

**BOARD OF PORT COMMISSIONERS
CITY OF OAKLAND**

PORT ORDINANCE NO. 4162

**AN ORDINANCE AMENDING PORT ORDINANCE NO. 3634, AS
AMENDED, RELATING TO LANDING AND TENANT TERMINAL
SPACE RENTAL FEES AT METROPOLITAN OAKLAND
INTERNATIONAL AIRPORT.**

WHEREAS the Board of Port Commissioners ("Board") has reviewed and evaluated the Agenda Report Item 6.2 ("Agenda Report") dated July 21, 2011 and related agenda materials, has received the expert testimony of Port staff, and has provided opportunities for and taken public comment;

BE IT ORDAINED by the Board of Port Commissioners of the City of Oakland as follows:

In acting upon this matter, the Board has exercised its independent judgment based on substantial evidence in the record and adopts and relies upon the facts, data, analysis, and findings set forth in the Agenda Report and in related agenda materials and in testimony received;

The charges for use of facilities and the provision of Aviation Fuel at the Metropolitan Oakland International Airport were, established pursuant to Port Ordinance No. 3634 adopted by the Board on April 3, 2001, and are hereby amended, consistent with the Agenda Report, as follows:

Section 1. Section 2 of Port Ordinance No. 3634 is hereby amended to read in full as follows:

"Section 2. Except as provided in Sections 3, 5 and 7 of this ordinance, or by a written agreement between the Port and an Airline Operator, or as may be waived pursuant to a marketing incentive policy authorized by the Port if such waiver is reflected in a written agreement between the Port and an Airline Operator, the following landing fees and operation charges are hereby established for each aircraft using the landing areas, including the helicopter landing areas, at the Airport:

a. (i) For Based Aircraft described in subsection (c) of this Section 2, and having a maximum gross landing weight of less than 12,500 pounds, the rate shall be \$40.91

per landing; provided, however, that effective October 1, 2011, if the operator of such Based Aircraft has not signed and returned the Port's Airline Operating Agreement, the rate shall be \$51.13 per landing until such Agreement has been signed and returned by the operator of such Based Aircraft.

(ii) For other Aircraft having a maximum gross landing weight of less than 12,500 pounds, the rate shall be \$51.13 per landing, except as hereafter set forth in subsection (c) of this Section 2.

b. For Aircraft having a maximum gross landing weight of more than 12,500 pounds, the rate shall be \$4.09 per 1,000 pounds of maximum gross landing weight per Aircraft, except as hereafter set forth in subsection (c) of this Section 2.

c. For aircraft operated by a Based Tenant Operator, a Certificated Airline Operator that is listed in the Official Airline Guide as providing scheduled service to and from the Airport, or an Airline Operator that leases or licenses a minimum of 20,000 square feet of land or ramp area on the South Field on at least a month-to-month basis, or that leases or licenses a minimum of 2,200 square feet of air cargo building space on the South Field on at least a month-to-month basis, the rate shall be \$3.27 per 1,000 pounds of maximum gross landing weight per Aircraft; provided however, that effective October 1, 2011, this subsection (c) shall not apply to any Airline Operator that has not signed and returned to the Port the Port's Airline Operating Agreement."

Section 2. Section 3 of Port Ordinance No. 3634 is hereby amended to read in full as follows:

"Section 3. A landing fee shall not be assessed against any Aircraft which, after taking off from the Airport, and without making a landing at any other airport, returns to land at the Airport because of meteorological conditions, mechanical or operating causes, or any other reason of emergency. The landing fee and operation charge for any other non-Revenue Landing, including but not limited to training and familiarization flights, of Aircraft operated by a Certificated Airline Operator are hereby established at \$1.64 for each 1,000 pounds of maximum gross landing weight per Aircraft landed by Certificated Airline Operators covered by Section 2c hereof and \$2.05 for each 1,000 pounds of maximum gross landing weight per Aircraft landed by Certificated Airline Operators covered by Section 2b hereof."

Section 3. Section 10.1 of Port Ordinance No. 3634 is hereby amended to read in full as follows:

"Section 10.1. Except as otherwise provided by a written agreement between the Port and an Airline Operator, the following charges for space rental or license of ticketing counters and related office, holding room and baggage area in the Terminal Buildings are hereby established:

a. Ticketing counter space in Buildings M-101, M-102 and M-130, \$14.688 per square foot per month;

b. Office space behind ticketing counters in Buildings M-101, M-102 and M-130 and in Buildings M-102, M-103, M-130, M-157, M-158, M-367, and XU70, \$13.219 per square foot per month;

c. Baggage claim area in Buildings M-101 and M-368, \$11.750 per square foot per month; and

d. Baggage make-up area, \$10.283 per square foot per month.

e. Ticket Counter Use - Airline Operators who lease or license any ticketing counter space on a per use basis to provide domestic or international scheduled or nonscheduled service to the Airport shall pay a use fee of \$550.00 per four-hour use. Such leasing or licensing of the ticketing counter space by an Airline Operator shall make such Airline Operator a Based Tenant Operator under this Ordinance.

f. Ticket Counter Use - Common Use, \$7.344 per square foot per month.

g. Office Space Use - Common Use, \$6.610 per square foot per month; and

h. Baggage Make-Up - Common Use, \$5.141 per square foot per month

i. Concession storage space in Buildings M-101, M-102, M-103, M-130, M-367 and M-368, \$2.570 per square foot per monthly."

Section 4. Section 10.2 of Port Ordinance No. 3634 is hereby amended to add the following:

"All Airline Operators that are Based Tenant Operators shall pay to the Port for the use of the baggage claim area and the baggage conveyor facilities a fee for passengers deplaning at the Airport from flights from which baggage is handled over and through such area or facilities. Said fee - as specified in **Schedule A** - shall be charged

based on the number of passengers onboard Airline Operator's Aircraft regardless of the number of such passengers who actually have their baggage handled over or through such area and facilities."

Section 5. Section 10.10(a) - (f) of Port Ordinance No. 3634 is hereby amended to read in full as follows:

"Section 10.10. All Airline Operators who are preferentially assigned the use of a ticketing unit and associated loading bridge gate in the second level of the Airport's Terminal I (Building M-103) and Terminal II (Buildings M-130 and M-367) shall pay to the Port a second level use fee in the sum of \$36,080.00 per month for each ticketing unit and associated loading bridge gate so assigned. Such assignment shall not include any specific seating areas, but shall include the right for assignee's passengers to use any of the common seating areas in said second level. The Airport General Manager shall have the right to secondarily assign any such ticketing unit and associated loading bridge gate to another Airline Operator, provided that such secondary assignee's use of said ticketing unit and associated loading bridge gate does not unreasonably interfere with the use of the preferential assignee. The fees for secondary use shall be as follows:

a. Based Tenant Operator with Holdroom

(i) Except as otherwise provided in subsection (ii) below, Based Tenant Operators that are assigned the use of a ticketing unit and associated loading bridge gate and are listed in the Official Airline Guide as providing scheduled service to and from the Airport shall pay the following charge:

Holdroom and Loading Bridge Charge - \$213.20 per enplaning operation.

(ii) Effective October 1, 2011, if an Airline Operator described in subsection (i) above has not signed and returned the Port's Space/Use Permit covering its space in the Terminal Buildings, and does not sign and return such Space/Use Permit within 60 days after its receipt of such Space/Use Permit, then commencing on the 61st day after Airline Operator's receipt of such Space/Use Permit, and ending on the date the Port receives the Space/Use Permit signed by such Airline Operator, the charge to such Airline Operator under subsection (i) above shall be increased to \$266.50 per enplaning operation.

b. Based Tenant Operator without Holdroom

(i) Except as otherwise provided in subsection (ii) below, Based Tenant Operators who are not assigned the use of a ticketing unit and associated loading bridge gate and are listed in the Official Airline Guide as providing scheduled service to and from the Airport shall pay the following charge:

Holdroom and Loading Bridge Charge - \$1.64 per enplaning passenger.

(ii) Effective October 1, 2011, if an Airline Operator described in subsection (i) above has not signed and returned the Port's Space/Use Permit covering its right to use space in the Terminal Buildings, and does not sign and return such Space/Use Permit within 60 days after its receipt of such Space/Use Permit, then commencing on the 61st day after Airline Operator's receipt of such Space/Use Permit, and ending on the date the Port receives the Space/Use Permit signed by such Airline Operator, the charge to such Airline Operator under subsection (i) above shall be increased to \$2.05 per enplaning passenger.

c. Affiliated Operator

(i) Except as otherwise provided in subsection (ii) below, Airline Operators who are affiliated with a Based Tenant Operator and are listed in the Official Airline Guide as providing scheduled service to and from the Airport shall pay the following charge:

Holdroom and Loading Bridge Charge - \$1.64 per enplaning passenger.

(ii) Effective October 1, 2011, if an Airline Operator described in subsection (i) above has not signed and returned the Port's Space/Use Permit covering its space in the Terminal Buildings, and does not sign and return such Space/Use Permit within 60 days after its receipt of such Space/Use Permit, then commencing on the 61st day after Airline Operator's receipt of such Space/Use Permit, and ending on the date the Port receives the Space/Use Permit signed by such Airline Operator, the charge to such Airline Operator under subsection (i) above shall be increased to \$2.05 per enplaning passenger.

d. Affiliated Operator using Small Aircraft

(i) Except as otherwise provided in subsection (ii) below, Airline Operators who are affiliated with a Based Tenant Operator and are listed in the Official Guide as providing scheduled service to and from the Airport utilizing Aircraft that are too small to be serviced with a

loading bridge provided by the Port shall pay the following charge:

Holdroom Charge - \$1.28 per enplaning passenger.

(ii) Effective October 1, 2011, if an Airline Operator described in subsection (i) above has not signed and returned the Port's Space/Use Permit covering its right to use space in the Terminal Buildings, and does not sign and return such Space/Use Permit within 60 days after its receipt of such Space/Use Permit, then commencing on the 61st day after Airline Operator's receipt of such Space/Use Permit, and ending on the date the Port receives the Space/Use Permit signed by such Airline Operator, the charge to such Airline Operator under subsection (i) above shall be increased to \$1.60 per enplaning passenger.

e. Non-Based, Non-Tenant Operator Airline Operators who are not a Based Tenant Operator and are not listed in the Official Airline Guide as providing scheduled service to and from the Airport shall pay the following charge:

Terminal Use Fee	\$3.24	per enplaning passenger
Holdroom & Loading Bridge Charge	\$2.05	per enplaning passenger
Security Fee	\$40.00	per enplanement passenger
Baggage Claim Area	\$1.35	per deplaning passenger."

Section 6. The Board of Port Commissioners hereby finds and determines that the imposition of the changes referred to in Sections 1 - 5 of this ordinance is exempt from the requirements of the California Environmental Quality Act pursuant to Public Resources Code Section 21080(b)(8) and Title 14 of the California Code of Regulations Sections 15273 and 15061(b)(3).

Section 7. Section 1-5 of this Ordinance shall be effective July 1, 2011 for airlines belonging to the Airline Affairs Committee and effective October 1, 2011, for non-based airlines, ground handlers and other terminal tenants.

Schedule A


BAGGAGE CONVEYOR FACILITIES		
Terminal 1 (Shared by all Terminal 1 Airlines, allocated by passengers deplaning in Terminal 1)	\$240,710.00	Monthly Allocation
Terminal 2 (Shared by all Terminal 2 Airlines, allocated by passengers deplaning in Terminal 2)	\$182,854.00	Monthly Allocation


The Board of Port Commissioners, Oakland, California, July 21, 2011. Passed to print for one day by the following vote: Ayes: Commissioners Gonzales, Gordon, Head, Uno, Yee and President Calloway - 6. Excused: Commissioner Lighty - 1 Noes: 0.

John T. Betterton
Secretary of the Board

Adopted at a special meeting held July 28, 2011
by the following vote:


Ayes: Commissioners Gonzales, Gordon, Head, Uno, Yee
and President Calloway - 6
Excused: Commissioner Lighty - 1
Noes: 0



 President.
 Attest 

 Secretary.

Approved as to form and legality:



 Port Attorney

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AGENDA REPORT

TITLE:	Proposed Fiscal Year 2012 Airline Landing Fees and Terminal Space Rental Rates (Various Amounts)				
AMOUNT:	See Below				
PARTIES INVOLVED:	<table border="1" style="width: 100%; border-collapse: collapse; margin: 5px 0;"> <thead> <tr style="background-color: #cccccc;"> <th style="text-align: left; padding: 2px;">Corporate Name</th> <th style="text-align: left; padding: 2px;">Location</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="padding: 2px;">Various Passenger and Cargo Airlines, and Other Commercial Tenants, Occupying Space Within the South Airport Terminal Complex and Using the Airfield Ramps and Runways</td> </tr> </tbody> </table>	Corporate Name	Location	Various Passenger and Cargo Airlines, and Other Commercial Tenants, Occupying Space Within the South Airport Terminal Complex and Using the Airfield Ramps and Runways	
Corporate Name	Location				
Various Passenger and Cargo Airlines, and Other Commercial Tenants, Occupying Space Within the South Airport Terminal Complex and Using the Airfield Ramps and Runways					
TYPE OF ACTION:	Ordinance				
SUBMITTED BY:	Deborah Ale Flint, Director of Aviation				
APPROVED BY:	Omar Benjamin, Executive Director				

One of the core value propositions at Oakland International Airport (OAK) is its competitiveness in cost for service for airline operations compared to other Bay Area airports. The proposed rates and charges for FY 2012 detailed in this Agenda Report allow OAK to remain cost competitive with the important metric of forecasted cost per enplanement (CPE) falling within the average of rates and charges at US medium hub airports. Compared to San Francisco, San Jose, and Sacramento, OAK's rates and charges are expected to be very cost competitive, particularly with the impending effect of high capital cost pass-throughs to be incorporated into the airline fees at the other Bay Area airports.

OAK's rates and charges are derived based on scheduled and forecasted activity, and the use of current infrastructure and assets. Through this structure, the airlines facilitate the Port's efforts toward sustainable economic development, including capital cost payments of \$12.45 million in the Terminal Cost Center and \$4.71 million in the Airfield Cost Center in FY 2012.

It is proposed that the Board adopt an ordinance amending Port Ordinance No. 3634, as amended, relating to Landing Fees and Terminal Space Rental Rates.

FACTUAL BACKGROUND

The Port of Oakland (Port) establishes rates and charges by ordinance on a fiscal year basis. The rates and charges proposed in this Agenda Report will be effective July 1, 2011 for airlines and will be effective October 1, 2011 for other non-airline tenants.

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The Landing Fee rates are calculated based on budgeted operating expense in the Airfield Cost Center, offset by other, non-airline revenues earned in the Airfield Cost Center. The net expense is divided by the forecasted aircraft landed weight.

Similarly, the methodology used to determine Terminal Space Rental Rates is based on budgeted FY 2012 Terminal Cost Center operating expense, offset by budgeted concession revenue earned in the terminals. The resulting net expense is divided by the number of square feet leased by the airlines to derive the various space-type rates.

The Landing Fee and Terminal Space rental rates are covered by annual rates and charges. The airlines are not responsible for OAK's other cost centers, such as Parking, Landside/Ground Transportation, North Field and certain other rentable properties. Each year, the Port meets with the airlines to discuss the proposed rates and charges and to answer pertinent questions. This year's meeting was held on June 7, 2011. Based upon that meeting and use of the Port's methodology, the recommended rates and charges for FY 2012 are detailed below.

ANALYSIS

The proposed rates and charges described in this Agenda Report are based on the Port's FY 2012 budget for OAK's Airfield and Terminal Cost Centers, which reflects considerable effort to reduce Airport and Port-wide operating expense, including expenses within the Airfield and Terminal Cost Centers in FY 2012.

Airfield Cost Center

In addition to these cost reduction efforts, a true up of budgeted FY 2010 expense vs. actual revenue generated through rates and charges yielded a deficit of \$1,360,023 (owed to the Port). This was largely due to the reduction of airline flight operations in FY 2010; that amount will be charged back to the airlines as part of the calculation of the FY 2012 Landing Fees.

In addition, the true-up of actual FY 2009 budgeted expense vs. actual revenue generated that year resulted in a deficit of \$4,343,508 (owed to the Port). To maintain level rates, the recovery of this deficit was divided into three equal installments. The second of three annual installments of \$1,063,023 will also be part of the calculation of the FY 2012 Landing Fees.

The overall effect of these true-ups and reduced Airfield Cost Center expense will result in a 0.8% reduction in the Landing Fee, from \$3.30 per thousand pounds of landed weight in FY 2011, to \$ 3.27 in FY 2012.

Terminal Cost Center

The Terminal Space Rental Rates proposed for FY 2012 will also decline - by 0.5% - from the FY 2011 Terminal Space Rental Rates. This is due to a reduction in budgeted Terminal Cost Center net expense, which offsets the effect of reduced total space leased by airlines. The FY 2012 Terminal Space Rental Rates also reflect a true-up of FY 2010 and FY 2009 expenses and the recoveries associated with those years.

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A true-up of FY 2010 budgeted expense vs. actual revenue generated that year resulted in a surplus of \$833,745 (owed to the airlines and other tenants). This amount will be a credit reflected in the FY 2012 Terminal Space Rental Rates. Also in FY 2010, the airlines agreed to prepay \$2,444,500 in terminal rentals to maintain rates that were level to FY2009. This prepaid amount will also be a credit reflected in FY 2012 Terminal Space Rental Rates.

A true-up of FY 2009 budgeted expense vs. actual revenue generated that year resulted in a deficit of \$3,205,338 (owed to the Port). This was largely due to the reduction in airline service and the resulting reduction in passenger traffic. Reduced passenger traffic affected terminal concession revenue which is used to offset Terminal Cost Center expenses borne by the airlines. To maintain level rates on the airlines and other tenants, the recovery of this deficit was divided into three equal installments. The second of three annual installments on this deficit (\$1,068,446) will be included as a charge and will be part of the calculation of FY 2012 Terminal Space Rental Rates. The resulting effective average Terminal Space Rental Rate for FY 2012 is \$145.88 per annum vs. \$146.36 per annum for FY 2011.

With these proposed FY 2012 rates and charges, the airlines serving OAK will realize a forecasted CPE of \$9.04 for FY 2012 vs. current CPE of \$9.26 for FY 2011. The schedule of the proposed rates is shown on pages 6 and 7.

STRATEGIC PLAN ALIGNMENT

The proposed new rates and charges will fulfill the following strategic plan objectives:

STRATEGIC PRIORITY AREAS	GOAL	OBJECTIVE	IMPLEMENTATION
Sustainable Economic and Business Development	Goal A: Create Sustainable Economic Growth For The Port And Beyond	1. Maximize the use of existing assets. 2. Affirm Port identity as a public enterprise. 3. Increase revenue, job creation and small business growth. 4. Pursue strategic partnerships at all levels: local, regional, national and international.	The adoption of the proposed FY 2012 Rates and Charges will: 1. Facilitate the Port's financial stability in crucial cost centers. 2. Assure that the Airport offers a competitive cost structure compared to other Bay Area airports; thereby, 3. Facilitating success in attracting new airlines and air services.
	Goal B: Maintain and Aggressively Grow Core Businesses	1. Retain existing customers and tenants. 2. Market strategically and aggressively to attract new customers and tenants. 3. Price Port services to provide a highly competitive value. 4. Promote effective strategic communication with Port customers.	
	Goal D: Improve the Port's financial position	1. Maximize return on investments 2. Minimize expenditures 3. Maximize return on investment	

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BUDGET & FINANCIAL IMPACT

Approval of the proposed FY 2012 rates and charges aligns with the approved FY11-12 budget generating \$50,829,378 in revenue for the Port to recover budgeted FY 2012 Airfield Cost Center and Terminal Cost Center operating expenses.

STAFFING IMPACT

No additional Port staff required.

SUSTAINABILITY

The Port's sustainability policy does not apply to this proposed ordinance which establishes rates and charges for Landing Fees and Terminal Space Rental Rates.

ENVIRONMENTAL

CEQA Determination

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 areas; or (5) Obtaining funds necessary to maintain such intra-city transfers as are authorized by the city charter.

Environmental Compliance

Approval of this ordinance will not involve handling soil, groundwater, hazardous materials, or any other regulated material.

Mitigation

This ordinance will not have any significant impacts to the environment; therefore, no mitigation measures are required.

Related Plans and Policies

This ordinance will not require mitigation measures; therefore, there are no related or adopted plans for this project.

MARITIME AND AVIATION PROJECT LABOR AGREEMENT (MAPLA)

The provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) are not applicable.

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OWNER CONTROLLED INSURANCE PROGRAM (OCIP)

The Owner Controlled Insurance Program (OCIP) does not apply.

GENERAL PLAN

The General Plan does not apply as this proposed ordinance does not relate to any Port Construction, Maintenance or Professional Services project or contract.

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.

OPTIONS

- a) Approve the proposed rates and charges for Landing Fees and Terminal Space Rental Rates for FY 2012 to recover Airfield Cost Center and Terminal Cost Center expenses budgeted in FY 2012; or,
- b) Do not approve the proposed rates and charges for Landing Fees and Terminal Space Rental Rates for FY 2012 and maintain current rates, thereby overcharging the airlines for Landing Fees and overcharging the airlines and other tenants for Terminal Space Rental Rates.

RECOMMENDATION

It is recommended that the Board adopt an ordinance amending Port Ordinance No. 3634, as amended, to establish the rates and charges for Landing Fees and Terminal Space Rental Rates as detailed in this Agenda Report.

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SCHEDULE OF LANDING FEES AND TERMINAL RENTAL RATES

<u>Landing Fees</u>	<u>Current Charges</u>	<u>Proposed – FY 2012</u>
<u>Signatory, Based Airlines</u>		
Landing Fee	\$ 3.30	\$ 3.27
Training Landing Fee	1.65	1.64
Minimum Charge Per Landing	41.25	40.91
<u>Non-Signatory, Based Airlines</u>		
Landing Fee	4.13	4.09
Training Landing Fee	2.06	2.05
Minimum Charge Per Landing	51.56	51.13
<u>Non-Based Airlines</u>		
Landing Fee	4.13	4.09
Training Landing Fee	2.06	2.05
Minimum Charge Per Landing	51.56	51.13
<u>Monthly Terminal Space Rental Rates</u>		
Type I - Ticketing Counter	14.734 psf	14.688 psf
Type II - Office Space	13.261 psf	13.219 psf
Type III - Baggage Claim	11.788 psf	11.750 psf
Type IV - Baggage Make-Up	10.314 psf	10.283 psf
Type V - Ticket Counter (Common Use)	7.368 psf	7.344 psf
Type VI - Office Space (Common Use)	6.630 psf	6.610 psf
Type VII - Baggage Make-Up (Common Use)	5.157 psf	5.141 psf
Type VIII – Concession Space	2.578 psf	2.570 psf
<u>Other Charges</u>		
Holdroom, Loading Bridge	36,006 per month	36,080 per month
Secondary Use, Signatory, Based Airline with Holdroom	218.40 per enplaning operation	213.20 per enplaning operation
Secondary Use, Non-Signatory, Based Airline with Holdroom	273.00 per enplaning operation	266.50 per enplaning operation
Secondary Use, Signatory, Based Airline without Holdroom	1.68 per enplaning passenger	1.64 per enplaning passenger
Secondary Use, Non-Signatory, Based Airline without Holdroom	2.10 per enplaning passenger	2.05 per enplaning passenger
Secondary Use, Holdroom & Loading Bridge Non-Based Airline	2.10 per enplaning passenger	2.05 per enplaning passenger
Secondary Use, Signatory, Affiliated Airline	1.68 per enplaning passenger	1.64 per enplaning passenger

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<u>Terminal Space Rental Rates</u> (Continued)	<u>Current Charges</u>	<u>Proposed – FY 2012</u>
Secondary Use, Non-Signatory, Affiliated Airline	2.10 per enplaning passenger	2.05 per enplaning passenger
Secondary Use, Signatory, Affiliated Airline Using Small Aircraft	1.32 per enplaning passenger	1.28 per enplaning passenger
Secondary Use, Non-Signatory, Affiliated Airline Using Small Aircraft	1.65 per enplaning passenger	1.60 per enplaning passenger
Baggage Claim Area, Non-Based Airline	1.38 per deplaning passenger	1.35 per deplaning passenger
Terminal Use Fee Non-Based Airline	3.35 per enplaning passenger	3.24 per enplaning passenger
Ticket Counter Use Scheduled/Non-Scheduled-Int'l/Domestic	500 Per Aircraft turn	550 Per Aircraft turn
Baggage Conveyor Facility Fee Terminal 1	241,479 (Shared by all Terminal 1 Airlines, allocated by %deplaning passengers in Terminal 1)	240,710 (Shared by all Terminal 1 Airlines, allocated by %deplaning passengers in Terminal 1)
Baggage Conveyor Facility Fee Terminal 2	183,437 (Shared by all Terminal 2 Airlines, allocated by %deplaning passengers in Terminal 2)	182,854 (Shared by all Terminal 2 Airlines, allocated by %deplaning passengers in Terminal 2)