

**EXHIBIT "E"**  
**to Signatory Airline Agreement for**  
**Palm Beach International Airport**

**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. Airfield Cost Center means the Direct Cost Center further described in **Table E-6** of this Exhibit "E".
2. 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 Transportation Company's Preferential Use Premises. Three (3) types of Aircraft Parking Fees are imposed 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.
3. Amortization Charges means the annual amount to recover Capital Expenditures that are paid for with County funds exceeding Three Hundred Thousand Dollars (\$300,000). 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.
4. Baggage Handling System (BHS) Cost Center means the Direct Cost Center further described in **Table E-6** of this Exhibit "E".
5. Baggage Handling System (BHS) Fee means a fee assessed by County on a per Enplanement basis for use of the Baggage Handling System.
6. Commuter Operating Charge means a charge assessed by County for the use of the Commuter Operating Area.
7. 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.
8. 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.
9. Debt Service Coverage means twenty five percent (25%) of Debt Service in a Rate Setting Period.
10. Debt Service Reserve Requirement has the meaning set forth in the Bond Resolution.
11. Direct Cost Centers includes the Cost Centers listed in **Table E-6** of this Exhibit "E".
12. Federal Inspection Services (FIS) Facility Fee means a fee assessed by County for use of the FIS Facility by an Air Transportation Company transporting international passengers.
13. 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-2005-0457, as now or hereafter amended or superseded, or any other fee or charge based upon fuel flowage used to recover facility costs.
14. Indirect Cost Centers includes the Cost Centers listed in **Table E-7** of this Exhibit "E".
15. Joint Use Charges means the total charges imposed for use of the Joint Use Premises.
16. Landing Fee means a fee assessed by County on Air Transportation Companies based on the Landed Weight of each Revenue Landing.

17. 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.
18. Non-amortized Capital Expenditures means Capital Expenditures funded with County funds of Three Hundred Thousand Dollars (\$300,000) or less.
19. Non-signatory Airline means an Air Transportation Company operating at the Airport that is not a Signatory Airline.
20. Operation and Maintenance 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.
21. 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.
22. Other Indebtedness means any debt other than Bonds incurred by County for Airport purposes.
23. Per Use Gate Charge means a charge assessed by County for each use of an unassigned aircraft gate facility for a period not to exceed two (2) hours. The gate facility includes holdroom, loading bridge, pre-conditioned air, and 400 Hertz systems. Per Use Gate Charges shall not apply to the use of gate facilities that are included in an Air Transportation Company's Preferential Use Premises pursuant to an agreement with County.
24. 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 Transportation Company's Preferential Use Premises pursuant to an agreement with County.
25. Rate Setting Period means the Fiscal Year for which the rates, fees and charges are being calculated hereunder.
26. 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 (1800) 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 Transportation Company's rates and charges regardless of the actual physical dimensions of each holdroom.
27. Standard Ticket Counter Square Footage means a uniform measurement of two hundred sixty (260) 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.
28. Terminal Cost Center means the Direct Cost Center further described in **Table E-6** of this Exhibit "E".
29. 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.
30. Total Rentable Space has the meaning set forth in **Attachment E-2** to this Exhibit "E".

## **SECTION II - RATE CALCULATIONS**

1. Explanation of Rate Calculation Line Items. The following items are included in the calculation of Terminal Rental Rate, Landing Fee Rate and Baggage Handling System Rate for each Rate Setting Period:
  - 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 on the basis of 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".
  - 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.

- 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 on the basis of 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 Palm Beach International Airport System Taxable Revenue Refunding Bonds Series 2006B (Series 2006B) shall be allocated as provided in **Table E-1** below. Annual Debt Service costs for the Palm Beach International Airport System Revenue Bonds Series 2006A and 2016 (Series 2006A and Series 2016) shall be allocated one hundred percent (100%) to the Ground Transportation Cost Center. Debt Service costs for future bond issues/series, if any, shall be allocated by the Department based on the estimated benefits to the various cost centers.

<b>Cost Center</b>	<b>Allocation</b>
Airfield	10%
Terminal	58%
Ground Transportation	22%
Other	10%
Total	100%

- D. Debt Service Coverage. This line item includes Debt Service Coverage attributable to the Terminal, Airfield, or Baggage Handling System Cost Centers.
- 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.
- F. Non-amortized Capital Expenditures. This line item includes Non-amortized Capital Expenditures attributable to the Terminal, Airfield, or Baggage Handling System Cost Centers.
- G. Amortization Charges. This line item includes Amortization Charges attributable to the Terminal, Airfield, or Baggage Handling System Cost Centers.
- H. Total Requirement. The Total Requirement is the sum of the following line items: Operation and Maintenance Expenses, Operation and Maintenance Reserve, 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.
- I. Credits. Credits to the Airfield Total Requirement include Non-signatory Airline and General Aviation Landing Fee Revenues, Airfield services Revenues, Fuel Flowage Fees and the prior period Debt Service Coverage. Credits to the Terminal Total Requirement include Per Use Gate Charges, Per Use Ticket Counter Charges, FIS Facility Fees and the prior period Debt Service Coverage. Credits to the Baggage Handling System Total Requirement include the prior period Debt Service Coverage, if any.
- J. Net Requirement. The Net Requirement equals Total Requirement minus Credits.

2. Calculation of Terminal Rental, Landing Fee and Baggage Handling System Rates. 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.

A. Terminal Rental Rate. The Terminal Rental Rate shall be determined by dividing the Terminal Rental Net Requirement by the projected Total Rentable Space. The methodology for calculating the Terminal Rental Rate is set forth in **Table E-2** below. The Terminal Rental Rate Calculation for the current Fiscal Year is set forth in **Attachment E-1, Statement of Rates**, to this Exhibit "E".

<b>Table E-2. Terminal Rental Rate Calculation</b>	
<b>Line Item</b>	<b>(See Section II(1) above for corresponding descriptions)</b>
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
Terminal Rental Rate (per square foot)	$L=J/K$

B. Landing Fee Rate. The Landing Fee Rate shall be determined by dividing the Airfield Net Requirement by the projected Landed Weight of all Signatory Airlines ("Signatory Landed Weight"). The methodology for calculating the Landing Fee Rate is set forth in **Table E-3** below. The Landing Fee Rate Calculation for the current Fiscal Year is set forth in **Attachment E-1, Statement of Rates**, to this Exhibit "E".

<b>Table E-3. Landing Fee Rate Calculation</b>	
<b>Line Item</b>	<b>(See Section II(1) above for corresponding descriptions)</b>
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	$J=H-I$
Signatory Landed Weight	K
Landing Fee Rate (per 1,000 lb.)	$L=J/K$

- C. Baggage Handling System Fee Rate: The Baggage Handling System Fee Rate shall be determined by dividing the Baggage Handling System Net Requirement by the projected Total Enplanements. The methodology for calculating the Baggage Handling System Fee Rate is set forth in **Table E-4** below. The Baggage Handling System Fee Rate Calculation for the current Fiscal Year is set forth in **Attachment E-1, Statement of Rates**, to this Exhibit "E".

<b>Table E-4. Baggage Handling System Fee Rate Calculation</b>	
<b>Line Item</b>	<b>(See Section II(1) above for corresponding descriptions)</b>
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
BHS Fee Rate (per Enplanement)	$L=J/K$

3. Calculation of Joint Use Charges. Joint Use Charges shall be an amount equal to the product of the Terminal Rental Rate for the Rate Setting Period multiplied by total square footage of the Joint Use Premises. Each Air Transportation Company's share of Joint Use Charges shall be determined by allocating the cost based on each Air Transportation Company's projected relative share of Enplanements for the upcoming Rate Setting Period.
4. Miscellaneous Fees and Charges.
- A. Commuter Operating Charge. Any Air Transportation Company using the Commuter Operating Area will be assessed a fee based on the Total Passengers, as established by the Department to maximize Revenues while maintaining a reasonable cost per passenger for commuter operations.
- B. FIS Facility Fee. The FIS Facility Fee shall be equal to the sum of Operation and Maintenance Expenses, Debt Service, Debt Service Coverage, Debt Service Reserve Requirement, Operation and Maintenance Reserve, 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.
- C. Per Use Gate Charge. The Per Use Gate Charge shall be equal to the product of the Terminal Rental Rate multiplied by the Standard Holdroom Square Footage (1,800 square feet) divided by an assumed usage (2.5 times per day). An electric surcharge shall be payable as determined by the Department and may be modified annually.
- D. Per Use Ticket Counter Charge. The Per Use Ticket Counter Charge shall be equal to the product of the Terminal Rental Rate multiplied by the Standard Ticket Counter Square Footage two hundred sixty (260) square feet) divided by the product of eight (8) (i.e., the average number of uses per month) multiplied by twelve (12) months.
- E. Overnight Remote Aircraft Parking Fee. Any Air Transportation Company parking an aircraft in a Remote location Overnight shall be charged a fee per Overnight period as established by the Department.
- F. Overnight Gate Aircraft Parking Fee. Any Air Transportation Company parking an aircraft Overnight at an aircraft gate, which is not licensed to such Air Transportation Company on a Preferential Basis, shall be charged a fee per Overnight period as established by the Department.
- G. Transient Remote Aircraft Parking Fee. Any Air Transportation Company parking an aircraft in a Remote location shall be charged a fee per Transient period as established by the Department.

**SECTION III - REVENUE SHARING**

1. Revenue Sharing. Revenue Sharing shall be calculated by County in accordance with this Section.
  - A. Net Remaining Revenues. For purposes of this Section, Net Remaining Revenues shall be calculated after 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.
  - B. Revenue Sharing Percentage. The percentage of Revenue Sharing for all Signatory Airlines shall be equal to thirty five percent (35%).
  - C. Total Revenue Sharing Amount. The Signatory Airlines' total Revenue Sharing Amount shall be an amount equal to the Net Remaining Revenues after Settlement, if any, multiplied by the Revenue Sharing Percentage (35%).
  - D. Total Terminal Revenue Sharing Amount. The total Terminal share of the Signatory Airlines' 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 and Landing Fee Revenues prior to calculating Revenue Sharing.
  - E. Total Airfield Revenue Sharing Amount. The total Airfield share of the Signatory Airlines' 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 and Landing Fee Revenues prior to calculating Revenue Sharing.
  - F. 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.
  - G. 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.
  - H. 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-5. The methodology for calculating each Signatory Airline's (including Airline's) share of Revenue Sharing is set forth in **Table E-5** below.

<b>Table E-5. Signatory Airline Revenue Sharing Calculation</b>	
<b>Line Item</b>	<b>(See Section III(1) above for corresponding descriptions)</b>
Net Remaining Revenues (calculated after Settlement)	A
Revenue Sharing Percentage (All Signatory Airlines)	B
Total Revenue Sharing Amount (All Signatory Airlines)	C=A*B
Total Terminal Revenue Sharing Amount (All Signatory Airlines)	D=C*Terminal Revenue %
Total Airfield Revenue Sharing Amount (All Signatory Airlines)	E=C*Airfield Revenue %
Airline's Terminal Revenue Sharing Amount (Individual Signatory Airline)	F=D*Airline's % of total Enplanements
Airline's Airfield Revenue Sharing Amount (Individual Signatory Airline)	G=E*Airline's % of total Landed Weight
Airline's Total Revenue Sharing Amount (Individual Signatory Airline)	H=F+G

**SECTION IV - MISCELLANEOUS**

1. Airline Incentive Agreement. Any Air Transportation Company 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-6** below.

<b>Table E-6. Direct Cost Centers</b>	
<b>Cost Center</b>	<b>Description of Area Included or Functional Activity</b>
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.
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.
General Aviation FIS Facility	The FIS building located on the south side of the Airport.
Lantana Airport (LNA)	All properties and areas associated with Palm Beach County Park Airport (" <u>Lantana Airport</u> ").
Pahokee Airport (PHK)	All properties and areas associated with Palm Beach County Glades Airport (" <u>Pahokee Airport</u> ").
North County Airport (F45)	All properties and areas associated with the North Palm Beach County General Aviation Airport (" <u>North County Airport</u> ").

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-7** below.

<b>Table E-7. Indirect Cost Centers</b>	
<b>Cost Center</b>	<b>Description of Area Included or Functional Activity</b>
Administration and Operations	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.
Fire and Rescue	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.

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 on the basis of 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 on the basis of 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-8** below.

<b>Cost Center</b>	<b>Allocation</b>
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 2018**

(October 1, 2017 through September 30, 2018)

**SECTION I – FY 2018 SUMMARY of RATES**

1. Terminal Rental Rate. \$73.29 per square foot.
2. Landing Fee Rate. \$1.68 per 1,000 pounds of Landed Weight.
3. Baggage Handling System Fee Rate: \$0.84 per Enplaned Passenger.
4. Commuter Operating Charge Rate: \$2.00 per each passenger (Total Passengers) using the Commuter Operating Area.
5. Federal Inspection Services (FIS) Facility Fee Rate: \$2.45 per international Deplaned Passenger requiring FIS processing.
6. Per Use Terminal Charges:
  - a. Base Gate/Holdroom Charge Rate: \$145.00 per two (2) hour use, or any portion thereof, plus \$25 for electric surcharge.
  - b. Per Use Ticket Counter Charge Rate: \$118.00 per two (2) hour use, or portion thereof, of ticket counter area.
  - c. CUPPS Charge: \$30.00 per two (2) hour use, or portion thereof, to use the Common Use Passenger Processing System either at the ticket counter or gate location.
7. Aircraft Parking Fee Rates:
  - a. Overnight Remote Aircraft Parking Fee Rate: \$125.00 for each Overnight use of Remote aircraft parking area.
  - 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: \$50.00 for each Transient use of Remote aircraft parking area.

**SECTION II – FY 2018 RATE CALCULATIONS TABLE**

**Terminal Rental Rate Calculation**

Operation and Maintenance Expenses	A	\$21,531,974
Operation and Maintenance Reserve Charge	B	91,457
Debt Service	C	1,983,779
Debt Service Coverage (25%)	D	495,945
Debt Service Reserve Requirement	E	0
Non-amortized Capital Expenditures	F	79,500
Amortization Charges	G	2,724,940
Terminal Total Requirement	H=A+B+C+D+E+F+G	\$26,907,595
Less: Credits to Terminal Total Requirement	I	\$1,145,266
Terminal Net Requirement	J=H-I	\$25,762,328
Total Rentable Space	K	351,500
<b>Terminal Rental Rate (per square foot)</b>	<b>L=J/K</b>	<b>\$73.29</b>

**Landing Fee Rate Calculation**

Operation and Maintenance Expenses	A	\$7,708,705
Operation and Maintenance Reserve Charge	B	59,204
Debt Service	C	342,031
Debt Service Coverage (25%)	D	85,508
Debt Service Reserve Requirement	E	0
Non-amortized Capital Expenditures	F	246,500
Amortization Charges	G	294,570
Airfield Total Requirement	H=A+B+C+D+E+F+G	\$8,736,518
Less: Credits to Airfield Total Requirement	I	\$2,810,776
Airfield Net Requirement	J=H-I	\$5,925,742
Signatory Landed Weight	K	3,530,250
<b>Signatory Landing Fee Rate (per 1,000 lb.)</b>	<b>L=J/K</b>	<b>\$1.68</b>

**Baggage Handling System Fee Rate Calculation**

Operation and Maintenance Expenses	A	\$2,121,628
Operation and Maintenance Reserve Charge	B	\$353,605
Debt Service	C	\$0
Debt Service Coverage (25%)	D	\$0
Debt Service Reserve Requirement	E	\$0
Non-amortized Capital Expenditures	F	\$0
Amortization Charges	G	\$237,553
BHS Total Requirement	H=A+B+C+D+E+F+G	\$2,712,785
Less: Credits to BHS Total Requirement	I	\$0
BHS Net Requirement	J=H-I	\$2,712,785
Total Enplanements	K	3,238,450
<b>BHS Fee Rate (per enplanement)</b>	<b>L=J/K</b>	<b>\$0.84</b>

**ATTACHMENT “E-2”  
TO EXHIBIT “E”**

**TOTAL RENTABLE SPACE  
FISCAL YEAR 2018**

**Airline Rentable Space**

Airline Preferential Space

Ticket Counter		12,166
Ticket & Upper Level Offices		16,814
VIP Rooms		7,249
Hold Rooms		50,400
Curbside Office		1,302
Bag Service Office		3,243
Operations Area		57,595

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Total Airline Preferential Space	[A]	148,769
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Airline Joint Use Space

Bag Claim		33,618
Concourse Circulation		0
Bag Make-up		59,027
Commuter Operating Area		0
Tug Drive		0

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Total Airline Joint Use Space	[B]	92,645
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<b>Total Airline Rentable Space</b>	<b>[C] = [A + B]</b>	<b>241,414</b>
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Other Rentable Space

Concessions		57,690
TSA		39,587
Commuter Operating Area		4,829
Tenant Common Area		7,466
Tenant Shared Area		514

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Total Other Rentable Space	[D]	110,086
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<b>Total Rentable Space</b>	<b>[E] = [C + D]</b>	<b>351,500</b>
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