

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, 2007  
Through September 30, 2008

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, 2007 through December 30, 2008. 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.

- 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.



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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.
      - (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, 2007 Through September 30, 2008:

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	\$73.56
2	Ticket Offices and Upper Level Offices; V.I.P. Rooms; Hold Rooms	\$66.20
3	Bag Claim; Concourse Areas	\$58.85
4	Bag Make-up; Curbside Offices, Operation Areas including Baggage Service Offices; Commuter Operating Area	\$51.49
5	Tug Drives	\$18.39

These rates are based upon an average Terminal rental rate of \$55.74 per square foot.

B. Landing Fee Rate for Signatory Airlines: \$1.163 per 1,000 pounds of Maximum Gross Landing Weight.

C. Aircraft Parking Apron Rate: \$240.81 per lineal foot.

D. Terminal Equipment Charges:

(1) Loading Bridges, support systems, and furnishings: \$61,008 per gate, plus utility charges.

(2) Equipment/Furnishings Surcharges  
       Baggage Make-up Conveyors/Devices     \$ 12.19 per square foot  
       Baggage Claim Conveyors/Devices       \$ 3.78 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. \$2.74 per international Deplaned Passenger requiring FIS processing.

G. Per Use Gate Charge: \$247 per 90 minute 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.

**\*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.
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.



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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.
  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:



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DIRECT COST CENTERS

Airside	Activities and areas provided for the landing, takeoff, and taxiing of aircraft; aircraft parking; approach and clear zones; and aviation easements.
Terminal	The Terminal.
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.

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.

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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.



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Palm Beach County-Department of Airports  
Rate and Fee Schedule  
for the period October 1, 2007 through September 30, 2008

Attachment 1

Summary of Rate Calculation

	Terminal Rents	Landing Fees
1. Direct Operation and Maintenance	13,968,366	1,737,862
2. Indirect Operation and Maintenance Expense	4,393,722	4,631,536
TOTAL OPERATION AND MAINTENANCE EXPENSE	18,362,088	6,369,398
3. Direct and Indirect Debt Service Charges	5,727,885	1,152,939
4. Debt Service Coverage	1,431,971	288,235
5. Debt Service Reserve Requirement	0	0
6. O & M Reserve Retention	371,567	47,878
7. Amortization Charges for capital projects	770,894	129,213
8 TOTAL REQUIREMENT	26,664,406	7,987,662
LESS:		
9 Ten percent (10%) of Landing Fees Total Requirement (recovered by Aircraft Parking Apron Rate)	-	798,766
10 Applicable Direct Revenue and Reimbursements, as follows:		
a. Airline Catering (25% of total)	38,750	38,750
b. Non-signatory landing fees	-	158,742
c. Airfield Services	-	50,000
d. Aviation fueling	-	900,000
e. Per Use Gate Fee, holdroom component	415,213	-
f. Commuter Concourse Revenue	287,944	-
g. Air Carrier FIS Facility	20,000	-
11 Adjusted Requirement	25,902,499	6,041,404
12 Total Rentable terminal area	348,278	-
13 Average Terminal Rent before Transfers	74.37	-
14 Signatory Airlines Leased Square Footage	230,335	-
15 Adjusted Requirement	17,130,682	-
16 Less Transfers (Revenue Sharing)	4,290,920	1,072,730
17 Net Requirement	12,839,762	4,968,674
18 Signatory Airlines Leased Square Footage	230,335	-
19 Signatory Landed Weight (1,000 pounds)	-	4,273,977
20 TerminalRate/Landing Fee	55.74	1.163
21 Non-signatory Average	61.32	1.279
Differential Terminal Rates		
Type 1	Signatory 73.56	Non-signatory 80.92
Type 2	66.20	72.82
Type 3	58.85	64.73
Type 4	51.49	56.64
Type 5	18.39	20.23

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Detail of Revenues

	FY 2006 Audited	FY 2007 Re-Estimated	FY 2008 Budgeted
<b>AIRSIDE</b>			
Sig. Airline Landing Fees	4,275,912	4,500,000	4,968,674
Non-sig. Airline landing fees	91,209	100,000	158,742
Apron/Commuter/Overnight fees	893,499	900,000	998,766
Airfield services	46,935	40,000	50,000
Aviation Fueling	812,191	850,000	900,000
Miscellaneous Revenues	525,561	540,000	565,000
Sub-Total	6,645,307	6,930,000	7,641,182
<b>TERMINAL</b>			
Airline Terminal Rental signatory	13,240,739	13,000,000	12,839,762
Non-Signatory/per use fees	447,051	654,087	695,213
Car Rental Terminal Rents	234,845	224,000	224,000
Food and Beverage Concessions	1,711,078	1,750,000	1,800,000
News and Gift Concessions	2,094,839	2,200,000	2,200,000
Other Concessions	464,174	496,000	557,000
Tenant Equipment Charges	1,952,446	2,000,000	2,000,000
FAR 107/108 Reimbursements	476,690	0	0
Non-airline Rents and Misc.	584,973	510,000	527,500
Sub-Total	21,206,835	20,834,087	20,843,474
Terminal F.I.S.	19,447	20,000	20,000
<b>GROUND TRANSPORTATION</b>			
Automobile parking	16,702,463	17,000,000	18,000,000
Ground Rental	558,019	560,000	575,000
On-airport car rental	11,442,557	12,000,000	13,000,000
Off-airport car rental	123,214	125,000	130,000
Taxi/Limo	240,599	250,000	260,000
Miscellaneous Revenues	212,405	10,000	10,000
Sub-Total	29,279,257	29,945,000	31,975,000
<b>AVIATION SERVICES</b>			
Building/Hangar Rentals	776,951	985,000	1,000,000
Ground Rentals	1,630,343	1,600,000	1,700,000
Airline Catering	146,411	150,000	155,000
Aircraft Parking	0	0	0
Miscellaneous Revenues	84,372	84,300	86,000
Sub-Total	2,638,077	2,819,300	2,941,000
Air Cargo Facility	217,080	218,300	224,000
<b>NON-AVIATION SERVICES</b>			
Building Rentals	1,093,317	1,100,000	1,200,000
Ground Rentals	503,554	500,000	503,000
Miscellaneous Revenues	4,923	4,000	5,200
Sub-Total	1,601,794	1,604,000	1,708,200
Non-Aviation: Section 6	1,166,672	1,171,500	1,206,500
LANTANA AIRPORT	102,970	121,000	134,000
GLADES AIRPORT	7,638	7,500	16,000
NORTH COUNTY AIRPORT	1,150,251	1,247,300	1,249,300
ADMINISTRATION	2,716,665	1,389,000	1,155,500
Other	50,744	51,100	51,700
<b>TOTAL</b>	<b>66,802,737</b>	<b>66,358,087</b>	<b>69,165,856</b>



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Detail of Operation and Maintenance  
Expense and Debt Service

	FY 2006 Audited	FY 2007 Re-Estimated	FY 2008 Budgeted
DIRECT EXPENSES			
Airside	1,514,919	1,639,068	1,737,862
Terminal	11,017,714	12,078,625	13,968,366
Ground Transportation	6,896,631	7,294,132	8,408,597
Aviation	864,614	929,050	1,052,159
Non-Aviation	518,510	567,793	667,959
GA FIS Facility	25,265	18,527	20,668
Terminal FIS Facility	146,883	169,789	186,613
Lantana Airport	269,399	320,272	353,502
Glades Airport	464,586	510,043	554,451
North County Airport	996,658	1,175,463	1,268,401
Air Cargo Building	79,138	91,675	108,767
Tenant Equipment	885,524	1,006,576	1,078,426
Sub-Total	23,679,839	25,801,011	29,405,770
INDIRECT EXPENSES			
Admin and Ops	6,850,564	7,080,451	7,594,525
Maintenance	3,150,189	3,234,731	3,806,585
Fire Department	5,777,600	6,039,144	6,254,996
Sub-Total	15,778,353	16,354,326	17,656,106
TOTAL EXPENSES	39,458,192	42,155,337	47,061,876
Debt Service-Total			
Airside	1,160,013	1,146,962	1,152,939
Terminal	5,763,031	5,698,194	5,727,885
Ground Transportation	3,934,132	6,050,233	6,063,946
Other	1,182,712	1,169,405	1,175,499
Tenant Equipment	1,179,128	1,165,862	1,171,937
Total Debt Service	13,219,015	15,230,656	15,292,206
Debt Service-signatory Airlines			
Airside	1,160,013	1,146,962	1,152,939
Terminal	5,763,031	5,698,194	5,727,885
Tenant Equipment	1,179,128	1,165,862	1,171,937
Total Debt Service-signatory airlines	8,102,171	8,011,018	8,052,761

Attachment to Exhibit "E"  
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Palm Beach County-Department of Airports  
Rate and Fee Schedule  
for the period October 1, 2007 through September 30, 2008

Deposit to the Transfers Account

	Budgeted FY 2007	Reestimated FY 2007	Budgeted FY 2008
Airline Revenues	21,237,222	21,154,087	21,661,156
Non-airline Revenue	43,433,700	45,204,000	47,504,700
Prior Year Transfer	5,242,573	5,242,573	5,655,115
	<u>69,913,494</u>	<u>71,600,660</u>	<u>74,820,971</u>
LESS:			
O & M Expense	43,635,224	42,155,337	47,061,876
O & M Reserve	630,104	449,524	817,757
Debt Service	15,292,206	15,230,656	15,292,206
Debt Service Reserve	0	0	0
Amortization Charges	854,912	854,912	900,107
R & R Allowance	1,600,000	1,600,000	1,680,000
Subordinated Debt payments	1,250,000	0	0
Funds Remaining	<u>6,651,048</u>	<u>11,310,231</u>	<u>9,069,026</u>
Credit to Airlines	3,325,524	5,655,115	4,534,513
 Detail of Transfers Account			
Tenant Equipment (Coverage)	292,984	291,465	292,984
Terminal Rentals	2,426,032	4,290,920	3,393,223
Landing Fees	606,508	1,072,730	848,306
Credit to Airlines	<u>3,325,524</u>	<u>5,655,115</u>	<u>4,534,513</u>



Attachment to Exhibit "E"  
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Palm Beach County-Department of Airports  
Rate and Fee Schedule  
for the period October 1, 2007 through September 30, 2008

Budgeted Terminal Space summary for FY 2008  
Dated as of: June 1, 2007

Type of Space	Ticket Counter		Upper Level Offices		VIP Rooms	Hold Rooms	Bag Claim	Concourse Areas		Bag Make-Up	Curbside Office	Bag Svc Office	Operations Area	Commuter Operating Area		Tug Drive	Airline Total	Non-Airline	Total				
	Sq. Ft.	(1)*[1]	Sq. Ft.	(2)*[1]				Sq. Ft.	(3)***[1]					Sq. Ft.	(4)*[2]					Sq. Ft.	(4)*[1]	Sq. Ft.	(5)***[2]
	Sq. Ft.	(1)*[1]	Sq. Ft.	(2)**[1]				Sq. Ft.	(3)***[1]					Sq. Ft.	(4)*[1]					Sq. Ft.	(4)*[1]	Sq. Ft.	(5)***[2]
AirTran	462.00		879.2			2,714.98				763.4	89.36	0	100.59				5,009.53		5,009.53				
American	576.18		1,089.89			2,714.98				1,145.10	90.64	357.00	1,809.59				7,783.38		7,783.38				
Continental	1,358.50		2,324.99			5,858.73				4,453.13	144.00	719.90	2,990.92				17,850.17		17,850.17				
Delta	2,148.00		4,049.24		4,619.00	9,924.73				5,326.36	192.00	805.76	12,116.54				39,181.63		39,181.63				
JetBlue	969.40		867.49			2,970.18				2,850.00	192.00	223.24	4,699.22				12,771.53		12,771.53				
Northwest	711.26		649.77			2,478.84				1,781.25	93.28	345.63	1,900.00				7,960.03		7,960.03				
Southwest	1,149.50		1,859.27			3,377.12				1,375.04	90.64	222.18	4,269.94				12,343.69		12,343.69				
United	665.00		1,164.00			2,714.98				2,078.13	96.00	179.43	450.21				7,347.75		7,347.75				
US Airways	1,331.00		2,580.51			4,167.40				4,156.25	280.00	532.75	4,967.31				18,015.22		18,015.22				
Unassigned	1,975.66		5,179.57		3,878.96	16,564.66				5,180.70	101.36	0.00	7,280.00				45,695.19		45,695.19				
Unassigned new Concourse C						6,500.00											13,780.00		13,780.00				
Space Sub-Total	11,346.50		20,643.93		8,497.96	59,986.60			29,109.36	1,369.28	3,385.89		53,398.60				187,738.12		187,738.12				
Joint Use Space								30,557.68	40,017.73						4797.73	26,698.74	102,071.88		102,071.88				
Airline Total Space	11,346.50		20,643.93		8,497.96	59,986.60			29,109.36	1,369.28	3,385.89		53,398.60				289,810.00		289,810.00				
Concessions/Non-Airline Rental																							
County-Gate B-2						3,379.89											55,088.56		55,088.56				
Sub-Total Rentable	11,346.50		20,643.93		8,497.96	63,366.49			29,109.36	1,369.28	3,385.89		53,398.60				289,810.00	58,468.45	348,278.45				
Unenclosed Areas																							
FIS Space																	22,876.00		22,876.00				
Public Areas																	28,170.30		28,170.30				
Administration Areas																	126,376.57		126,376.57				
Mechanical/Utility																	21,813.23		21,813.23				
Sub-Total Non-rentable																	45,614.50		45,614.50				
Total Terminal Area	11,346.50		20,643.93		8,497.96	63,366.49			29,109.36	1,369.28							289,810.00	303,319.05	593,129.05				

Notes

1. Numbers in parentheses designate type of space for rate setting, see Exhibit E

2. Ticket counters, ticket offices, bag make-up and curbside offices are collectively referred to as "Ticket Facilities"

3. \* Indicates *Exclusive* Use Premises.

4. \*\* Indicates *Preferential* Use Premises.

5. \*\*\* Indicates *Joint* Use Premises.

Attachment to Exhibit "E"  
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Palm Beach County-Department of Airports  
Rate and Fee Schedule  
for the period October 1, 2007 through September 30, 2008

Budget Summary of Gates and Aircraft Parking Apron  
Dated as of: July 1, 2007

	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
Independence jetBlue						0
Northwest	2	B-8,10	1	B-14	2	250
Southwest	2	B-3,5			1	175
United			1	C-10	2	250
USAirways	2	B-7,9	1	B-11	1	175
County			1	B-2	3	425
Unassigned	3	B-1,12, C-8	4	C-5,7,9,12	1	175
Unassigned new Concourse C	3	C-x,x,x			7	1,075
					3	375
Sub-Total	12		16		28	4,300
Commuter Apron						660
Total Apron						4,960

Notes:

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