

AGENDA REPORT

Ordinance: Approval of Proposed Fiscal Year 2017-18 Airline Landing Fee Rates, Terminal Space Rental Rates, and Other Fees, and Amendment and Restatement of Port Ordinance No. 3634. **(Aviation)**

MEETING DATE: 6/22/2017

AMOUNT: \$86.8 million Estimated Annual Rates & Charges Revenue (\$34.9 million in Airline Landing Fee Revenues, \$48.8 million in Airline Terminal Rentals and Use Fees, and \$3.1 million in Non-Airline Terminal Rentals)

PARTIES INVOLVED: Various Passenger and Cargo Airlines, and Other Commercial Tenants, Using the Airfield Ramps and Runways, and Occupying Space Within the South Field Terminal Complex at Oakland International Airport

SUBMITTED BY: Bryant L. Francis, C.M. Director of Aviation

APPROVED BY: J. Christopher Lytle, Executive Director

ACTION TYPE: Ordinance

EXECUTIVE SUMMARY

This action would give first reading to an ordinance amending and restating Port Ordinance No. 3634, as previously amended, relating to Landing Fee Rates, Terminal Space Rental Rates and Other Fees assessed to all scheduled, charter and itinerant passenger and cargo airlines, and charged to many other tenants occupying space within the Terminal Complex or utilizing the airfield at Oakland International Airport.

BACKGROUND

All scheduled, charter and itinerant passenger and cargo airlines using Oakland International Airport ("OAK" or the "Airport") are required to pay Airline Rates and Charges ("Rates & Charges") in accordance with the Board's Ordinance No. 3634. Most airlines operating at OAK have entered into an *Airline Operating Agreement*¹. A 25% surcharge, set forth by the same ordinance, typically applies to air carriers that are not party to the *Airline Operating Agreement* (i.e. non-signatory).

¹ "Signatory" airlines are those airlines who have executed the Port's standard form *Airline Operating Agreement* and are members of the Airport Airline Affairs Committee (AAAC). The AAAC member airlines have agreed to accept a July 1st effective date for Rates & Charges even if such date would be retroactive to the effective date of the applicable Board-adopted ordinance.

The Port of Oakland (“Port”) Board of Port Commissioners establishes Rates & Charges by ordinance on a fiscal year basis. The Rates & Charges proposed in this Agenda Report will be effective July 1, 2017 for signatory airlines and will be effective October 1, 2017 for non-signatory airlines and other non-airline tenants.

For Rates & Charges purposes, the Airport is divided into several cost centers. The passenger terminal areas (“Terminal”); the airfield, runways and taxiway areas (“Airfield”); and contract fueling activities are airline-supported cost centers based on the total airline requirement for each airline supported cost center. The airlines have no financial responsibility for OAK’s other cost centers (such as Ground Access, Cargo, Leased Areas and others).

Rates & Charges for the Terminal and the Airfield cost centers are set annually by the Board at the beginning of each Fiscal Year based on budgeted expenses in the upcoming Fiscal Year; however, rates may be adjusted more frequently.

To determine Rates & Charges, Port staff summarizes the direct and indirect expenses allocable to each of the cost centers for the pending Fiscal Year. The following are included in the calculation of each cost center requirement:

- (i) Operating and Maintenance Expenses: Including surpluses and/or deficits from prior years (true-ups);
- (ii) Allocated Capital Costs: To the extent the proceeds of any Senior Lien Bonds, Intermediate Lien Bonds or CP Notes were spent on such facilities, an allocated capital cost equal to 1.25 times debt service on the applicable Senior Lien Bonds and 1.10 times debt service on the applicable Intermediate Lien Bonds and CP Notes; and,
- (iii) Amortization Charge: Repayment, over the life of the asset, for Airport capital investments funded with cash, plus an interest component.

The Landing Fee Rates are derived after subtracting airfield revenues from estimated airfield expenses and dividing the resulting Airline Airfield Requirement by projected landed weight² for both cargo and passenger airlines.

Each year, Port staff meets with the AAAC member airlines to discuss the proposed Rates & Charges and to answer pertinent questions. This year’s meeting was held on May 16, 2017. Based upon Aviation’s proposed FY2017-18 budget and the AAAC member airlines’ concurrence obtained at that meeting, staff recommends approval of the proposed Rates & Charges for FY2017-18 as detailed in the Analysis and Appendix A –Schedule of Landing Fee Rates and Terminal Space Rental Rates.

ANALYSIS

The proposed FY2017-18 Rates & Charges described in this Agenda Report are based on:

- The Port’s FY2017-18 Budget for OAK’s Airfield and Terminal Cost Centers;

² Early in the budget-development cycle, Aviation staff estimates future airline flight activity based on current activity, aircraft types, and projected air service into the new fiscal year. This activity is converted into aircraft “landed weights” and conveyed to each Signatory Airline for confirmation or correction. All estimates are added together to equal the total “projected landed weight” for cargo and passenger airlines.

- FY2015-16 true-up adjustments based on FY2015-16 actual results in the Airfield and Terminal Cost Centers; and,
- A portion of FY2014-15 Airfield and Terminal Cost Centers true-up adjustments, which were spread over two years.

The overall FY2017-18 results are summarized below and compared to FY2016-17 Rates & Charges:

- Airfield Cost Center: \$3.3 million, or 10% increase in the Airline Airfield Requirement, partially offset by an 8% increase in estimated landed weight, which results in a 2% increase in the Landing Fee Rates;
- Terminal Cost Center: \$4.2 million or 10% increase in the Airline Terminal Requirement and corresponding 12% increase in Terminal Space Rental Rates.

FY2017-18 Changes to Rate-Setting Methodology

Over the past several months, staff evaluated the Port's rate-setting methodology, and determined the time is appropriate to implement several changes, described below, used to calculate the Rates & Charges with the goal to align the Port's methodology with industry best practices. The changes are as follows:

1. In prior years, the Airline Terminal Requirement was determined after subtracting all concession and other general terminal revenues (including certain car rental revenues) from the terminal expenses. For FY2017-18 Rates & Charges and beyond, Port staff proposes revising the calculation by establishing the Airline Terminal Requirement based on the airlines' proportionate share of the expenses attributable to the airlines' leased space, without any revenue credits. This proposed change has a minimal impact on the Terminal Space Rental Rates in FY2017-18 vs. the prior methodology.
2. In prior years, the Airline Airfield Requirement was determined after subtracting all South Field airfield revenues from the South Field airfield expenses. Starting in FY2017-18, staff is proposing the Airline Airfield Requirement will include expenses and revenues related to the North Field airfield activities. This proposed change has a minimal impact on the Landing Fee Rate vs. the prior methodology.
3. Starting in FY2017-18, all indirect costs would be allocated to cost centers as follows:
 - a. 50% of indirect costs would be allocated based on each cost center's share of operating revenues; and,
 - b. 50% of indirect costs would be allocated based on each cost center's share of direct operating expenses.

The prior method was to allocate all indirect costs based on each cost center's share of operating revenues. This change will result in approximately \$0.7 million increase in the Airline Airfield Requirement and will have a minimal impact on the Terminal Space Rental Rates.

Airfield Cost Center

FY2017-18, total Airfield expenses are estimated at \$41.1 million. The total true-up credit applied to the proposed Landing Fee Rates is \$1.1 million, which is the total of FY2014-15 and FY2015-16 surpluses, credited back to the airlines' rates. Additionally, the Airfield expenses are offset by estimated FY2017-18 non-airline airfield revenues of \$4.4 million. This results in a net FY2017-18 Airline Airfield Requirement of \$35.6 million, which is \$3.3 million higher than in FY2016-17.

The Landing Fee Rates are calculated by dividing the Airline Airfield Requirement by the projected FY2017-18 landed weight of 11.16 billion pounds, an 8% increase over FY2016-17 budgeted landed weight.

The FY2017-18 Signatory Landing Fee Rate equals \$3.19 per thousand pounds of landed weight, a net 2% increase or 6¢, from a budgeted \$3.13 per thousand pounds of landed weight in FY2016-17.

CALCULATION OF SIGNATORY LANDING FEE RATE		
Total Airfield Cost Center Expenses	\$	41,096,231
Less: Non-Airline Airfield Revenues		(4,420,116)
Add: Prior Years' True-up		(1,096,350)
Airline Airfield Requirement	\$	35,579,765
Landed Weight (in 1,000 pounds)		11,158,383
Signatory Landing Fee Rate	\$	3.19

The Port granted approximately \$0.7 million in landing fee waivers in FY2017-18 for new air service, pursuant to the Domestic and International Air Service Marketing Incentive Programs.

Terminal Cost Center

FY2017-18, total Terminal expenses are estimated at \$70.0 million. Additionally, there is a \$0.7 million true-up charge, which is of the total of the FY2014-15 Terminal revenue deficit, offset by a surplus in FY2015-16. This results in a net FY2016-17 Airline Terminal Requirement of \$70.7 million.

To establish the Effective Average Terminal Rental Rate, the Airline Terminal Requirement is further adjusted for passenger loading bridge janitorial and maintenance expenses, totaling \$1.6 million, which are charged to the airlines for their use of the holdrooms and loading bridges, separate from the charges for terminal rents. The adjusted Airline Terminal Requirement of \$69.2 million is then divided by the total terminal leasable space of 242,410 square feet, resulting in FY2017-18 Effective Average Terminal Rental Rate of \$285.25 per square foot. The \$285.25 per square foot Effective Average Terminal Rental Rate is 12%, or \$29.91 per square foot, higher than the FY2016-17 rate of \$255.34 per square foot.

Calculation of Effective Average Terminal Rental Rate		
Total Terminal Cost Center Expenses	\$	70,023,853
Add: Prior Years' True-up		675,600
Total Terminal Requirement	\$	70,699,453
Less: Loading Bridge Requirement		1,551,687
Adjusted Terminal Requirement	\$	69,147,766
Leasable Terminal Space (Sq. Ft.)		242,410
Effective Average Terminal Rental Rate	A \$	285.25
Airline Leased Space	B	159,812
Airline Terminal Requirement	A*B \$	45,586,580

The Airline Terminal Requirement is calculated based on Airline Leased Space and Effective Average Terminal Rental Rate and is \$45.6 million in FY2017-18, which is \$4.2 million, or 10% higher than in FY2016-17.

In addition to the Airline Terminal Requirement, paid through terminal rentals, airlines pay gate use fees that include costs of loading bridges as well as common use holdrooms, which are budgeted at \$3.2 million in FY2017-18.

The Port also collects rental payments from non-airline terminal tenants, which are budgeted at \$3.1 million in FY2017-18.

Other Port Ordinance No 3634 Amendments

Port staff is proposing several revisions to Port Ordinance No. 3634, to be consistent with current practices and industry standards, as well as to simplify the fee structure. Staff has also revised or eliminated several categories of fees and charges, which are highlighted in Exhibit A. These changes aim at establishing a better cost recovery basis for user fees and streamlining the billing process. Below is a list of the revised and eliminated fees:

1. Ticket Counter Use Fee fixed at \$550 per four-hour use would be eliminated and replaced with a Common Use Fee per Operation, which will include a charge for the use of ticketing, baggage make-up, holdroom and a loading bridge. The Common Use Fee would be recalculated each fiscal year based on Terminal Rental Rates and projected total number of operations.
2. Terminal Use Fee per enplaning passenger will be eliminated and replaced with the Common Use Fee per Operation.
3. The Secondary Use Fees per enplaning passenger are eliminated and replaced with the Secondary Use Fee per Operation, which will have three tiers based on the operating aircraft seat capacity.
4. Security Fee for Non-Based Airlines per Enplaning Operation is eliminated and replaced with the Non-Signatory Common Use Fee per Operation.
5. Since April 1, 2001, OAK has been charging a per person fee for deplaning (arriving) passengers to partially defray the costs of constructing and operating the International Arrivals Building ("IAB"). Initially, the fee was \$7.00 per person, but increased to \$10 effective January 1, 2003 to cover approximately \$1.4 million in minor construction, infrastructure modifications and equipment purchases to the IAB. As previously authorized by the Board, the IAB is undergoing a major capital improvement project valued at approximately \$45 million to increase the reliability and functionality of the dated facility and to better serve OAK's growing international market. This project is being funded primarily through PFCs, but the Port must pay its portion of matching funds. Staff proposes increasing the fee to \$12 per person, which is deemed the highest to remain competitive, but below cost recovery.
6. The discount in the Landing Fee Rates previously offered for training and certain other non-revenue landings, is proposed to be eliminated; such landings will pay the applicable proposed Landing Fee Rates on Attachment A. The waiver of landing fees

for aircraft that take off from OAK and then return because of weather, mechanical or operating causes, or any other emergency, will remain unchanged.

7. As discussed in the next subsection (South Field Aircraft Parking Fees), all aircraft operators pay aircraft parking fees. In reviewing Ordinance No. 3634, staff has determined that there are some minor errors in the multiple tables specifying these parking fees, which should be corrected. Neither the “Monthly Rate” or the “8-Hour Rates” will be changed; just the “Maximum Total Daily Rate” will be corrected.

For instance, in the table in Section 9.a.(1), for an aircraft of 40 feet or less, the first 8 Hours is \$6.00, each additional 8 Hours is \$3.00, so the total should be \$12.00 (\$6.00 + \$3.00 + \$3.00 = \$12.00); not the \$8.00 shown in the Maximum Total Daily Rate column. Other line items are correct; the table in Section 9.b.(1), for an Airbus A300-600, the combined rate of \$733 (\$369 + \$182 + \$182 = \$733) equals the \$733 shown in the Maximum Total Daily Rate column. These corrections will have minimal impact on revenue since the rates are used infrequently, but the restated Ordinance should be accurate.

South Field Aircraft Parking Fees

Pursuant to Port Ordinance No. 3634, all aircraft operators pay aircraft storage fees for the time those aircraft are parked on the airfield or at the Terminal Complex. Fees are established in eight (8) hour intervals, and on a daily or monthly basis, and based on wingspan or nose-to-tail length. Rates for passenger aircraft are significantly less than for cargo aircraft, and the fee is waived for the first three (3) hours for passenger airlines. In addition, rates between North Field and South Field are not consistent. Finally, these rates have not been adjusted since at least April 2001 when Port Ordinance No. 3634 was initially adopted by the Board.

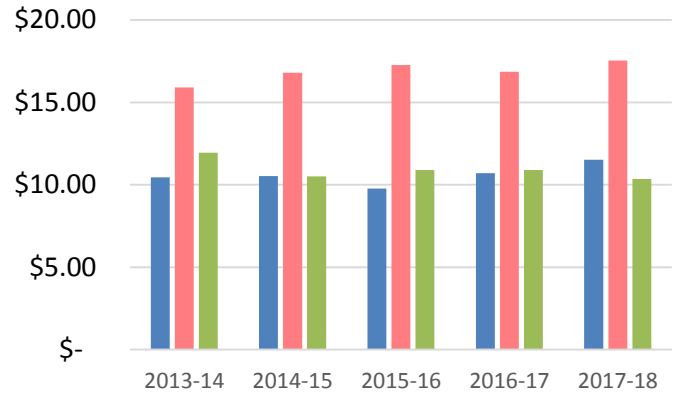
For FY2016-17, staff recommended and the Board approved a one-year abeyance of Port Ordinance No. 3634 as it relates to passenger and cargo aircraft parking fees at the South Field for signatory airlines. Parking Rates for itinerant airline aircraft on the South Field, and all North Field parking rates, remain applicable. As Port staff continues to research the viability of charging the commercial airlines for aircraft parking, and evaluate and rationalize the aircraft parking rate structure, we recommend a continuance of the abeyance of these specific aircraft parking fees. This abeyance would decrease revenue by approximately \$150,000 and increase the proposed Landing Fee Rates by about 1¢.

Impact of Proposed Rates & Charges. Cost Per Enplaned Passenger (CPE)³ is a commonly used metric for comparing airport terminal and airfield expenses paid by passenger airlines. With the Rates & Charges proposed in this Agenda Report, budgeted FY2017-18 CPE for airlines serving OAK, and CPE for the prior three years at OAK, San Francisco International Airport (SFO) and Mineta San Jose International Airport (SJC) are summarized below:

³ As described above, airlines operating at OAK reimburse the Port for expenses associated with providing and maintaining the airfield and terminal facilities, less any non-airline revenues. The cost to the passenger airlines for operating at OAK can be divided by the number of enplaned passengers to compute the average airline CPE. The CPE can be compared to industry averages, other airports and other airline costs, and can be used by the Port to evaluate the financial impact on OAK’s airlines of increasing or decreasing airport operating expenses.

Fiscal Year	Cost Per Enplaned Passenger		
	OAK	SFO	SJC*
2017-18	\$11.51	\$17.54	\$10.36
2016-17	10.70	16.86	10.90
2015-16	9.77	17.26	10.90
2014-15	10.52	16.79	10.50
2013-14	10.44	15.91	11.95

*City of San Jose has established a "Rent Stabilization Fund" intended to offset the financial impact on rates and charges of its terminal development program.



Detailed Rates & Charges. The proposed Schedule of Landing Fee Rates and Terminal Space Rental Rates (including eight Categories of Terminal Space Rental Rates that make up the Effective Average Rental Rate) are shown on Attachment A.

BUDGET & STAFFING

Approval of the proposed FY2017-18 Rates & Charges will generate sufficient revenues for the Port to recover budgeted operating expenses, debt service payments and costs of completed capital improvements, funded with Port cash, in the Airfield (\$34.9 million) and Terminal (\$51.9 million) Cost Centers for FY2017-18. These revenues will be trued up against actual expenses, based on audited FY2017-18 financials.

The proposed action does not have any staffing impact.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

The matters contained in this Agenda Report do not fall within the scope of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) and the provisions of the MAPLA do not apply.

STRATEGIC PLAN

The action described herein would help the Port achieve the following goals and objectives in the Port's Strategic Plan

(<http://www.portofoakland.com/pdf/about/strategicPlan2011-2015.pdf>)

Goal A: Create Sustainable Economic Growth for the Port and Beyond

- Goal A: Objective 1: Maximize the use of existing assets.
- Goal A: Objective 3: Increase revenue, job creation and small business growth.

Goal D: Improve the Port's Financial Position

- Goal D: Objective 1: Improve cash position and debt service coverage ratio (DSCR).

LIVING WAGE

Living wage requirements, in accordance with the Port's Rules and Regulations for the Implementation and Enforcement of the Port of Oakland Living Wage Requirements (the "Living Wage Regulations"), do not apply because the requested action is not an agreement, contract, lease, or request to provide financial assistance within the meaning of the Living Wage Regulations.

ENVIRONMENTAL

This ordinance is exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15273 (a). CEQA does not apply to the establishment, modification, structuring, restructuring, or approval rates, tolls, fares, and other charges by public agencies which the public agency finds are the purpose of: (1) Meeting operating expenses, including employee wage rates and fringe benefits; (2) Purchasing or leasing supplies, equipment, or materials; (3) Meeting financial reserve needs and requirements; (4) Obtaining funds for capital projects necessary to maintain service within existing service areas; or (5) Obtaining funds necessary to maintain such intra-city transfers as are authorized by the city charter.

GENERAL PLAN

This action does not change the use of any existing facility, make alterations to an existing facility, or create a new facility; therefore, a General Plan conformity determination pursuant to Section 727 of the City of Oakland Charter is not required.

OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)

The Owner Controlled Insurance Program (OCIP) does not apply to the matters addressed by this Agenda Report as they are not capital improvement construction projects.

OPTIONS

1. Approve (i) the proposed Rates & Charges for Landing Fee Rates and Terminal Space Rental Rates for FY2017-18 – including revisions and elimination of certain fees specified in Ordinance No. 3634 – to recover Airfield Cost Center and Terminal Cost Center expenses budgeted in FY2017-18; (ii) the proposed increase for international arriving passengers from \$10.00 per person to \$12.00 person; (iii) the correction of the Maximum Total Daily Rate for certain aircraft storage/parking charges; and, (iv) for FY2017-18, holding in abeyance aircraft storage fees for signatory passenger and cargo airlines parking on the South Field. This is the recommended action. Or,
2. Do not approve (i) the proposed Rates & Charges for Landing Fee Rates and Terminal Space Rental Rates for FY2017-18 and maintain current rates, thereby undercharging Landing Fee Rates and undercharging the airlines and other tenants for Terminal Space Rental Rates, which will generate a revenue shortfall in the Airfield and Terminal Cost Centers; (ii) the proposed increase in the per person charge for international arriving passengers; (iii) the correction of certain aircraft storage/parking fees; and, (iv) the abeyance of aircraft storage fees for

signatory passenger and cargo airlines parking on the South Field, which would result in a slight decrease in the Landing Fee Rates.

RECOMMENDATION

It is recommended that the Board adopt an ordinance amending and restating Port Ordinance No. 3634, as previously amended, to:

- Establish the FY2017-18 Rates & Charges for Landing Fee Rates and Terminal Space Rental Rates as detailed on the attached schedule;
- Increase the per-person charge for international arriving passengers from \$10.00 per person to \$12.00 person;
- Correct minor errors in the Maximum Total Daily Rate for certain aircraft storage/parking charges; and,
- Hold in abeyance for FY2017-18 – for signatory passenger and cargo airlines – the aircraft storage fees specified in Sections 9.a.(1). 9.a.(3), 9.b.(1) and 9.b.(2),

All subject to the Port Attorney's review and approval as to form and legality.

\\portoakland.internal\users\JLS\bookmark\Documents\Rates & Charges\FY17-18\FY2017-18 Airline Rates and Charges Agenda Report.5 (2017-06-22).docx

ATTACHMENT A

SCHEDULE OF LANDING FEE RATES AND TERMINAL SPACE RENTAL RATES



New/Revised Fee

Eliminated Fee

<u>Landing Fees</u>	<u>Current Charges</u>	<u>Proposed – FY2017-18</u>
<u>Signatory Airlines/Based Tenant Aircraft Engaged in Commercial Operations</u>		
Landing Fee	\$ 3.13	\$ 3.19
Training Landing Fee	1.56	
Minimum Charge Per Landing	39.11	39.86
<u>All Other Aircraft</u>		
Landing Fee	3.91	3.99
Training Landing Fee	1.96	
Minimum Charge Per Landing	48.88	49.82
<u>Non-Based Airlines</u>		
Landing Fee	3.91	
Training Landing Fee	1.96	
Minimum Charge Per Landing	48.88	
<u>Terminal Space Rental Rates</u>		
	<u>Per Sq. Ft. Per Month</u>	<u>Per Sq. Ft. Per Month</u>
Category I: Ticket Counter Space	24.992	27.981
Category II: Office and Holdroom Space	22.493	25.183
Category III: Baggage Claim Space	19.993	22.385
Category IV: Baggage Make-Up Space	17.494	19.587
Category V: Ticket Counter Space (Common Use)	12.496	13.991
Category VI: Office Space (Common Use)	11.247	12.591
Category VII: Baggage Make-Up Space(Common Use)	8.748	9.793
<u>Other Charges</u>		
Holdroom, Loading Bridge	56,491.00 per month	61,651.00 per month
Common Use – Signatory		618.00
Common Use – Non-Signatory		773.00
Secondary Use Fees:		
Aircraft with over 90 seats		459.00
Aircraft with 31 to 89 seats		230.00
Aircraft with 30 seats and fewer		115.00
Secondary Use, Signatory, Based Airline with Holdroom	297.70 per enplaning operation	

Other Charges (Continued)**Current Charges****Proposed – FY2017-18****Secondary Use, Non-Signatory,
Based Airline with Holdroom****372.13
per enplaning operation****Secondary Use, Signatory, Based Airline
without Holdroom****2.29
per enplaning passenger****Secondary Use, Non-Signatory,
Based Airline without Holdroom****2.86
per enplaning passenger****Secondary Use,
Holdroom & Loading Bridge
Non-Based Airline****2.86
per enplaning passenger****Secondary Use, Signatory,
Affiliated Airline****2.29
per enplaning passenger**

Other Charges (Continued)**Current Charges****Proposed – FY2017-18****Secondary Use, Non-Signatory,
Affiliated Airline****2.86
per enplaning
passenger****Secondary Use, Signatory, Affiliated Airline
Using Small Aircraft****2.08
per enplaning passenger****Secondary Use, Non-Signatory,
Affiliated Airline Using Small Aircraft****2.60
per enplaning
passenger****Baggage Claim Area,
Non-Signatory Airline****1.83
per deplaning passenger****1.96
per deplaning passenger****Terminal Use Fee
Non-Based Airline****4.10
per enplaning passenger****Ticket Counter Use
Scheduled/Non-Scheduled-Int'l/Domestic****550.00
Per Aircraft turn****International Passenger FIS Facilities
Use Fee****10.00
Per Arriving Passenger****12.00
Per Arriving Passenger****Baggage Claim Monthly Charge, Terminal 1,
Signatory Airline****409,586.00
(Shared by all Terminal 1
Airlines, allocated by
%deplaning passengers in
Terminal 1)****458,577.00
(Shared by all Terminal 1
Airlines, allocated by
%deplaning passengers in
Terminal 1)****Baggage Claim Monthly Charge, Terminal 2,
Signatory Airline****311,138.00
(Shared by all Terminal 2
Airlines, allocated by
%deplaning passengers in
Terminal 2)****348,353
(Shared by all Terminal 2
Airlines, allocated by
%deplaning passengers in
Terminal 2)****Self-Service Check-In Unit (SSUs)****50.00
Per Unit Per Month****50.00
Per Unit Per Month****Airline Services Providers****Concession Office/Storage Space****\$ 4.374
Per Sq.Ft. Per Month****\$ 4.897
Per Sq.Ft. Per Month**

Other Charges (Continued)

All Airline Services Providers (except construction contractors) pay a Concession Fee of Ten Percent (10%) of Gross Revenue

Subject to a Minimum Monthly Fee:

- Operating at the South Field
- In-Flight Catering Services Providers
- Operating at the North Field

- Construction Contractors

Current Charges**Monthly Minimum Fee**

250.00

500.00

500.00

Fixed Annual Fee

500.00

Proposed – FY2017-18**Monthly Minimum Fee**

250.00

500.00

500.00

Fixed Annual Fee

500.00