EXHIBIT "E"
to Signatory Airline Agreement for Palm Beach County Department of Airports

RATE AND FEE SCHEDULE

SECTION I - DEFINITIONS

The following words, terms and phrases used in this Exhibit "E" shall have the meanings set forth in this Section and the meanings shall apply to both the singular and plural forms of such words, terms and phrases. Additional words, terms and phrases used in this Exhibit "E", but not defined in this Section, shall have the meanings ascribed to them in the individual sections of this Exhibit "E", Signatory Airline Agreement or Bond Resolution. The specific methodologies for calculating the rates, fees and charges defined below can be found in Section II of this Exhibit "E".

1. Air Carrier means any carrier authorized under applicable law to provide carriage by air of passengers, property, parcels, cargo, and/or mail.

2. Airfield Cost Center means the Direct Cost Center further described in **Table E-7** of this Exhibit "E".

3. Aircraft Parking Fees mean a fee assessed by County for each aircraft parking operation that occurs on any portion of the Aircraft Apron Area located outside of an Air Carrier's Preferential Use Premises. Three (3) types of Aircraft Parking Fees may be charged by County for aircraft parking: Overnight Gate; Overnight Remote and Transient Remote. For purposes of determining applicable Aircraft Parking Fees, (i) "Transient" means aircraft parking for a duration of two (2) hours or less; (ii) "Remote" means those portions of the Aircraft Parking Apron, which are not located adjacent to an aircraft gate (commonly referred to as east/west remote aircraft parking areas); and (iii) "Overnight" means a period from 10:00 p.m. to 6:00 a.m., or eight (8) hours of continuous duration.

4. Amortization Charges means the annual amount to recover Capital Expenditures that are paid for with County funds exceeding Five Hundred Thousand Dollars ($500,000). Amortization Charges shall be calculated by County based on the expected useful life of the Capital Expenditure and shall include a reasonable rate of return, as determined by Department. Amortization Charges shall not be recovered by County before the completion of the applicable project.

5. Baggage Handling System (BHS) Cost Center means the Direct Cost Center further described in **Table E-7** of this Exhibit "E".

6. Baggage Handling System (BHS) Fee means a fee assessed by County on a per enplanement basis for use of the Baggage Handling System.

7. Common Use Passenger Processing Systems (CUPPS) means the shared-use technology platforms in place at the Airport which allows for multiple airlines to use the same check-in desks, gates, and kiosks. CUPPS components include workstations, printers, software, and connectivity hardware.

8. Concourse A means those portions of the Terminal where the passenger holdroom is located on ground level to accommodate passenger loading by ground or passenger bridge. Concourse A consists of holdroom seating, loading bridges and passenger circulation areas. The defined term of Concourse A replaces any prior reference to Commuter Operating Area.

9. Concourse A Per Use Gate Charge means, in the singular, either the Small Aircraft Per Use Gate Charge or the Large Aircraft Per Use Gate Charge, and, in the plural, both the Small Aircraft Per Use Gate Charge and the Large Aircraft Per Use Gate Charge.

10. Concourses B and C means those portions of the Terminal where the passenger holdrooms are located on the second level. Concourse B and C consists of holdroom seating, loading bridges and passenger circulation areas.

11. Cost Center means those areas or functional activities of the Airport used for the purposes of accounting for Revenues, Operation and Maintenance Expenses, Debt Service, Non-amortized Capital Expenditures and Amortization and for calculating and adjusting certain fees and charges described herein, as they now exist or may hereafter be modified, changed, or developed.

12. CUPPS Fee means a fee assessed by County for use of CUPPS.

13. Debt Service means any principal, interest, premium, and other fees and amounts either paid or accrued for Bonds (exclusive of capitalized interest) or Other Indebtedness.

14. Debt Service Coverage means twenty five percent (25%) of Debt Service in a Rate Setting Period.

15. Debt Service Reserve Requirement has the meaning set forth in the Bond Resolution.

16. Direct Cost Centers includes the Cost Centers listed in **Table E-7** of this Exhibit "E".

17. Federal Inspection Services Fee (FIS Fee) means a fee assessed by County for use of the FIS Facility by an Air Carrier transporting international passengers.

18. Final Settlement Amount has the meaning set forth in Section 7.03(B).

19. Fuel Flowage Fees means the fuel flowage fees that are charged by County for each gallon of aviation fuel and oil sold by or through the fixed base operators at the Airport, but shall not include Aircraft Apron Fees charged pursuant to County Resolution R-2025-1349, as now or hereafter amended or superseded, or any other fee or charge based upon fuel flowage used to recover facility costs.

20. Indirect Cost Centers includes the Cost Centers listed in **Table E-8** of this Exhibit "E".

21. Joint Use Charges means the total charges imposed for use of the Joint Use Premises.

22. Landing Fee means a fee assessed by County on Air Carriers based on the Landed Weight of each Revenue Landing.

23. Large Aircraft Per Use Gate Charge means the Per Use Gate Charge established in accordance with this Exhibit "E" for use of Concourse A by Large Aircraft (76 seats or more).

24. Net Remaining Revenues means Revenues less Operation and Maintenance Expenses, Operation and Maintenance Reserve, Debt Service and Amortization in the Terminal, Airfield or Baggage Handling System Cost Centers.

25. Non-amortized Capital Expenditures means Capital Expenditures funded with County funds of Five Hundred Thousand Dollars ($500,000) or less.

26. Non-signatory Airline means an Air Carrier operating at the Airport that is not a Signatory Airline.

27. Operation and Maintenance (O&M) Expenses means County's costs for the operation, maintenance and repair of the Airport System and shall include, but shall not be limited to, salaries and employee benefits, utility costs, ordinary maintenance, administrative and general expenses, security, and all such other expenses as defined and determined in accordance with the Bond Resolution.

28. Operation and Maintenance Reserve means an amount equal to one sixth (1/6) of the amount appropriated in the annual budget for Operation and Maintenance Expenses for the then current Fiscal

Year; provided, however, the amount may be reduced by a supplemental resolution in accordance with the Bond Resolution.

29. Other Indebtedness means any debt other than Bonds incurred by County for Airport purposes.

30. Per Use Gate Charge means a charge assessed by County for each Turn of an unassigned aircraft gate facility for a use period not to exceed two (2) hours. Per Use Gate Charges shall not apply to the use of gate facilities that are included in an Air Carrier's Preferential Use Premises pursuant to an agreement with County.

    a. Per Use Gate Charges for Concourse B/C shall be based on the costs for holdroom, loading bridge, pre-conditioned air, and 400 Hertz systems calculated in accordance with **Table E4a.** of this Exhibit "E".

    b. Large Aircraft/Small Aircraft Per Use Gate Charges for use of Concourse A shall be based on an adjusted Terminal Rental Rate calculated in accordance with **Table E4b.** of this Exhibit "E".

31. Per Use Ticket Counter Charge means a charge assessed by County for each use of unassigned ticket counter (two (2) positions) and one (1) baggage well for a period not to exceed two (2) hours. Per Use Ticket Counter Charges shall not apply to the use of ticket counter areas that are included in an Air Carrier's Preferential Use Premises pursuant to an agreement with County.

32. Rate Setting Period means the Fiscal Year for which the rates, fees and charges are being calculated hereunder.

33. Small Aircraft Per Use Gate Charge means the Per Use Gate Charge established in accordance with this Exhibit "E" for use of Concourse A by Small Aircraft (75 seats or less).

34. Standard Holdroom Square Footage means a uniform measurement used for the sole purpose of calculating certain fees and charges payable hereunder of one thousand eight hundred (1,800) square feet applied to each holdroom located within Concourses B and C. The Standard Holdroom Square Footage shall be used for purposes of determining an Air Carrier's rates and charges regardless of the actual physical dimensions of each holdroom.

35. Standard Ticket Counter Square Footage means a uniform measurement of two hundred eighteen (218) square feet used for the sole purpose of calculating Per Use Ticket Counter Charges, but does not represent the actual physical dimensions of the ticket counter area.

36. Terminal Cost Center means the Direct Cost Center further described in **Table E-7** of this Exhibit "E".

37. Terminal Rental means the license fees and charges imposed by County on a per square foot basis for the use of the Airline Premises, which is comprised of the Joint Use Premises and Preferential Use Premises.

38. Total Rentable Space has the meaning set forth in **Attachment E-2** to this Exhibit "E".

39. Turn means the arrival of an aircraft that physically occupies a gate and the corresponding departure of that same aircraft. The movement of an empty aircraft to or from a Gate shall not constitute a Turn, unless the movement is immediately (a) followed by the enplaning of passengers or (b) preceded by the deplaning of passengers. The duration of a Turn shall be no more than two hours (2) hours.

SECTION II - RATE CALCULATIONS

1. Explanation of Rate Calculation Line Items. The following Line Items listed in **Tables E-1 - E-3** are included in the calculation of Terminal Rental Rate, Landing Fee Rate and Baggage Handling System Fee Rate for each Rate Setting Period. Each Line Item in **Tables E-1 - E-3** is identified by the corresponding letter set forth below.

Line Item A. Operation and Maintenance Expenses. This Line Item includes those expenses directly assignable to the Terminal, Airfield or Baggage Handling System Cost Centers ("Direct Operation and Maintenance Expenses") and those expenses associated with operation and maintenance of the Airport and assignable to the Indirect Cost Centers ("Indirect Operation and Maintenance Expenses"). Indirect Operation and Maintenance Expenses shall be allocated to the Direct Cost Centers based on the procedures set forth in Section V(3) below. The sum of Direct Operation and Maintenance Expenses and Indirect Operation and Maintenance Expenses are hereinafter referred to as "Operation and Maintenance Expenses".

Line Item B. Operation and Maintenance Reserve Charge. This Line Item includes the Operation and Maintenance Reserve for the current Rate Setting Period less the Operation and Maintenance Reserve for the prior Rate Setting Period allocated to the Terminal, Airfield and Baggage Handling System Cost Centers.

Line Item C. Debt Service. This Line Item includes Debt Service directly assignable to the Terminal, Airfield or Baggage Handling System Cost Centers ("Direct Debt Service") and Debt Service assignable to the Indirect Cost Centers ("Indirect Debt Service"). Indirect Debt Service shall be allocated to the Direct Cost Centers based on the procedures set forth in Section V(3) below for the distribution of Indirect Operation and Maintenance Expenses. The sum of Direct Debt Service and Indirect Debt Service are hereinafter referred to as "Total Debt Service". For the purposes of the Signatory Airline Agreement, annual Debt Service costs for the President Donald J. Trump International Airport System Revenue Bonds 2016 (Series 2016) shall be allocated one hundred percent (100%) to the Ground Transportation Cost Center. Annual Debt Service costs for the President Donald J. Trump International Airport System Revenue Bonds 2024 (Series 2024) shall be allocated by the Department based on the estimated benefits to the various cost centers. Debt Service costs for bond issues/series shall be allocated by the Department based on the estimated benefits to the various cost centers.

Line Item D. Debt Service Coverage. This Line Item includes Debt Service Coverage attributable to the Terminal, Airfield, or Baggage Handling System Cost Centers.

Line Item E. Debt Service Reserve Requirement. This Line Item includes allocable portions of required deposits to the Debt Service Reserve Requirement attributed to the Terminal, Airfield, or Baggage Handling System Cost Centers.

Line Item F. Non-amortized Capital Expenditures. This Line Item includes Non-amortized Capital Expenditures attributable to the Terminal, Airfield, or Baggage Handling System Cost Centers.

Line Item G. Amortization Charges. This Line Item includes Amortization Charges attributable to the Terminal, Airfield, or Baggage Handling System Cost Centers.

Line Item H. Total Requirement. The Total Requirement is the sum of the following line items: Operation and Maintenance Expenses, Operation and Maintenance Reserve Charge, Debt Service, Debt Service Coverage, Debt Service Reserve Requirement, Non-amortized Capital Expenditures and Amortization Charges. The Total Requirement is applicable to Terminal, Airfield and Baggage Handling System Cost Centers.

Line Item I. Credits. This Line Item identifies the Credits to the Total Requirement. Credits to the Terminal Total Requirement in **Table E-1** include the prior period Debt Service Coverage. Credits to the Airfield Total Requirement in **Table E-2** include General Aviation Landing Fee Revenues, Airfield Services Revenues, Fuel Flowage Fees and the prior period Debt Service Coverage. Credits to the Baggage Handling System Total Requirement in **Table E-3** include the prior period Debt Service Coverage, if any.

Line Item J. Net Requirement. The Net Requirement equals Total Requirement minus Credits.

Line Item K. Line Item K in **Tables E-1 - E-3** shall be defined as follows:

- Total Rentable Space. The term "Total Rentable Space" in **Table E-1** has the meaning set forth in **Attachment E-2** to this Exhibit "E".
- Total Landed Weight. The term "Total Landed Weight" in **Table E-2** means the Landed Weight for all commercial airlines, including Signatory and Non-signatory Airlines.
- Total Enplanements. The term "Total Enplanements" in **Table E-3** means the total number of Enplaned Passengers for all commercial airlines, including Signatory and Non-signatory Airlines.

Line Item L. Line Item L in **Tables E-1 - E-3** shall be calculated as follows:

- Non-signatory Terminal Rental Rate. Calculated in **Table E-1** as (J) Terminal Net Requirement divided by (K) Total Rentable Space.
- Non-signatory Landing Fee Rate. Calculated in **Table E-2** as (J) Airfield Net Requirement divided by (K) Total Landed Weight.
- BHS Fee Rate. Calculated in **Table E-3** as (J) BHS Net Requirement divided by (K)Total Enplanements.

Line Item M. Line Item M in **Tables E-1 - E-3** shall be defined as follows:

- Signatory Airline Space. Signatory Airline Space in **Table E-1** means that portion of the Total Rental Rentable Space assigned for use by Signatory Airlines, including Preferential Use Premises and the calculated share of Joint Use Premises.
- Signatory Airline Landed Weight. Signatory Airline Landed Weight in **Table E-2** means that portion of the Total Landed Weight associated with Signatory Airline operations only.
- Signatory Airline Enplanements. Signatory Airline Enplanements in **Table E-3** means that portion of the Total Enplanements associated with Signatory Airline operations only.

Line Item N. Line Item N in **Tables E-1 - E-3** shall be calculated as follows:

- Signatory Share of Terminal Net Requirement. Calculated in **Table E-1** as (L) Non-signatory Terminal Rental Rate multiplied by (M) Signatory Airline Space.
- Signatory Share of Airfield Net Requirement. Calculated in **Table E-2** as (L) Non-signatory Landing Fee Rate multiplied by (M) Signatory Airline Landed Weight.

- Signatory Share of BHS Net Requirement. Calculated in **Table E-3** as (L) Non-signatory BHS Fee Rate multiplied by (M) Signatory Enplanements.

Line Item O. Line Item O in **Tables E-1 - E-2** shall be calculated as follows:

- Total Terminal Revenue Sharing Amount. Calculated in accordance with **Section III – Revenue Sharing** of this Exhibit "E". See Note 1.

- Total Airfield Revenue Sharing Amount. Calculated in accordance with **Section III – Revenue Sharing** of this Exhibit "E". See Note 2.

- Total BHS Revenue Sharing Amount. Calculated in accordance with **Section III – Revenue Sharing** of this Exhibit "E". See Note 3.

Line Item P. Line Item P listed in **Tables E-1 - E-2** shall be calculated as follows:

- Signatory Terminal Net Requirement. Calculated in **Table E-1** as (N) Signatory Share of the Terminal Net Requirement minus (O) Total Terminal Revenue Sharing Amount.

- Signatory Airfield Net Requirement. Calculated in **Table E-2** as (N) Signatory Share of the Airfield Net Requirement minus (O) Total Airfield Revenue Sharing Amount.

- Signatory BHS Net Requirement. Calculated in **Table E-3** as (N) Signatory Share of the BHS Net Requirement minus (O) Total BHS Revenue Sharing Amount.

Line Item Q. Line Item Q listed in **Tables E-1 - E-2** shall be calculated as follows:

- Signatory Rental Rate. Calculated in **Table E-1** as (P) Signatory Terminal Net Requirement divided by (M) Signatory Airline Space.

- Signatory Landing Fee Rate. Calculated in **Table E-2** as (P) Signatory Airfield Net Requirement divided by (M) Signatory Airline Landed Weight.

- Signatory BHS Fee Rate. Calculated in **Table E-3** as (P) Signatory BHS Net Requirement divided by (M) Signatory Airline Enplanements.

2. Calculation of Terminal Rental, Landing Fee and Baggage Handling System Rates and Miscellaneous Fees and Charges. The Terminal Rental Rate, Landing Fee Rate and Baggage Handling System Rate for each Rate Setting Period shall be calculated as set forth in this subsection. Miscellaneous Fees and Charges include: Per Use Gate Charges, Per Use Ticket Counter Charges, CUPPS Fees, FIS Fees, and Aircraft Parking Fees.

   A. Terminal Rental Rate. The methodology for calculating the Terminal Rental Rate is set forth in **Table E-1** below.

Table E-1. Terminal Rental Rate Calculation	
	Line Item **(See Section II(1) above for corresponding descriptions)**
Operation and Maintenance Expenses	A
Operation and Maintenance Reserve Charge	B
Debt Service	C
Debt Service Coverage	D
Debt Service Reserve Requirement	E
Non-amortized Capital Expenditures	F
Amortization Charges	G
Terminal Total Requirement	H=A+B+C+D+E+F+G
Less: Credits to Terminal Total Requirement	I
Terminal Net Requirement	J=H-I
Total Rentable Space	K
Non-Signatory Terminal Rental Rate (per square foot)	L=J/K
Signatory Airline Space	M
Signatory Share of Terminal Net Requirement	N=L x M
Total Terminal Revenue Sharing Amount (see Note 1)	O
Signatory Terminal Net Requirement	P=N-O
Signatory Rental Rate (per square foot)	Q=P/M

Note 1: Notwithstanding any provision of the Agreement or this Exhibit "E", for the period of Fiscal Year 2027 (October 1, 2026 through September 30, 2027), all Airlines will pay rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department. The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation. For the remainder of the Term of the Agreement, the Total Terminal Revenue Sharing Amount for rate setting shall be calculated at ninety-five percent (95%) of Total Terminal Revenue Sharing Amount. One hundred percent (100%) of the Total Terminal Revenue Sharing Amount shall be used for the Final Settlement calculation.

B. Landing Fee Rate. The methodology for calculating the Landing Fee Rate is set forth in **Table E-2** below.

Table E-2. Landing Fee Rate Calculation	
	Line Item (See Section II(1) above for corresponding descriptions)
Operation and Maintenance Expenses	A
Operation and Maintenance Reserve Charge	B
Debt Service	C
Debt Service Coverage	D
Debt Service Reserve Requirement	E
Non-amortized Capital Expenditures	F
Amortization Charges	G
Airfield Total Requirement	H=A+B+C+D+E+F+G
Less: Credits to Airfield Total Requirement	I
Airfield Net Requirement	J=H-I
Total Landed Weight	K
Non-signatory Landing Fee Rate (per 1,000 lb.)	L=J/K
Signatory Airline Landed Weight	M
Signatory Share of Airfield Net Requirement	N=L x M
Total Airfield Revenue Sharing Amount (see Note 2)	O
Signatory Airfield Net Requirement	P=N-O
Signatory Landing Fee Rate (per 1,000 lb.)	Q=P/M

Note 2: Notwithstanding any provision of the Agreement or this Exhibit "E", for the period of Fiscal Year 2027 (October 1, 2026 through September 30, 2027), all Airlines will pay rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department. The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation. For the remainder of the Term of the Agreement, the Total Airfield Revenue Sharing Amount for rate setting shall be calculated at ninety-five percent (95%) of Total Airfield Revenue Sharing Amount. One hundred percent (100%) of the Total Airfield Revenue Sharing Amount shall be used for the final Settlement calculation.

C. Baggage Handling System Fee Rate: The methodology for calculating the Baggage Handling System Fee Rate is set forth in **Table E-3** below.

Table E-3. Baggage Handling System Fee Rate Calculation	
	Line Item **(See Section II(1) above for corresponding descriptions)**
Operation and Maintenance Expenses	A
Operation and Maintenance Reserve Charge	B
Debt Service	C
Debt Service Coverage	D
Debt Service Reserve Requirement	E
Non-amortized Capital Expenditures	F
Amortization Charges	G
BHS Total Requirement	H=A+B+C+D+E+F+G
Less: Credits to BHS Total Requirement	I
BHS Net Requirement	J=H-I
Total Enplanements	K
Non-Signatory BHS Fee Rate Per Enplanement	L=J/K
Signatory Airline Enplanements	M
Signatory Share of BHS Net Requirement	N=L x M
Total BHS Revenue Sharing Amount (see Note 3)	O
Signatory BHS Net Requirement	P=N-O
Signatory BHS Fee Rate per enplanement	Q=P/M

Note 3: Notwithstanding any provision of the Agreement or this Exhibit "E", for the period of Fiscal Year 2027 (October 1, 2026 through September 30, 2027), all Airlines will pay rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department. The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation. For the remainder of the Term of the Agreement, the Total BHS Revenue Sharing Amount for rate setting shall be calculated at ninety-five percent (95%) of Total BHS Revenue Sharing Amount. One hundred percent (100%) of the Total BHS Revenue Sharing Amount shall be used for the final Settlement calculation.

3. Calculation of Joint Use Charges. Joint Use Charges shall be an amount equal to the product of the applicable Terminal Rental Rate (i.e., Signatory or Non-signatory) for the Rate Setting Period multiplied by total square footage of the Joint Use Premises. Each Air Carrier's share of Joint Use Charges shall be determined by allocating the cost based on each Air Carrier's projected relative share of Enplanements for the upcoming Rate Setting Period.

4. Miscellaneous Fees and Charges.

A. Per Use Gate Charge.

1. The Per Use Gate Charge for Concourses B/C shall be equal to the product of the Non-signatory Terminal Rental Rate multiplied by the Standard Holdroom Square Footage (1,800 square feet) divided by 365 days per year divided by an assumed usage (3 times per day, or as may be modified by the Department). The methodology for calculating the Per Use Gate Charge is set forth in **Table E-4a** below.

Table E-4a. Per Use Gate Charge Calculation (Concourse B/C)	
Total Holdroom Area	A
Number of Gates	B
Square Footage Per Gate (1800 sq ft Standardized)	C=A/B
Terminal Rental Rate	D
Annual Cost Per Gate	E=CxD
Days in Year	F
Assumed Uses Per Day	G
Per Use Fee - Gates	H=E/F/G

2. Concourse A Per Use Gate Charge. An Air Carrier using Concourse A with a Large Aircraft (defined as 76 seats or more) shall be assessed the Large Aircraft Per Use Gate Charge which shall be equal to the product of the Non-signatory Terminal Rental Rate, reduced by certain non-applicable costs as discussed in Note 4 below, multiplied by the Concourse A Holdroom Square Footage divided by 365 days per year divided by an assumed usage (3.0 times per day, or as may be modified by the Department). Small Aircraft (defined as 75 seats or less) shall pay the Small Aircraft Per Use Gate Charge which shall be equal to the Large Aircraft Per Use Gate Charge less a discount of 25%. The methodology for calculating the Concourse A Per Use Gate Charges is set forth in **Table E-4b** below.

Table E-4b. Concourse A Per Use Gate Charge Calculation	
Total Holdroom Area Concourse A	A
Number of Gates	B
Square Footage Per Gate	C=A/B
Concourse A Rental Rate (see Note 4)	D
Annual Cost Per Gate	E=CxD
Days in Year	F
Assumed Uses Per Day	G
Large Aircraft Per Use Gate Charge	H=E/F/G
Small Aircraft Discount	I
Small Aircraft Per Use Gate Charge	J=H-(HxI)

Note 4: The Concourse A Rental Rate shall be calculated by reducing the Terminal Net Requirement by crediting certain O&M costs that are not applicable to Concourse A ("O&M" Credits"), including, but not limited to, costs of loading bridge, cabin PC air, and 400hz. The resulting adjusted Terminal Net Requirement is then divided by Total Rentable Space to produce the Concourse A rental rate. The Department will annually determine applicable O&M Credits to arrive at the Concourse A Rental Rate.

B. Per Use Ticket Counter Charge. The Per Use Ticket Counter Charge shall be equal to the product of the Non-signatory Terminal Rental Rate multiplied by the Standard Ticket Counter Square Footage (two hundred eighteen (218) square feet) divided by 365 days per year divided by an assumed usage (3.0 times per day, or as may be modified by the Department). The methodology for calculating the Per Use Ticket Counter Charge is set forth in **Table E-4c** below.

Table E-4c. Per Use Ticket Counter Charge Calculation	
Average Ticket Counter Area	A
Terminal Rental Rate	B
Annual Cost Per Ticket Counter	C=AxB
Days in Year	D
Assumed Uses Per Day	E
Per Use Fee - Ticket Counters	F=C/D/E

C. Common Use Passenger Processing Systems (CUPPS) Fee. The CUPPS fee shall be equal to the sum of Operation and Maintenance Expenses, Non-amortized Capital Expenditures, Amortization Charges and allocated costs attributable to CUPPS divided by the number of Billing Units/Workstations divided by 365 days per year divided by an assumed usage (3.0 times per day, or as may be modified by the Department) as set forth in Table E-5 below.

Table E-5. Common Use Passenger Processing System (CUPPS) Fee Calculation	
Total Cost of CUPPS system	A
Number of Billing Units/Workstations	B
Cost per Billing Unit/Workstation	C=A/B
Days in Year	D
Assumed Uses Per Day	E
CUPPS Fee	F

D. FIS Facility Fee. The FIS Facility Fee shall be equal to the sum of Operation and Maintenance Expenses, Non-amortized Capital Expenditures and Amortization Charges attributable to the FIS Facility divided by projected total international Deplaned Passengers using the FIS Facility during the Rate Setting Period to determine the FIS Cost per Passenger. The FIS Fee is determined by multiplying the Cost Recovery Factor of 25%, as may be modified by the Department, times the FIS Cost per Passenger.

Table E-6. FIS Fee Calculation	
O&M Expenses	A
Non-amortized Capital Expenditures	B
Amortization Charges	C
Total FIS Costs	D=A+B+C
Projected international Deplaned Passengers using FIS	E
FIS Cost per Passenger	F=D/E
Cost Recovery Factor	G
FIS Fee	H=FxG

E. Aircraft Parking Fees. The Department shall establish Aircraft Parking Fees, which may be reasonably modified by the Department from time to time during the Term of the Agreement. Aircraft Parking Fees shall include, without limitation, the Overnight Remote Aircraft Parking Fee; Overnight Gate Aircraft Parking Fee; and Transient Remote Aircraft Parking Fee.

SECTION III - REVENUE SHARING

1. Revenue Sharing. Revenue Sharing shall be calculated by County in accordance with this Section. The following Line Items listed in **Table E-6** are included in the calculation of Revenue Sharing. Each Line Item in **Table E-6** is identified by the corresponding letter set forth below.

Line Item A. Net Remaining Revenues. Net Remaining Revenues will be estimated for purposes of rate setting and will be calculated after Settlement for purposes of final Settlement. Availability of Revenue Sharing shall be subject to and contingent upon County's ability to satisfy its financial obligations and to meet its Debt Service Coverage requirements in each Fiscal Year.

Line Item B. Revenue Sharing Percentage. The Revenue Sharing Percentage for all Signatory Airlines shall be equal to twenty-five percent (25%).

Line Item C. Total Revenue Sharing Amount. Line Item C shall be calculated as follows:

1. **For Fiscal Year 2027 (October 1, 2026 through September 30, 2027):**

- **For purposes of rate setting:** Notwithstanding any provision of the Agreement or this Exhibit "E" to the contrary, for the purposes of rate setting, all Airlines will be charged Terminal Rental, Landing Fee, and BHS rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department.

- **For purposes of Final Settlement:** The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement calculation. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation and be eligible for Revenue Sharing as calculated in accordance with this Exhibit "E" as part of Settlement, subject to delivery of a fully executed Signatory Airline Agreement or Signatory Cargo Carrier Agreement on or before the submittal Target Date (as defined below).

- **Agreement Submittal Target Date:** Signatory Airlines that deliver to County a fully executed Signatory Airline Agreement or Signatory Cargo Carrier Agreement on or before October 30, 2026, 5:00 EST ("Target Date") shall receive Revenue Sharing at full value in accordance with this Exhibit E. Signatory Airlines delivering a fully executed Signatory Airline Agreement or Signatory Cargo Carrier Agreement after the Target Date, shall receive Revenue Sharing on a pro-rated basis calculated by dividing the number of months remaining in the year from the date submitted, divided by 12 months; partial months will not be counted. Any forgone Revenue Sharing amounts shall be forfeited and revert to the Department of Airports.

2. **For the remainder of the Term of the Agreement, rates shall be calculated applying the Revenue Sharing Amount as follows:**

- **For purposes of rate setting:** The Total Revenue Sharing Amount shall be calculated at ninety-five percent (95%) of the Total Revenue Sharing Amount (i.e., reduced by five percent (5%)), or stated as a calculation: Total Revenue Sharing Amount for Rate Setting = (Net Remaining Revenues x 25%) x 95%).

- **For purposes of Final Settlement:** The Total Revenue Sharing Amount shall be an amount equal to the Net Remaining Revenues, if any, multiplied by the Revenue Sharing Percentage twenty-five percent (25%). One hundred percent (100%) of total Revenue Sharing Amount shall be used for the final Settlement calculation, or stated as a calculation: Total Revenue Sharing Amount for Settlement = (Net Remaining Revenues x 25%) x 100%.

Line Item D. Total Terminal Revenue Sharing Amount. The Total Terminal Revenue Sharing Amount shall be an amount equal to the Total Revenue Sharing Amount multiplied by Terminal Revenue Percentage. Terminal Revenue Percentage shall be an amount equal to the Terminal proportionate share of the sum of Signatory Airlines' Terminal Rental Revenues, Landing Fee Revenues, and BHS Revenues prior to calculating Revenue Sharing.

Line Item E. Total Airfield Revenue Sharing Amount. The Total Airfield Revenue Sharing Amount shall be an amount equal to the Total Revenue Sharing Amount multiplied by the Airfield Revenue Percentage. Airfield Revenue Percentage shall be an amount equal to the Airfield proportionate share of the sum of Signatory Airlines' Terminal Rental Revenues, Landing Fee Revenues, and BHS Revenues prior to calculating Revenue Sharing.

Line Item F. Total BHS Revenue Sharing Amount. The Total BHS Revenue Sharing Amount shall be an amount equal to the Total Revenue Sharing Amount multiplied by the BHS Revenue Percentage. BHS Revenue Percentage shall be an amount equal to the BHS proportionate share of the sum of Signatory Airlines' Terminal Rental Revenues, Landing Fee Revenues, and BHS Revenues prior to calculating Revenue Sharing.

Line Item G. Airline's Terminal Revenue Sharing Amount. Each individual Signatory Airline's (including Airline's) Terminal Revenue Sharing Amount shall be an amount equal to the Total Terminal Revenue Sharing Amount multiplied by the individual Signatory Airline's proportionate share of total Signatory Airline Enplanements during the Fiscal Year for which Revenue Sharing has been calculated.

Line Item H. Airline's Airfield Revenue Sharing Amount. Each individual Signatory Airline's (including Airline's) Airfield Revenue Sharing Amount shall be an amount equal to the Total Airfield Revenue Sharing Amount multiplied by the individual Signatory Airline's proportionate share of the total Landed Weight of the Signatory Airlines during the Fiscal Year for which Revenue Sharing has been calculated.

Line Item I. Airline's BHS Revenue Sharing Amount. Each individual Signatory Airline's (including Airline's) BHS Revenue Sharing Amount shall be an amount equal to the Total BHS Revenue Sharing Amount multiplied by the individual Signatory Airline's proportionate share of the total Signatory Airline Enplanements during the Fiscal Year for which Revenue Sharing has been calculated.

Line Item J. Airline's Total Revenue Sharing Amount. Each individual Signatory Airline's (including Airline's) Total Revenue Sharing Amount shall be an amount equal to the sum of Airline's Terminal Revenue Sharing Amount and Airline's Airfield Revenue Sharing Amount.

2. Table E-6. The methodology for calculating each Signatory Airline's (including Airline's) share of Revenue Sharing is set forth in **Table E-6** below.

Table E-6. Signatory Airline Revenue Sharing Calculation	
	Line Item **(See Section III(1) above for corresponding descriptions)**
Net Remaining Revenues	A
Revenue Sharing Percentage (All Signatory Airlines)	B

Total Revenue Sharing Amount (All Signatory Airlines)	C=A x B
Total Terminal Revenue Sharing Amount (All Signatory Airlines)	D=C x Terminal Revenue %
Total Airfield Revenue Sharing Amount (All Signatory Airlines)	E=C x Airfield Revenue %
Total BHS Revenue Sharing Amount (All Signatory Airlines)	F=C x BHS Revenue %
Airline's Terminal Revenue Sharing Amount (Individual Signatory Airline)	G=D x Airline's % of total Signatory Airline Enplanements
Airline's Airfield Revenue Sharing Amount (Individual Signatory Airline)	H=E x Airline's % of total Signatory Airline Landed Weight
Airline's BHS Revenue Sharing Amount (Individual Signatory Airline)	I=F x Airline's % of total Signatory Airline Enplanements
Airline's Total Revenue Sharing Amount (Individual Signatory Airline)	J= G+H+I

SECTION IV - MISCELLANEOUS

1. Airline Incentive Agreement. Any Air Carrier may execute a separate airline incentive agreement if the incentive requirements established by County are satisfied. An airline incentive agreement may provide for the waiver of Landing Fees, gate usage charges, or other applicable fees and charges for a prescribed period of time. Gate usage charges may include, but shall not be limited to, Per Use Gate Charges and Aircraft Parking Fees.

SECTION V – COST CENTERS

1. Direct Cost Centers. The Direct Cost Centers include, but are not limited to, those Cost Centers listed in **Table E-7** below.

Table E-7. Direct Cost Centers	
Cost Center	**Description of Area Included or Functional Activity**
Airfield	Those portions of the Airport provided for the landing, taking off, and taxiing of aircraft, including runways, taxiways, approach and runway protection zones, safety areas, infield areas, landing and navigational aids, Aircraft Parking Apron and land areas required by or related to aeronautical use of the Airport.
Terminal	The commercial airline facilities at the Airport, including the Terminal and associated land, facilities, equipment, whether owned, operated or maintained by County. This Cost Center includes the inbound baggage handling system used to deliver checked baggage to arriving passengers, which includes baggage claim areas, systems, equipment and carousels, but excludes the Baggage Handling System as defined herein.
Baggage Handling System	The outbound baggage handling system used to deliver checked baggage to departing aircraft, which includes the baggage makeup areas, systems,

	equipment and carousels at the Airport, exclusive of the TSA inspection equipment.
Common Use Passenger Processing System (CUPPS)	Includes various technology components in the Airport which allows for multiple airlines to use the same check-in desks, gates, and kiosks. CUPPS components include workstations, printers, software, and connectivity hardware
Ground Transportation	Areas designated for employee and public automobile 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 fixed base operator or other aviation uses, including general aviation aprons at the Airport.
Terminal FIS Facility	Area within the Terminal Facility designated to screen passengers and baggage by Customs and Border Protection personnel.
General Aviation FIS Facility	The FIS building located on the south side of the Airport.
Air Cargo Facility	Areas associated with Air Cargo Building 1475, including supporting apron areas, allowing for cargo operations with Airfield access.
Lantana Airport (LNA)	All properties and areas associated with the Palm Beach County Park Airport ("Lantana Airport").
Pahokee Airport (PHK)	All properties and areas associated with the Palm Beach County Glades Airport ("Pahokee Airport").
North County Airport (F45)	All properties and areas associated with the North Palm Beach County General Aviation Airport ("North County Airport").

2. Indirect Cost Centers. The Indirect Cost Centers are Cost Centers to which only Operation and Maintenance Expenses are assigned; no Revenues are attributable to the Indirect Cost Centers. The Indirect Cost Centers include, but are not limited to, those Cost Centers listed in **Table E-8** below.

Table E-8. Indirect Cost Centers	
Cost Center	**Description of Area Included or Functional Activity**
Administration and Operations	Functions and activities associated with the general administration of the Airport System, including, without limitation, planning, finance, property management, information technology, and operations.
Maintenance	Functions and activities associated with the general maintenance and repair of Airport properties.
Fire and Rescue	Emergency medical services and functions associated with crash, fire and rescue operations at the Airport.

3. Indirect Cost Centers Allocations. Expenses for each Indirect Cost Center shall be allocated to the Direct Cost Centers as provided for in this subsection.

   A. Administration and Operations. Expenses for the Administration and Operations Cost Center shall be allocated to Direct Cost Centers based on each Direct Cost Center's share of total Operation and Maintenance Expenses for all Direct Cost Centers.

   B. Maintenance. Expenses for Maintenance shall be allocated to Direct Cost Centers based on estimated labor costs based on historical data for activity associated with each Direct Cost Center.

C. Fire and Rescue. Expenses for Fire and Rescue shall be allocated to Direct Cost Centers according to the following percentages as set forth in **Table E-9** below.

Table E–9. Fire and Rescue Allocation	
Cost Center	**Allocation**
Airfield	70%
Terminal	4.0%
Baggage Handling System	0.0%
Ground Transportation	3.0%
Aviation	12.0%
Non-Aviation	4.0%
Lantana Airport	3.0%
Pahokee Airport	1.0%
North County Airport	3.0%
Total	100%

ATTACHMENT "E-1"
TO EXHIBIT "E"

STATEMENT OF RATES
FISCAL YEAR 2027

(October 1, 2026, through September 30, 2027)

SECTION I – FY 2027 - SUMMARY OF RATES

1. Terminal Rental Rate. Signatory Airline $96.59 per square foot. Non-signatory Airline: $120.87 per square foot.[1]
2. Landing Fee Rate. Signatory Airline: $1.94 per 1,000 pounds of Landed Weight. Non-signatory Airline: $2.42 per 1,000 pounds of Landed Weight.
3. Baggage Handling System Fee Rate: Signatory Airline $0.64 per Enplanement. Non-signatory Airline $0.80.
4. Federal Inspection Services (FIS) Facility Fee Rate: $10.82 per international Deplaned Passenger requiring FIS processing.
5. Per Use Terminal Charges:
    a. Base Gate/Holdroom Charge Rate:
        i. Concourse B and C: $198.69 per two (2) hour use, or any portion thereof.
        ii. Concourse A Charge for Large Aircraft (76 seats or more): $165.46 per two (2) hour use, or any portion thereof.
        iii. Concourse A Charge for Small Aircraft (75 seats or less): $124.10 per two (2) hour use, or any portion thereof.
    b. Per Use Ticket Counter Charge Rate: $28.88 per two (2) hour use, or portion thereof, of ticket counter area.
    c. CUPPS Charge: $36.56 per two (2) hour use, or portion thereof, to use the Common Use Passenger Processing System either at the ticket counter or gate location.
6. Aircraft Parking Fee Rates:
    a. Overnight Remote Aircraft Parking Fee Rate: Each overnight use of Remote aircraft parking area shall be charged as follows: Narrow body aircraft $125.00; Wide body aircraft $200.00
    b. Overnight Gate Aircraft Parking Fee Rate: $200.00 for each Overnight use of a gate facility for aircraft parking.
    c. Transient Remote Aircraft Parking Fee Rate: Each Transient use of Remote aircraft parking area shall be charged as follows: Narrow body aircraft $50.00; Wide body aircraft $80.00.

---

[1] Non-signatory Airline rates shall apply to non-airline terminal tenants/licensees if terminal rental rates apply to such tenants/licensees.

SECTION II – FY 2027 RATE CALCULATIONS TABLE

Table E-1. Terminal Rental Rate Calculation		
	Line Item	Amount
Operation and Maintenance Expenses	A	$ 33,488,649
Operation and Maintenance Reserve Charge	B	$ 137,244
Debt Service	C	$ 6,040,440
Debt Service Coverage	D	$ 1,510,110
Debt Service Reserve Requirement	E	$ -
Non-amortized Capital Expenditures	F	$ 1,121,939
Amortization Charges	G	$ 5,271,972
Terminal Total Requirement	H=A+B+C+D+E+F+G	$ 47,570,354
Less: Credits to Terminal Total Requirement	I	$ 1,494,049
Terminal Net Requirement	J=H-I	$ 46,076,305
Total Rentable Space	K	381,198
Non-Signatory Terminal Rental Rate (per square foot)	L=J/K	$ 120.87
Signatory Airline Space	M	166,038
Signatory Share of Terminal Net Requirement	N=L x M	$ 20,069,430
Total Terminal Revenue Sharing Amount (see Note 1)	O	$ 4,031,365
Signatory Terminal Net Requirement	P=N-O	$ 16,038,065
Signatory Rental Rate (per square foot)	Q=P/M	$ 96.59

Note 1: Notwithstanding any provision of the Agreement or this Exhibit “E”, for the period of Fiscal Year 2027 (October 1, 2026, through September 30, 2027), all Airlines will pay rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department. The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation. For the remainder of the Term of the Agreement, the Total Terminal Revenue Sharing Amount for rate setting shall be calculated at ninety-five percent (95%) of Total Terminal Revenue Sharing Amount. One hundred percent (100%) of the Total Terminal Revenue Sharing Amount shall be used for the Final Settlement calculation.

SECTION II – FY 2027 RATE CALCULATIONS TABLE (Cont.)

Table E-2. Landing Fee Rate Calculation		
	Line Item	Amount
Operation and Maintenance Expenses	A	$ 14,186,587
Operation and Maintenance Reserve Charge	B	$ 145,991
Debt Service	C	$ 838,950
Debt Service Coverage	D	$ 209,738
Debt Service Reserve Requirement	E	$ -
Non-amortized Capital Expenditures	F	$ 129,000
Amortization Charges	G	$ 1,395,684
Airfield Total Requirement	H=A+B+C+D+E+F+G	$ 16,905,949
Less: Credits to Airfield Total Requirement	I	$ 3,622,810
Airfield Net Requirement	J=H-I	$ 13,283,139
Total Landed Weight	K	5,485,672
Non-signatory Landing Fee Rate (per 1,000 lb.)	L=J/K	$ 2.42
Signatory Airline Landed Weight	M	5,059,560
Signatory Share of Airfield Net Requirement	N=L x M	$ 12,251,340
Total Airfield Revenue Sharing Amount (see Note 2)	O	$ 2,460,938
Signatory Airfield Net Requirement	P=N-O	$ 9,790,402
Signatory Landing Fee Rate (per 1,000 lb.)	Q=P/M	$ 1.94

Note 2: Notwithstanding any provision of the Agreement or this Exhibit "E", for the period of Fiscal Year 2027 (October 1, 2026 through September 30, 2027), all Airlines will pay rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department. The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation. For the remainder of the Term of the Agreement, the Total Airfield Revenue Sharing Amount for rate setting shall be calculated at ninety-five percent (95%) of Total Airfield Revenue Sharing Amount. One hundred percent (100%) of the Total Airfield Revenue Sharing Amount shall be used for the Final Settlement calculation.

SECTION II – FY 2027 RATE CALCULATIONS TABLE (Cont.)

Table E-3. Baggage Handling System Fee Rate Calculation		
	Line Item	**Amount**
Operation and Maintenance Expenses	A	$ 3,033,226
Operation and Maintenance Reserve Charge	B	$ 29,596
Debt Service	C	$ -
Debt Service Coverage	D	$ -
Debt Service Reserve Requirement	E	$ -
Non-amortized Capital Expenditures	F	$ -
Amortization Charges	G	$ 542,154
BHS Total Requirement	H=A+B+C+D+E+F+G	$ 3,604,976
Less: Credits to BHS Total Requirement	I	$ -
BHS Net Requirement	J=H-I	$ 3,604,976
Total Enplanements	K	4,503,732
Non-Signatory BHS Fee Rate Per Enplanement	L=J/K	$ 0.80
Signatory Airline Enplanements	M	4,176,032
Signatory Share of BHS Net Requirement	N=L x M	$ 3,342,671
Total BHS Revenue Sharing Amount (see Note 3)	O	$ 671,446
Signatory BHS Net Requirement	P=N-O	$ 2,671,226
Signatory BHS Fee Rate per enplanement	Q=P/M	$ 0.64

Note 3: Notwithstanding any provision of the Agreement or this Exhibit "E", for the period of Fiscal Year 2027 (October 1, 2026 through September 30, 2027), all Airlines will pay rates for the 12-month period excluding the Revenue Sharing Amount, unless otherwise determined by the Department. The Revenue Sharing Amount will be subsequently calculated and included in the Final Settlement. Airlines classified as Signatory as of September 30, 2027, shall be included in the Settlement calculation. For the remainder of the Term of the Agreement, the Total BHS Revenue Sharing Amount for rate setting shall be calculated at ninety-five percent (95%) of Total BHS Revenue Sharing Amount. One hundred percent (100%) of the Total BHS Revenue Sharing Amount shall be used for the Final Settlement calculation.

SECTION II – FY 2027 RATE CALCULATIONS TABLE (Cont.)

Table E-4a. Per Use Gate Charge Calculation (Concourse B/C)			
	Line Item	Amount	
Total Holdroom Area	A		50,400
Number of Gates	B		28
Square Footage Per Gate (1800 sq ft Standardized)	C=A/B		1,800
Terminal Rental Rate	D	$	120.87
Annual Cost Per Gate	E=CxD	$	217,570
Days in Year	F		365
Assumed Uses Per Day	G		3
Per Use Fee - Gates	H=E/F/G	$	198.69

able E-4b. Concourse A Per Use Gate Charge Calculation			
	Line Item	Amount	
Total Holdroom Area Concourse A	A		4,829
Number of Gates	B		3
Square Footage Per Gate	C=A/B		1,610
Concourse A Rental Rate (see Note 4)	D	$	112.56
Annual Cost Per Gate	E=CxD	$	181,184
Days in Year	F		365
Assumed Uses Per Day	G		3
Per Use Fee – Large Aircraft Charge Concourse A	H=E/F/G	$	165.46
Small carrier Discount	I	25%	
Per Use Fee – Small Carrier Charge Concourse A	J=H-(HxI)	$	124.10

Note 4: The Concourse A Rental Rate shall be calculated by reducing the Terminal Net Requirement by crediting certain O&M costs that are not applicable to Concourse A ("O&M" Credits"), including, but not limited to, costs of loading bridge, cabin PC air, and 400hz. The resulting adjusted Terminal Net Requirement is then divided by Total Rentable Space to produce the Concourse A rental rate. The Department will annually determine applicable O&M Credits to arrive at the Concourse A Rental Rate.

Table E-4c. Per Use Ticket Counter Charge Calculation			
	Line Item	Amount	
Average Ticket Counter Area	A		218
Terminal Rental Rate	B	$	120.87
Annual Cost Per Ticket Counter	C=AxB	$	26,350
Days in Year	D		365
Assumed Uses Per Day	E		3
Per Use Fee - Ticket Counters	F=C/D/E	$	28.88

Table E-5. Common Use Passenger Processing System (CUPPS) Fee Calculation			
	Line Item	Amount	
Total Cost of CUPPS system	A	$	1,014,051
Number of Billing Units/Workstations	B		38
Cost per Billing Unit/Workstation	C=A/B	$	26,686
Days in Year	D		365
Assumed Uses Per Day	E		2
CUPPS Fee	F	$	36.56

SECTION II – FY 2027 RATE CALCULATIONS TABLE (Cont.)

Table E-6. FIS Fee Calculation		
	Line Item	**Amount**
O&M Expenses	A	$ 459,885
Non-amortized Capital Expenditures	B	$ 361,735
Amortization Charges	C	$ -
Total FIS Costs	D=A+B+C	$ 459,885
Projected international Deplaned Passengers using FIS	E	10,624
FIS Cost per Passenger	F=D/E	$ 43.29
Cost Recovery Factor	G	25%
FIS Fee	H=FxG	$ 10.82

ATTACHMENT "E-2"
TO EXHIBIT "E"

TOTAL RENTABLE SPACE
FISCAL YEAR 2027

Airline Rentable Space		**Sq. Ft.**
Airline Preferential Space		
Ticket Counter		12,389
Ticket & Upper Level Offices		15,891
VIP Rooms		4,240
Hold Rooms		50,400
Curbside Office		1,302
Bag Service Office		3,243
Operations Area		56,153
Total Airline Preferential Space	[A]	143,618
Airline Joint Use Space		
Bag Claim		33,618
Concourse Circulation		0
Bag Make-up		67,009
Commuter Operating Area		0
Tug Drive		0
Total Airline Joint Use Space	[B]	100,627
Total Airline Rentable Space	[C] = [A + B]	244,245
Other Rentable Space		
Concessions		68,419
TSA		53,328
Commuter Operating Area		6,581
Tenant Common Area		8,111
Tenant Shared Area		514
Total Other Rentable Space	[D]	136,953
Total Rentable Space	[E] = [C + D]	381,198