percent (10%) of Landing Fees Total Requirement (recovered by Aircraft Parking Apron Rate)	-	823,260
10 Applicable Direct Revenue and Reimbursements, as follows:		
a. Airline Catering (25% of total)	32,175	32,175
b. Non-signatory landing fees	-	105,629
c. Airfield Services	-	60,000
d. Aviation fueling	-	800,000
e. Per Use Gate Fee, holdroom component	406,562	-
f. Commuter Concourse Revenue	117,244	-
g. Air Carrier FIS Facility	52,000	-
h. General Aviation Landing Fee Revenue (gross)		954,787
11 Adjusted Requirement	25,904,590	5,456,748
12 Total Rentable terminal area	348,862	-
13 Average Terminal Rent before Transfers	74.25	-
14 Signatory Airlines Leased Square Footage	217,540	-
15 Adjusted Requirement	16,153,367	-
16 Less Transfers (Revenue Sharing)	2,075,589	518,897
17 Net Requirement	14,077,778	4,937,851
18 Signatory Airlines Leased Square Footage	217,540	-
19 Signatory Landed Weight(1,000 pounds)	-	3,709,097
20 TerminalRate/Landing Fee	64.71	1.331
21 Non-signatory Average	71.18	1.464

Differential Terminal Rates	Signatory	Non-signatory
Type 1	85.38	93.92
Type 2	76.84	84.52
Type 3	68.30	75.13
Type 4	59.76	65.74
Type 5	21.34	23.48

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Detail of Revenues

	FY 2008 Audited	FY 2009 Re-Estimated	FY 2010 Budgeted
AIRSIDE			
Sig. Airline Landing Fees	4,785,863	4,500,000	4,937,851
Non-sig. Airline landing fees	179,736	100,000	105,629
GA Landing Fee PBIA (gross)	0	869,886	954,787
Apron Fees	1,122,950	1,078,000	1,078,000
Airfield services	86,491	60,000	60,000
Aviation Fueling	798,407	800,000	800,000
Miscellaneous Revenues	475,462	477,000	477,000
Sub-Total	7,448,908	7,884,886	8,413,267
TERMINAL			
Airline Terminal Rental	12,618,460	13,100,000	14,277,778
Car Rental Terminal Rents	221,620	225,000	227,250
Food and Beverage Concessions	1,823,835	1,550,000	1,700,000
News and Gift Concessions	2,214,909	2,000,000	2,000,000
Advertising and Other Concessions	408,034	507,000	540,763
Tenant Equipment Charges	1,695,687	1,718,000	1,720,000
Non-airline Rents and Misc.	1,064,851	1,002,000	1,008,200
Sub-Total	20,047,397	20,102,000	21,473,991
Terminal F.I.S.	95,829	52,000	52,000
GROUND TRANSPORTATION			
Automobile parking	16,716,606	15,000,000	15,600,000
Building/Ground Rental	563,238	1,360,000	1,310,000
On-airport car rental	11,500,535	10,500,000	10,200,000
Off-airport car rental	152,516	160,000	160,000
Taxi/Limo	279,346	255,000	255,000
Miscellaneous Revenues	275,543	270,000	277,000
Sub-Total	29,487,784	27,545,000	27,802,000
AVIATION SERVICES			
Building/Hangar Rentals	1,670,337	1,661,115	1,661,115
Ground Rentals	1,429,516	1,407,663	1,407,663
Airline Catering	120,033	155,000	128,698
Miscellaneous Revenues	97,260	96,500	96,500
Sub-Total	3,317,146	3,320,278	3,293,976
Air Cargo Facility	132,359	112,580	429,588
NON-AVIATION SERVICES			
Building Rentals	648,249	622,091	622,091
Ground Rentals	307,151	696,000	768,383
Miscellaneous Revenues	5,600	5,200	5,200
Sub-Total	961,000	1,323,291	1,395,674
Section 6: (Transferred to GT & NA)	1,193,878	0	0
LANTANA AIRPORT			
	146,218	129,000	129,200
GLADES AIRPORT			
	10,260	10,200	16,000
NORTH COUNTY AIRPORT			
	1,349,510	1,431,487	1,421,300
ADMINISTRATION			
	2,890,744	2,939,250	2,606,000
Other	64,862	52,050	21,600
TOTAL	67,145,895	64,902,022	67,054,596

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Palm Beach County-Department of Airports
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Detail of Operation and Maintenance
Expense and Debt Service

	FY 2008 Audited	FY 2009 Re-Estimated	FY 2010 Budgeted
DIRECT EXPENSES			
Airside	1,893,251	2,177,898	2,285,724
Terminal	13,407,004	14,006,610	14,127,684
Ground Transportation	7,147,877	7,247,154	7,377,030
Aviation	769,318	984,167	987,898
Non-Aviation	519,567	717,477	768,284
GA FIS Facility	13,766	26,479	27,493
Terminal FIS Facility	127,879	172,488	151,874
Lantana Airport	194,940	231,931	237,739
Glades Airport	467,595	535,187	551,793
North County Airport	1,038,478	1,101,849	1,199,923
Air Cargo Building	93,030	122,151	124,953
Tenant Equipment	1,031,399	1,049,409	1,084,568
 Sub-Total	 26,704,105	 28,372,801	 28,924,962
 INDIRECT EXPENSES			
Administration, Operations, and Rescue	8,066,193	8,141,706	8,505,313
Maintenance	3,685,148	3,844,045	3,942,734
Fire Department (not incl. Rescue)	5,247,070	5,385,160	4,704,970
 Sub-Total	 16,998,410	 17,370,911	 17,153,017
 TOTAL EXPENSES	 43,702,515	 45,743,712	 46,077,979
 Debt Service-Total			
Airside	1,152,939	1,154,978	1,157,461
Terminal	5,727,885	5,738,016	5,750,353
Ground Transportation	6,063,946	6,068,625	6,074,323
Other	1,175,499	1,177,578	1,180,110
Tenant Equipment	1,171,937	1,174,009	1,176,534
 Total Debt Service	 15,292,205	 15,313,206	 15,338,781
 Debt Service-signatory Airlines			
Airside	1,152,939	1,154,978	1,157,461
Terminal	5,727,885	5,738,016	5,750,353
Tenant Equipment	1,171,937	1,174,009	1,176,534
 Total Debt Service-signatory airlines	 8,052,760	 8,067,003	 8,084,348

Attachment to Exhibit "E"
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Palm Beach County-Department of Airports
Rate and Fee Schedule
for the period October 1, 2009 through September 30, 2010

Deposit to the Transfers Account

	Budgeted FY 2009	Reestimated FY 2009	Budgeted FY 2010
Airline Revenues	22,258,516	20,496,000	22,119,258
Non-airline Revenue	46,867,183	44,406,022	44,935,338
Prior Year Transfer	4,935,179	4,935,179	2,887,988
	<u>74,060,878</u>	<u>69,837,201</u>	<u>69,942,584</u>
LESS:			
O & M Expense	47,126,301	45,743,712	46,077,979
O & M Reserve	536,446	340,200	55,711
Debt Service	15,313,206	15,313,206	15,338,781
Debt Service Reserve	0	0	0
Amortization Charges	900,107	900,107	893,258
R & R Allowance	1,764,000	1,764,000	1,852,200
Subordinated Debt payments	0	0	0
Funds Remaining	<u>8,420,818</u>	<u>5,775,976</u>	<u>5,724,655</u>
Credit to Airlines	4,210,409	2,887,988	2,862,327

Detail of Transfers Account

Tenant Equipment (Coverage)	293,502	293,502	294,133
Terminal Rentals	3,133,526	2,075,589	2,054,555
Landing Fees	783,381	518,897	513,639
Credit to Airlines	<u>4,210,409</u>	<u>2,887,988</u>	<u>2,862,327</u>

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Budget Summary of Gates and Aircraft Parking Apron

Dated as of: July 1, 2009

	Number of Narrow Body Gates	Narrow Body Gate Positions	Number of Wide Body Gates	Wide Body Gate Positions	Total Gate Positions	Total Linear Feet
AirTran			1	C-6	1	175
American			1	C-11	1	175
Continental			2	B-4,6	2	350
Delta			4	C-1,2,3,4	4	700
jetBlue	2	C-14,16			2	250
Southwest	2	B-3,5			2	250
United			1	C-10	1	175
USAirways	2	B-7,9	1	B-11	3	425
County			1	B-2	1	175
Unassigned	3	B-1,12, C-8	5	C-5,7,9,12; B-14	8	1,250
Unassigned new Concourse C	<u>3</u>	<u>C-10,12,15</u>			<u>3</u>	<u>375</u>
Sub-Total	12		16		28	4,300
Commuter Apron						660
Total Apron						<u>4,960</u>

Notes:

- Each second level gate shall include a jet loader provided by COUNTY.
- Based on 125 L.F. per narrow body gate, and 175 L.F. per wide body gate, for jet-loader gates.