

Preliminary Draft Budget FY 2015

Airline Rates and Charges

Sea-Tac International Airport



Preliminary 2015 Budget Airline Rates and Charges
Seattle-Tacoma International Airport

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EXHIBIT 1
AERONAUTICAL REVENUE SUMMARY (Before Revenue Sharing)
 Seattle-Tacoma International Airport
 Calendar Year

Rate Basis or Payments	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015	Budget Variance %
Airfield Movement Area					
Landing fees	\$ 69,678,621	\$ 73,227,379	\$ 73,079,424	\$ 77,309,502	5.6%
Less: Int'l Incentive Fees					
Apron fees	6,157,785	8,000,367	7,995,748	8,650,271	8.1%
Other Movement Area revenues	1,367,667	1,362,450	1,362,450	1,332,078	-2.2%
Total	\$ 77,204,073	\$ 82,590,196	\$ 82,437,622	\$ 87,291,851	5.7%
Space Based Rents					
Ticket Counters	\$ 4,631,066	\$ 5,586,137	\$ 5,372,618	\$ 5,521,957	-1.1%
Gates	56,968,730	56,754,880	55,708,105	56,921,528	0.3%
Bag Makeup	6,533,186	7,418,630	8,407,243	9,522,193	28.4%
Passenger Loading Bridges	1,876,435	2,546,902	2,431,009	2,074,095	-18.6%
Office (Public Accessible/VIP)	10,720,232	12,361,446	12,928,123	14,978,872	21.2%
Office (Non-Public Accessible)	7,987,789	9,612,160	9,545,118	10,143,239	5.5%
Closed Storage	1,626,905	1,854,163	1,765,974	1,801,721	-2.8%
Open Storage	189,007	248,869	180,868	193,805	-22.1%
Total	\$ 90,533,350	\$ 96,383,187	\$ 96,339,059	\$ 101,157,411	5.0%
Activity Based Fees					
Common Gates	\$ 7,309,805	\$ 6,406,661	\$ 7,847,615	\$ 8,663,984	35.2%
Bag Makeup	20,006,266	21,244,788	19,861,420	21,467,337	1.0%
Bag Claim	14,989,886	18,034,624	18,117,373	18,980,607	5.2%
Common Ticket Counters	1,434,805	1,852,319	1,829,559	1,877,748	1.4%
Passenger Loading Bridges	735,622	719,777	688,908	734,021	2.0%
Ramp Tower	1,005,898	1,118,928	1,119,608	1,459,805	30.5%
RON Parking	745,500	1,095,003	1,095,003	1,231,200	12.4%
Total	\$ 46,227,781	\$ 50,472,098	\$ 50,559,487	\$ 54,414,702	7.8%
Other Revenues					
FIS	\$ 7,524,978	\$ 8,617,165	\$ 8,727,603	\$ 10,360,990	20.2%
Less Int'l Incentive Fees					
Airfield Commercial Area	8,487,062	9,517,015	7,760,765	8,445,086	-11.3%
Total	\$ 229,977,243	\$ 247,579,660	\$ 245,824,535	\$ 261,670,040	5.7%

EXHIBIT 2
CALCULATION OF CPE
Seattle-Tacoma International Airport
Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015	Budget Variance %
Aeronautical Revenues	\$ 229,977,243	\$ 247,579,660	\$ 245,824,535	\$ 261,670,040	5.7%
Minus:					
Landing Fees Associated with Cargo Landed Weight	\$ 4,712,902	\$ 4,746,448	\$ 4,738,405	\$ 4,955,532	4.4%
Airfield Commercial Area revenues	8,487,062	9,517,015	7,760,765	8,445,086	-11.3%
Other Airfield Movement Area revenues	1,367,667	1,362,450	1,362,450	1,332,078	-2.2%
Subtotal Offsets	\$ 14,567,630	\$ 15,625,913	\$ 13,861,620	\$ 14,732,697	-5.7%
Passenger Airline Revenues (BEFORE rev sharing credited)	\$ 215,409,613	\$ 231,953,747	\$ 231,962,916	\$ 246,937,344	6.5%
Enplaned Passengers	17,376,316	17,813,316	18,610,034	19,354,436	8.7%
Passenger Airline CPE (BEFORE revenue sharing credited)	\$ 12.40	\$ 13.02	\$ 12.46	\$ 12.76	-2.0%
Revenue Sharing Credits (passenger airline share)	\$ (9,567,898)	\$ (6,013,276)	\$ (10,930,211)	\$ (19,081,404)	217.3%
Passenger Airline Revenues after revenue sharing credited	\$ 205,841,716	\$ 225,940,471	\$ 221,032,705	\$ 227,855,939	0.8%
Enplaned Passengers	17,376,316	17,813,316	18,610,034	19,354,436	8.7%
Passenger Airline CPE (AFTER revenue sharing credited)	\$ 11.85	\$ 12.68	\$ 11.88	\$ 11.77	-7.2%

Exhibit 3

**SUMMARY OF RECALCULATED AIRLINE RATES
AND FEES BASED ON ACTUALS**
Seattle-Tacoma International Airport
Calendar Year

	Exhibit Reference(s)	Actual 2013 Signatory Rates	Actual 2013 Non - Signatory Rates	Budget 2014	Forecast 2014	Preliminary Budget 2015	Budget Variance %
Landing Fee per 1,000 lbs.	J	\$ 3.38	\$ 4.22	\$ 3.52	\$ 3.35	\$ 3.45	-1.9%
Ramp Tower Use Fee per Landing	J.1	\$ 6.46	\$ 8.08	\$ 7.21	\$ 6.82	\$ 8.63	19.8%
Apron Fee per 1,000 lbs. (if applicable)	J.2	\$ 0.31	\$ 0.39	\$ 0.41	\$ 0.39	\$ 0.41	-0.2%
Terminal Rates (Per Square Foot)							
Group A							
Gates	K	210.82	n/a	\$ 249.94	\$ 248.82	\$ 259.65	3.9%
Group B							
Ticket Counters	K / K.5	133.77	n/a	\$ 159.76	\$ 147.49	\$ 151.61	-5.1%
Baggage Claim	K	122.72	n/a	\$ 145.21	\$ 144.90	\$ 150.80	3.8%
Baggage Makeup	K	122.72	n/a	\$ 145.21	\$ 144.90	\$ 150.80	3.8%
Publicly-accessible Offices, VIP lounges	K	122.72	n/a	\$ 145.21	\$ 144.90	\$ 150.80	3.8%
Security Checkpoint Areas	K	122.72	n/a	\$ 145.21	\$ 144.90	\$ 150.80	3.8%
Group C							
Non-publicly accessible offices	K / K.7	115.03	n/a	\$ 134.99	\$ 132.92	\$ 129.54	-4.0%
Group D							
Closed storage	K / K.8	75.70	n/a	\$ 88.88	\$ 90.47	\$ 92.30	3.8%
Preferential Use Gate Rental Rate	K.1	\$ 982,219	n/a	\$ 900,871	\$ 884,256	\$ 903,516	0.3%
Per Turn Fee on Common Gates							
Class 1 (Widebody, dual aisle aircraft)	K.1	\$ 880.35	\$ 1,100.44	\$ 829.99	\$ 934.02	\$ 980.41	18.1%
Class 2 (Narrowbody, single-aisle, over 100 seats)	K.1	\$ 440.18	\$ 550.22	\$ 414.99	\$ 467.01	\$ 490.21	18.1%
Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	K.1	\$ 220.09	\$ 275.11	\$ 207.50	\$ 233.51	\$ 245.10	18.1%
Bag Claim Fee Per Domestic Deplaned Passenger	K.2	\$ 0.84	\$ 1.05	\$ 0.99	\$ 0.95	\$ 0.96	-3.9%
Bag Claim Charge Per Carrier	K.2	\$ 115,303	n/a	\$ 138,728	\$ 139,041	\$ 146,000	5.2%
Bag Makeup Device Space							
Preferential space rate	K	\$ 122.72	n/a	\$ 145.21	\$ 144.90	\$ 150.80	3.8%
Rate per outbound bag on common device	K.3	\$ 3.58	\$ 4.48	\$ 4.51	\$ 4.26	\$ 3.88	-13.9%
Bag Makeup Equipment Cost Fees							
Rate per outbound bag on BMU System	K.4	\$ 1.11	\$ 1.39	\$ 0.95	\$ 1.12	\$ 1.24	30.5%
BMU Equipment Charge Per Carrier	K.4	\$ 56,059	n/a	\$ 58,478	\$ 54,406	\$ 62,577	7.0%
Common Use Ticket Counter Rate Per Hour	K.6	\$ 17.46	\$ 21.82	\$ 20.32	\$ 21.76	\$ 21.47	5.7%
Passenger Loading Bridge Fee (for Port-Owned PLBs)							
Preferential Use Loading Bridge Rental Rate	K.9	\$ 44,238	n/a	\$ 55,367	\$ 52,848	\$ 50,836	-8.2%
Per Turn on Port-Owned PLBs	K.9	\$ 64.25	\$ 80.32	\$ 66.62	\$ 55.55	\$ 50.45	-24.3%
FIS Fee Per Deplaned Int'l Passenger	L	\$ 5.98	\$ 7.48	\$ 5.76	\$ 6.03	\$ 6.95	20.6%

Exhibit J

LANDING FEE
Seattle-Tacoma International Airport
Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Capital Costs					
Gross debt service		\$ 40,024,759	\$ 38,864,335	\$ 38,946,332	\$ 44,573,993
Less: PFC revenues		(21,010,605)	(20,794,427)	(20,794,427)	(25,261,628)
Debt service		\$ 19,014,154	\$ 18,069,908	\$ 18,151,905	\$ 19,312,366
Debt service coverage		-	-	-	-
Amortization		7,194,231	7,994,182	7,994,182	8,993,922
Capital Costs	[A]	\$ 26,208,385	\$ 26,064,090	\$ 26,146,087	\$ 28,306,287
Operations and Maintenance Expenses	[B]	50,797,275	48,525,739	48,302,887	50,335,293
Gross Airfield Movement Area Requirement	[C=A+B]	\$ 77,005,660	\$ 74,589,829	\$ 74,448,974	\$ 78,641,580
Less: Other Airfield Movement Area Revenue	[D]	(1,367,667)	(1,362,450)	(1,362,450)	(1,332,078)
Less: Non-Signatory Premiums	[E]	(60,316)		(63,448)	(66,921)
Less: Other (a)	[F]	(5,959,372)	-	-	-
Airfield Movement Area Requirement	[G=C+D+E+F]	\$ 69,618,306	\$ 73,227,379	\$ 73,023,076	\$ 77,242,581
Maximum Gross Landed Weight		20,604,727	20,801,825	21,795,814	22,377,590
Landing Fee (per 1,000 pounds)		<u>\$ 3.38</u>	<u>\$ 3.52</u>	<u>\$ 3.35</u>	<u>\$ 3.45</u>
Landing Fees (includes Non-Signatory Premiums)	[G-E]	\$ 69,678,621	\$ 73,227,379	\$ 73,079,424	\$ 77,309,502

(a) Pursuant to Section 8.2.1. of the Signatory Lease and Operating Agreement.

Exhibit J.1

RAMP TOWER FEE
 Seattle-Tacoma International Airport
 Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Capital Costs					
Gross debt service		\$ -	\$ -	\$ -	\$ -
Less: PFC revenues		-	-	-	-
Debt service		\$ -	\$ -	\$ -	\$ -
Debt service coverage		-	-	-	-
Amortization		-	-	-	-
Capital Costs	[A]	\$ -	\$ -	\$ -	\$ -
Operations and Maintenance Expenses	[B]	1,005,898	1,118,928	1,118,928	1,459,805
Less: Non-Signatory Premiums	[C]	(2,224)		(2,482)	(3,227)
	[D=A+B+C]	\$ 1,003,674	\$ 1,118,928	\$ 1,116,445	\$ 1,456,578
Number of Landings		155,262	155,266	163,801	168,715
Ramp Tower Use Fee		<u>\$ 6.46</u>	<u>\$ 7.21</u>	<u>\$ 6.82</u>	<u>\$ 8.63</u>
Ramp Tower Use Fees (includes Non-Signatory Premiums)	[D-C]	\$ 1,005,898	\$ 1,118,928	\$ 1,119,608	\$ 1,459,805

Exhibit J.2

PASSENGER AIRLINE APRON FEE
 Seattle-Tacoma International Airport
 Calendar Year

		<u>Actual 2013</u>	<u>Budget 2014</u>	<u>Forecast 2014</u>	<u>Preliminary Budget 2015</u>
Capital Costs					
Gross debt service ⁽¹⁾		\$ 3,388,982	\$ 3,869,866	\$ 3,764,928	\$ 4,437,222
Less: PFC revenues		-	-	-	-
Debt service		\$ 3,388,982	\$ 3,869,866	\$ 3,764,928	\$ 4,437,222
Debt service coverage		-	-	-	-
Amortization		584,240	779,311	779,311	923,406
Capital Costs	[A]	<u>\$ 3,973,222</u>	<u>\$ 4,649,177</u>	<u>\$ 4,544,239</u>	<u>\$ 5,360,628</u>
Operations and Maintenance Expenses					
	[B]	<u>3,935,961</u>	<u>5,565,120</u>	<u>5,734,537</u>	<u>5,980,648</u>
	[C=A+B]	<u>\$ 7,909,183</u>	<u>\$ 10,214,298</u>	<u>\$ 10,278,776</u>	<u>\$ 11,341,277</u>
Less: Ramp Tower Revenues	[D]	(1,005,898)	(1,118,928)	(1,119,608)	(1,459,805)
Less: Non-Signatory Premiums	[E]	(3,400)		(4,528)	(4,776)
Less: RON Parking Revenues	[F]	(745,500)	(1,095,003)	(1,095,003)	(1,231,200)
Airfield Apron Area Requirement	[G=C+D+E+F]	<u>\$ 6,154,385</u>	<u>\$ 8,000,367</u>	<u>\$ 8,059,638</u>	<u>\$ 8,645,495</u>
Maximum Gross Landed Weight for Passenger Carriers		<u>19,561,154</u>	<u>19,453,494</u>	<u>20,490,309</u>	<u>21,053,792</u>
Passenger Airline Apron Fee		<u>\$ 0.31</u>	<u>\$ 0.41</u>	<u>\$ 0.39</u>	<u>\$ 0.41</u>
Apron Fees (includes Non-Signatory Premiums)	[G-E]	<u>\$ 6,157,785</u>	<u>\$ 8,000,367</u>	<u>\$ 7,995,748</u>	<u>\$ 8,650,271</u>

(1) Majority of the capital cost for the Aircraft RON Parking USPS Site will be funded with revenue bonds in 2015 which is not currently reflected in the 2015 budget figure.

Exhibit K

TERMINAL RENTAL RATES
Seattle-Tacoma International Airport
Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Capital Costs					
Gross debt service		\$ 70,308,133	\$ 70,616,442	\$ 69,912,238	\$ 67,178,869
Less: PFC revenues		(9,563,856)	(9,650,998)	(9,561,756)	(5,289,143)
Debt service		\$ 60,744,277	\$ 60,965,444	\$ 60,350,482	\$ 61,889,726
Debt service coverage		-	-	-	-
Amortization		7,300,083	7,470,743	7,470,743	10,295,308
Capital Costs	[A]	\$ 68,044,360	\$ 68,436,188	\$ 67,821,225	\$ 72,185,034
Operations and Maintenance Expenses					
Less: Open Storage		(189,007)	(248,869)	(180,868)	(193,805)
Less: TSA Operating Grant		(715,400)	(1,268,800)	(1,268,800)	(715,400)
Operations and Maintenance Expenses	[B]	\$ 87,092,178	\$ 97,493,883	\$ 97,710,593	\$ 101,463,793
	[C=A+B]	\$ 155,136,538	\$ 165,930,071	\$ 165,531,819	\$ 173,648,827
Ratio of Airline Rentable Space to total Rentable Space	[D]	76.82%	76.87%	77.25%	77.35%
	[E=C*D]	\$ 119,176,449	\$ 127,556,871	\$ 127,879,975	\$ 134,322,140
Less: Non-Signatory Premiums	[F]	(42,618)	-	(46,410)	(46,443)
Less: Other (a)	[F]	(11,920,531)	-	-	-
Terminal Building Requirement	[G=E-F]	\$ 107,213,300	\$ 127,556,871	\$ 127,833,566	\$ 134,275,697
Airline Rentable Space (normalized) (b)	[H]	1,216,903	1,218,033	1,230,073	1,233,681
Terminal Rental Rate	[I=G/H]	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84

Normalized Rental Rate by Group	Relativity	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
	[J]	[K=I*J]			
Group A					
Gates	2.00	\$ 176.21	\$ 209.45	\$ 207.84	\$ 217.68
Group B					
Ticket Counters	1.00	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84
Baggage Claim	1.00	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84
Baggage Makeup	1.00	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84
Publicly-accessible Offices, VIP lounges	1.00	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84
Security Checkpoint Areas	1.00	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84
Group C					
Non-publicly accessible offices	0.50	\$ 44.05	\$ 52.36	\$ 51.96	\$ 54.42
Group D					
Closed storage	0.25	\$ 22.03	\$ 26.18	\$ 25.98	\$ 27.21
Add: Baggage Make up Circulation Rate (c)	[L]				
Group A					
Gates		\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Group B					
Ticket Counters		<i>(See Exhibit K.5)</i>			
Baggage Claim		\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Baggage Makeup		\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Publicly-accessible Offices, VIP lounges		\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Security Checkpoint Areas		\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Group C					
Non-publicly accessible offices		<i>(See Exhibit K.7)</i>			
Group D					
Closed storage		<i>(See Exhibit K.8)</i>			
Terminal Rental Rate by Group	[L+K]				
Group A					
Gates		\$ 210.82	\$ 249.94	\$ 248.82	\$ 259.65
Group B					
Ticket Counters		<i>(See Exhibit K.5)</i>			
Baggage Claim		\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80
Baggage Makeup		\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80
Publicly-accessible Offices, VIP lounges		\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80
Security Checkpoint Areas		\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80
Group C					
Non-publicly accessible offices		<i>(See Exhibit K.7)</i>			
Group D					
Closed storage		<i>(See Exhibit K.8)</i>			

TERMINAL RENTAL RATES
 Seattle-Tacoma International Airport
 Calendar Year

Footnotes to Terminal Rental Rate Exhibit

- (a) Pursuant to Section 8.3.1. of the Signatory Lease and Operating Agreement.
 (b) Based on the following calculations:

<u>Airline Rentable Space</u>	<u>Actual 2013</u>	<u>Budget 2014</u>	<u>Forecast 2014</u>	<u>Preliminary Budget 2015</u>
Group A				
Gates	206,843	206,574	207,194	207,195
Group B				
Ticket Counters	50,948	53,028	49,961	49,079
Baggage Claim	114,038	117,342	118,077	118,922
Baggage Makeup	382,643	377,998	386,184	387,876
Publicly-accessible Offices, VIP lounges	129,755	128,369	134,381	137,128
Security Checkpoint Areas	52,426	54,254	54,254	54,254
Group C				
Non-publicly accessible offices	126,767	128,509	127,063	126,007
Group D				
Closed storage	40,090	38,559	37,184	36,112
	<u>1,103,511</u>	<u>1,104,632</u>	<u>1,114,298</u>	<u>1,116,573</u>

<u>Normalized Airline Rentable Space</u>	<u>Relativity</u>	<u>Actual 2013</u>	<u>Budget 2014</u>	<u>Forecast 2014</u>	<u>Preliminary Budget 2015</u>
Group A					
Gates	2.00	413,686	413,148	414,388	414,390
Group B					
Ticket Counters	1.00	50,948	53,028	49,961	49,079
Baggage Claim	1.00	114,038	117,342	118,077	118,922
Baggage Makeup	1.00	382,643	377,998	386,184	387,876
Publicly-accessible Offices, VIP lounges	1.00	129,755	128,369	134,381	137,128
Security Checkpoint Areas	1.00	52,426	54,254	54,254	54,254
Group C					
Non-publicly accessible offices	0.50	63,384	64,255	63,532	63,004
Group D					
Closed storage	0.25	10,023	9,639.63	9,296.00	9,028.00
		<u>1,216,903</u>	<u>1,218,033</u>	<u>1,230,073</u>	<u>1,233,681</u>

- (c) Based on the following calculations:

	<u>Actual 2013</u>	<u>Budget 2014</u>	<u>Forecast 2014</u>	<u>Preliminary Budget 2015</u>
Square feet of Baggage Make up Circulation Space	276,270	273,232	281,411	282,184
Terminal Rental Rate for Group B	\$ 88.10	\$ 104.7237	\$ 103.9200	\$ 108.8415
	<u>\$ 24,340,305</u>	<u>\$ 28,613,817</u>	<u>\$ 29,244,231</u>	<u>\$ 30,713,344</u>
Square feet of Airline Rented Space	703,239	706,690	713,594	731,931
Baggage Make up Circulation Rate	\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96

Exhibit K.1

GATE RATES AND FEES
Seattle-Tacoma International Airport
Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015	
AVERAGE GATE COST					
Terminal Rental Rate for Group A	\$ 210.82	\$ 249.94	\$ 248.82	\$ 259.65	
Square feet of Gate space	206,843	206,574	207,194	207,195	
[A]	\$ 43,606,347	\$ 51,630,537	\$ 51,554,011	\$ 53,797,182	
Terminal Rental Rate for Group B	\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80	
Square feet of Security Checkpoint Area	52,426	54,254	54,254	54,254	
[B]	\$ 6,433,519	\$ 7,878,450	\$ 7,861,405	\$ 8,181,700	
Airline Support Systems and Equipment Costs (a)					
Capital Costs					
Gross debt service	\$ 1,851,235	\$ 1,888,186	\$ 1,888,186	\$ 2,036,928	
Less: PFC revenues	-	-	-	-	
Debt service	\$ 1,851,235	\$ 1,888,186	\$ 1,888,186	\$ 2,036,928	
Debt service coverage	-	-	-	-	
Amortization	396,585	260,070	260,070	599,108	
[C]	\$ 2,247,820	\$ 2,148,256	\$ 2,148,256	\$ 2,636,036	
Operations and Maintenance Expenses					
[D]	995,839	1,266,798	1,442,049	970,595	
[E=D+C]	\$ 3,243,659	\$ 3,415,054	\$ 3,590,305	\$ 3,606,631	
Capital Costs and O&M Expenses allocable to airline realignment projects	[F]	10,995,008	237,500	550,000	
Total Gate Requirement	[A+B+E+F]	\$ 64,278,534	\$ 63,161,541	\$ 63,555,720	\$ 65,585,513
Number of Gates	76	76	76	77	
Average Gate Cost	\$ 845,770	\$ 831,073	\$ 836,259	\$ 851,760	
PREFERENTIAL USE GATE RENTAL RATE					
Average Gate Cost	\$ 845,770	\$ 831,073	\$ 836,259	\$ 851,760	
Number of Preferential Use Gates	58	63	63	63	
Unrecovered Common Use Gate Requirement (see second page of this exhibit)	\$ 49,054,671	\$ 52,357,594	\$ 52,684,347	\$ 53,660,874	
	7,914,059	4,397,286	3,023,758	3,260,655	
Preferential Use Gate Requirement	\$ 56,968,730	\$ 56,754,880	\$ 55,708,105	\$ 56,921,528	
Number of Preferential Use Gates	58	63	63	63	
Preferential Use Gate Rental Rate	\$ 982,219	\$ 900,871	\$ 884,256	\$ 903,516	

Exhibit K.1 (page 2 of 2)

GATE RATES AND FEES
Seattle-Tacoma International Airport
Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015	
COMMON USE GATE TURN FEE					
Average Gate Cost	\$ 845,770	\$ 831,073	\$ 836,259	\$ 851,760	
Number of Common Use Gates	18	13	13	14	
[G]	\$ 15,223,863	\$ 10,803,948	\$ 10,871,373	\$ 11,924,639	
Common Use Turns (4 Turns per day, 365 days per year)	26,280	18,980	18,980	20,440	
Common Use Turns (4 Turns per day, 365 days per year)					
Class 1 (Widebody, dual aisle aircraft)	8,628	7,054	6,047	6,187	
Class 2 (Narrowbody, single-aisle, over 100 seats)	17,008	11,926	9,436	9,652	
Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	644	-	3,497	4,602	
	26,280	18,980	18,980	20,440	
Allocation					
Class 1 (Widebody, dual aisle aircraft)	32.8%	37.2%	31.9%	30.3%	
Class 2 (Narrowbody, single-aisle, over 100 seats)	64.7%	62.8%	49.7%	47.2%	
Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	2.5%	0.0%	18.4%	22.5%	
	100.0%	100.0%	100.0%	100.0%	
Assumed Common Use Turns (4 Turns per day, 365 days per year, normalized) Relativities					
Class 1 (Widebody, dual aisle aircraft)	2.0	17,256	14,108	12,094	
Class 2 (Narrowbody, single-aisle, over 100 seats)	1.0	17,008	11,926	9,436	
Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	0.5	322	-	1,748	
[H]	34,586	26,034	23,279	24,326	
Normalized Average Common Use Gate Turn Fee	[G/H]	\$ 440.18	\$ 414.99	\$ 467.01	\$ 490.21
Per Turn Fees Relativities					
Signatory Class 1 (Widebody, dual aisle aircraft)	2.0	\$ 880.35	\$ 829.99	\$ 934.02	
Signatory Class 2 (Narrowbody, single-aisle, over 100 seats)	1.0	\$ 440.18	\$ 414.99	\$ 467.01	
Signatory Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	0.5	\$ 220.09	\$ 207.50	\$ 233.51	
Non-Signatory Class 1 (Widebody, dual aisle aircraft)		\$ 1,100.44	\$ 1,037.48	\$ 1,167.53	
Non-Signatory Class 2 (Narrowbody, single-aisle, over 100 seats)		\$ 550.22	\$ 518.74	\$ 583.76	
Non-Signatory Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)		\$ 275.11	\$ 259.37	\$ 291.89	
Estimated Actual Common Use Turns					
Signatory Class 1 (Widebody, dual aisle aircraft)	4,071	4,183	4,289	4,418	
Signatory Class 2 (Narrowbody, single-aisle, over 100 seats)	8,025	7,072	6,692	6,892	
Signatory Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	304	-	2,480	3,286	
	12,400	11,255	13,461	14,596	
Non-Signatory Class 1 (Widebody, dual aisle aircraft)	100	-	105	109	
Non-Signatory Class 2 (Narrowbody, single-aisle, over 100 seats)	30	-	25	26	
Non-Signatory Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	-	-	-	-	
	130	-	130	134	
Allocation of Estimated Actual Common Use Turns					
Class 1 (Widebody, dual aisle aircraft)	32.8%	37.2%	31.9%	30.3%	
Class 2 (Narrowbody, single-aisle, over 100 seats)	64.7%	62.8%	49.7%	47.2%	
Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	2.5%	0.0%	18.4%	22.5%	
	100.0%	100.0%	100.0%	100.0%	
Common Use Gate Turn Fees (Signatory and Non-Signatory)					
Class 1 (Widebody, dual aisle aircraft)	\$ 3,693,968	\$ 3,471,831	\$ 4,128,683	\$ 4,464,178	
Class 2 (Narrowbody, single-aisle, over 100 seats)	3,548,930	2,934,830	3,139,827	3,394,407	
Class 3 (Regional and Commuter, aircraft with 100 or fewer seats)	66,907	-	579,105	805,399	
Common Use Gate Turn Fees	[I]	\$ 7,309,805	\$ 6,406,661	\$ 7,847,615	\$ 8,663,984
Unrecovered Common Use Gate Requirement	[J=G-I]	\$ 7,914,059	\$ 4,397,286	\$ 3,023,758	\$ 3,260,655

(a) Excluding Baggage Systems and Passenger Loading Systems.

Exhibit K.2

BAGGAGE CLAIM RATE
Seattle-Tacoma International Airport
Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Terminal Rental Rate for Group B		\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80
Square feet of Baggage Claim Area		114,038	117,342	118,077	118,922
	[A]	\$ 13,994,150	\$ 17,039,649	\$ 17,109,357	\$ 17,933,869
Bag System Costs Allocable to Bag Claim					
Allocable share of baggage system costs		6.39%	6.39%	6.39%	6.06%
Capital Costs					
Gross debt service		\$ 432,756	\$ 430,635	\$ 420,783	\$ 425,563
Less: PFC revenues		(202,112)	(197,866)	(191,467)	(197,031)
Debt service		\$ 230,644	\$ 232,769	\$ 229,316	\$ 228,532
Debt service coverage		-	-	-	-
Amortization		283,296	281,129	281,129	284,111
Capital Costs	[B]	\$ 513,940	\$ 513,898	\$ 510,445	\$ 512,643
Operations and Maintenance Expenses	[C]	481,341	481,076	455,493	533,520
	[D=B+C]	\$ 995,281	\$ 994,975	\$ 965,939	\$ 1,046,163
Baggage Claim Requirement	[E=A+D]	\$ 14,989,432	\$ 18,034,624	\$ 18,075,296	\$ 18,980,032
10% of Baggage Claim Requirement to be allocated equally among all Signatory Airlines		\$ 1,498,943	\$ 1,803,462	\$ 1,807,530	\$ 1,898,003
Number of carriers		13	13	13	13
Baggage Claim Charge per carrier		\$ 115,303	\$ 138,728	\$ 139,041	\$ 146,000
90% of Baggage Claim Requirement to be divided by Deplaned Domestic Passengers		\$ 13,490,488	\$ 16,231,161	\$ 16,267,766	\$ 17,082,029
Deplaned Domestic Passengers		16,076,747	16,317,459	17,167,673	17,868,803
Baggage Claim charge per Deplaned Domestic Passengers		\$ 0.84	\$ 0.99	\$ 0.95	\$ 0.96
Non-Signatory Baggage Claim charge per Deplaned Domestic Passengers		\$ 1.05	\$ 1.24	\$ 1.19	\$ 1.19
Non-Signatory Baggage Claim charge premium per Deplaned Domestic Passenger		\$ 0.21	\$ 0.25	\$ 0.24	\$ 0.24
Non-Signatory Deplaned Domestic Passengers		2,164	-	2,311	2,405
Non-Signatory Baggage Claim premium ¹	[F]	\$ 454	-	\$ 555	\$ 575
Bag Claim (includes Non-Signatory Premiums)	[E+F]	\$ 14,989,886	\$ 18,034,624	\$ 18,117,373	\$ 18,980,607

¹ Non-Signatory premium is offset in Terminal Building (see exhibit K)

Exhibit K.3

BAGGAGE MAKE UP SYSTEM SPACE RATE AND FEES
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
PREFERENTIAL BAGGAGE MAKE UP (BMU) DEVICE SPACE RENT				
Terminal Rental Rate for Group B	\$ 122.72	\$ 145.2136	\$ 144.9000	\$ 150.8036
Direct Leased Baggage Makeup Device Space	53,239	51,088	58,021	63,143
Preferential BMU Device Space Charges	\$ 6,533,186	\$ 7,418,630	\$ 8,407,243	\$ 9,522,193
COMMON USE BAGGAGE MAKE UP (BMU) SYSTEM SPACE FEE				
Terminal Rental Rate for Group B	\$ 122.72	\$ 145.21	\$ 144.90	\$ 150.80
Square feet of Common Use BMU System Space	53,135	53,679	46,752	42,549
Common Use BMU System Space Requirement	[A] \$ 6,520,460	\$ 7,794,862	\$ 6,774,365	\$ 6,416,543
Outbound Checked Bags processed on Common Use BMU Devices	1,820,319	1,729,466	1,588,979	1,652,538
Common Use Baggage Make up System Space Fee	\$ 3.58	\$ 4.51	\$ 4.26	\$ 3.88
Nonsig Common Use Baggage Make up System Space Fee				
Nonsig Common Use Baggage Make up System Space Fee Premium	\$ 4.48	\$ 5.63	\$ 5.33	\$ 4.85
Nonsig Outbound Checked Bags on Common Use BMU Devices	0.90	1.13	1.07	0.97
Nonsig Common Use Baggage Make up System Space Premium ¹	27,066		23,626	24,571
	[B] \$ 24,238	\$ -	\$ 25,280	\$ 23,852
Common Use BMU System Space (includes Non-Signatory Premiums)	[A+B] \$ 6,544,698	\$ 7,794,862	\$ 6,794,331	\$ 6,440,395

¹ Non-Signatory premium is offset in Terminal Building (see exhibit K)

Exhibit K.4

BAGGAGE MAKE UP SYSTEM FEES
Seattle-Tacoma International Airport
Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Allocable share of baggage system costs	86.42%	86.42%	86.42%	87.05%
Capital Costs				
Gross debt service	\$ 5,849,927	\$ 5,821,264	\$ 5,688,086	\$ 6,109,319
Less: PFC revenues	(2,732,120)	(2,674,726)	(2,588,228)	(2,828,543)
Debt service	\$ 3,117,807	\$ 3,146,538	\$ 3,099,858	\$ 3,280,776
Debt service coverage	-	-	-	-
Amortization	3,829,559	3,800,268	3,800,268	4,078,659
Capital Costs	[A] \$ 6,947,366	\$ 6,946,806	\$ 6,900,126	\$ 7,359,435
Operations and Maintenance Expenses	[B] 6,506,703	6,503,119	6,157,295	7,659,135
Baggage Make up (BMU) System Requirement	[C=A+B] \$ 13,454,070	\$ 13,449,925	\$ 13,057,421	\$ 15,018,571
10% of BMU System Requirement to be allocated equally among all Signatory Airlines	\$ 1,345,407	\$ 1,344,993	\$ 1,305,742	\$ 1,501,857
Number of carriers	24	23	24	24
BMU System Charge per carrier	\$ 56,059	\$ 58,478	\$ 54,406	\$ 62,577
90% of BMU System Requirement to be divided by Outbound Checked Bags processed on BMU System	\$ 12,108,663	\$ 12,104,933	\$ 11,751,679	\$ 13,516,714
Outbound Checked Bags processed on BMU System	10,926,047	12,758,979	10,494,704	10,914,492
Common Use Baggage Make up System Rate	\$ <u>1.11</u>	\$ <u>0.95</u>	\$ <u>1.12</u>	\$ <u>1.24</u>
Nonsignatory Baggage Make up System Rate	\$ 1.39	\$ 1.19	\$ 1.40	\$ 1.55
Nonsignatory Baggage Make up System Rate premium	\$ 0.28	\$ 0.24	\$ 0.28	\$ 0.31
Nonsignatory Outbound Checked Bags on BMU System	27,066	-	25,997	27,037
Nonsignatory Baggage Make up System Premium	[D] \$ 7,499	-	7,279	8,371
Baggage Make up System (includes Non-Signatory Premiums)	[C+D] \$ 13,461,568	13,449,925	13,067,090	15,026,942

¹ Non-Signatory premium is offset in Terminal Building (see exhibit K)

Exhibit K.5

PREFERENTIAL USE TICKET COUNTER RENTAL RATE
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Normalized Rental Rate for Group B	\$ 88.10	\$ 104.72	\$ 103.92	\$ 108.84
Square feet of <u>rentable</u> Ticket Counter Space	50,948	53,028	49,961	49,079
[A]	\$ 4,488,710	\$ 5,553,285	\$ 5,191,947	\$ 5,341,834
Baggage Make up Circulation Rate	\$ 34.61	\$ 40.48990	\$ 40.98	\$ 41.96
Square feet of <u>rented</u> Ticket Counter Space (Preferential + Common)	45,266	\$ 46,559.05000	48,744	48,716
[B]	\$ 1,566,734	\$ 1,885,171	\$ 1,997,529	\$ 2,044,224
Ticket Counter Requirement	\$ 6,055,444	\$ 7,438,456	\$ 7,189,476	\$ 7,386,059
[A+B]				
Square feet of <u>rented</u> Ticket Counter Space (Preferential + Common)	45,266	46,559	48,744	48,716
Preferential Use Ticket Counter Rental Rate	\$ 133.77	\$ 159.76	\$ 147.49	\$ 151.61
Square feet of <u>rented</u> Ticket Counter Space (Preferential)	34,618	34,965	36,427	36,421
Preferential Use Ticket Counter Charges	\$ 4,631,066	\$ 5,586,137	\$ 5,372,618	\$ 5,521,957

Exhibit K.6

COMMON USE TICKET COUNTER RATE

Seattle-Tacoma International Airport

Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Preferential Use Ticket Counter Rental Rate	\$ 133.77	\$ 159.7639	\$ 147.4900	\$ 151.6146
Square feet of rented Common Use Ticket Counter Space	10,648	11,594	12,317	12,295
Common Use Ticket Counter Requirement	[A] \$ 1,424,378	\$ 1,852,319	\$ 1,816,634	\$ 1,864,102
Common Use Ticket Counter hours of use	81,588	91,164	83,468	86,807
Common Use Ticket Counter Rate	<u>\$ 17.46</u>	<u>\$ 20.32</u>	<u>\$ 21.76</u>	<u>\$ 21.47</u>

Nonsignatory Common Use Ticket Counter Rate	\$ 21.82	\$ 25.40	\$ 27.20	\$ 26.84
Nonsignatory Common Use Ticket Counter Rate Premium	\$ 4.36	\$ 5.08	\$ 5.44	\$ 5.37
Nonsignatory Common Use Ticket Counter Hours	2,389	-	2,444	2,542
Nonsignatory Common Use Ticket Counter Premium ¹	[B] \$ 10,427	-	13,296	13,646
Common Use Ticket Counter (includes Non-Signatory Premiums)	[A+B] \$ 1,434,805	\$ 1,852,319	\$ 1,829,559	\$ 1,877,748

¹ Non-Signatory premium is offset in Terminal Building (see exhibit K)

Exhibit K.7

NON-PUBLICLY ACCESSIBLE OFFICE SPACE RENTAL RATE
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Normalized Rental Rate for Group C	\$ 44.05	\$ 52.36	\$ 51.96	\$ 54.42
Square feet of <u>rentable</u> Non-Publicly Accessible Office Space	126,767	128,509	127,063	126,007
[A]	\$ 5,584,318	\$ 6,728,975	\$ 6,602,193	\$ 6,857,399
Baggage Make up Circulation Rate	\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Square feet of <u>rented</u> Non-Publicly Accessible Offices Space	69,441	71,208	71,811	78,305
[B]	\$ 2,403,471	\$ 2,883,186	\$ 2,942,815	\$ 3,285,840
Non-Publicly Accessible Office Requirement	\$ 7,987,789	\$ 9,612,160	\$ 9,545,008	\$ 10,143,239
[A+B]				
Square feet of <u>rented</u> Non-Publicly Accessible Offices Space	69,441	71,208	71,811	78,305
Non-Publicly Accessible Office Rental Rate	\$ 115.03	\$ 134.99	\$ 132.92	\$ 129.54
Non-Publicly Accessible Office Rents	\$ 7,987,789	\$ 9,612,160	\$ 9,545,118	\$ 10,143,239

Exhibit K.7.1

PUBLICLY-ACCESSIBLE OFFICE/VIP LOUNGE SPACE RENTALS
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Normalized Rental Rate for Group B	\$ 88.1034	\$ 104.72	\$ 103.92	\$ 108.84
Square feet of <u>rentable</u> Publicly Accessible Office/VIP Lounge Space	129,755.08	128,369	134,381	137,128
[A]	\$ 11,431,864	\$ 13,443,222	\$ 13,964,874	\$ 14,925,224
Baggage Make up Circulation Rate	\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Square feet of <u>rented</u> Publicly Accessible Office/VIP Lounge Space	87,358.69	85,126	89,221	99,327
[B]	\$ 3,023,635	\$ 3,446,742	\$ 3,656,277	\$ 4,167,967
Publicly-Accessible Office Space Requirement	[C=A+B] \$ 14,455,499	\$ 16,889,964	\$ 17,621,150	\$ 19,093,191
Publicly-Accessible Office/VIP Lounge Space Rental Rate	\$ 122.72	\$ 145.214	\$ 144.90	\$ 150.80
Square feet of <u>rented</u> Publicly-Accessible Office/VIP Lounge Space	87,358.69	85,126	89,221	99,327
Payments for Publicly-Accessible Office/VIP Lounge Space	[D] \$ 10,720,232	\$ 12,361,446	\$ 12,928,123	\$ 14,978,872
Amount of Requirement Not Recovered	=[C-D] \$ 3,735,267	\$ 4,528,518	\$ 4,693,027	\$ 4,114,319

Exhibit K.8

CLOSED STORAGE SPACE FEE
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Normalized Rental Rate for Group D	\$ 22.03	\$ 26.1809	\$ 25.98	\$ 27.21
Square feet of <u>rentable</u> Closed Storage Space	40,090	38,559	37,184	36,112
[A]	\$ 883,018	\$ 1,009,497	\$ 966,040	\$ 982,622
Baggage Make up Circulation Rate	\$ 34.61	\$ 40.49	\$ 40.98	\$ 41.96
Square feet of <u>rented</u> Closed Storage Space	21,492	20,861	19,520	19,520
[B]	\$ 743,887	\$ 844,666	\$ 799,930	\$ 819,100
Closed Storage Requirement	\$ 1,626,905	\$ 1,854,163	\$ 1,765,970	\$ 1,801,721
Square feet of <u>rented</u> Closed Storage Space	21,492	20,861	19,520	19,520
Closed Storage Rate	\$ 75.70	\$ 88.88	\$ 90.47	\$ 92.30
Closed Storage Requirement	\$ 1,626,905	\$ 1,854,163	\$ 1,765,974	\$ 1,801,721

Exhibit K.9

PASSENGER LOADING BRIDGE FEES
Seattle-Tacoma International Airport
Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
AVERAGE PASSENGER LOADING BRIDGE COST					
Capital Costs					
Gross debt service		\$ 914,517	\$ 1,057,721	\$ 1,054,006	\$ 841,649
Less: PFC revenues		-	-	-	-
Debt service		\$ 914,517	\$ 1,057,721	\$ 1,054,006	\$ 841,649
Debt service coverage		-	-	-	-
Amortization		282,018	376,641	376,641	474,857
Capital Costs	[A]	\$ 1,196,535	\$ 1,434,362	\$ 1,430,647	\$ 1,316,506
Operations and Maintenance Expenses	[B]	1,415,521	1,832,316	1,689,252	1,491,610
Less: Non-Signatory Premiums	[C]	(1,992)		(1,866)	(1,987)
	[D=A+B+C]	\$ 2,610,065	\$ 3,266,679	\$ 3,118,034	\$ 2,806,129
Port-owned Passenger Loading Bridges ⁽¹⁾	[E]	59	59	59	55
Average Passenger Loading Bridge Cost	[F=D/E]	\$ 44,238	\$ 55,367	\$ 52,848	\$ 50,836
PREFERENTIAL PASSENGER LOADING BRIDGE FEE					
Average Passenger Loading Bridge Cost		\$ 44,238	\$ 55,367	\$ 52,848	\$ 50,836
Port-owned Passenger Loading Bridges serving Preferential Use Gates		42	46	46	41
		\$ 1,876,435	\$ 2,546,902	\$ 2,431,009	\$ 2,074,095
COMMON USE PASSENGER LOADING BRIDGE RATE					
Average Passenger Loading Bridge Cost		\$ 44,238	\$ 55,367	\$ 52,848	\$ 50,836
Port-owned Passenger Loading Bridges serving Common Use Gates		17	13	13	14
		\$ 733,630	\$ 719,777	\$ 687,024	\$ 732,034
Turns on Gates with Port-Owned Passenger Loading Bridges (a)		11,418	10,804	12,368	14,511
Common Use Passenger Loading Bridge Rate		\$ 64.25	\$ 66.62	\$ 55.55	\$ 50.45
Common Use Passenger Loading Bridge Fees (includes Non-Signatory Premiums)		\$ 735,622	\$ 719,777	\$ 688,908	\$ 734,021

(1) Port-owned Passenger Loading Bridges Count:

	Total Count (2015 average)
Port-owned Loading Bridges - 1/1/2014	59
Adding (B4,S7,S9,D4,D10,C9)	6
Subtracting (C10-12, N gates)	-11
Port-owned Loading Bridges - 31/12/2014	54
Adding (C3, B14 - mid year)	1
Adding (B6,B8 - Oct/Nov)	0.3
Port-owned Loading Bridges - 31/12/2015	55.3

Exhibit L

FIS RATE
Seattle-Tacoma International Airport
Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Capital Costs (a)					
Gross debt service		\$ 2,845,034	\$ 2,882,440	\$ 2,817,672	\$ 2,959,603
Less: PFC revenues		(227,376)	(222,599)	(215,401)	(223,656)
Debt service		\$ 2,617,658	\$ 2,659,841	\$ 2,602,271	\$ 2,735,946
Debt service coverage		-	-	-	-
Amortization		768,128	766,284	766,284	1,074,766
Capital Costs	[A]	\$ 3,385,786	\$ 3,426,124	\$ 3,368,555	\$ 3,810,712
Operations and Maintenance Expenses (a)	[B]	4,139,192	5,191,040	5,356,301	6,550,277
Gross FIS Requirement	[C=A+B]	\$ 7,524,978	\$ 8,617,165	\$ 8,724,856	\$ 10,360,990
Less: Non-Signatory Premiums	[D]	(25,962)		(30,160)	(35,746)
Less: Rental revenue of space in FIS Facility from government agencies	[E]	-	-	-	-
FIS Requirement	[F=C+D+E]	\$ 7,499,016	\$ 8,617,165	\$ 8,694,696	\$ 10,325,244
Deplaned International Passengers		1,253,253 ^(b)	1,495,856	1,442,362	1,485,633
FIS Rate		\$ 5.98	\$ 5.76	\$ 6.03	\$ 6.95
FIS Fees (includes Non-Signatory Premiums)	[F-D]	\$ 7,524,978	\$ 8,617,165	\$ 8,727,603	\$ 10,360,990

(a) Includes the sum of Capital Costs and Operations and Maintenance Expenses allocable to the FIS Facility, the Common Use Baggage Claim Area serving the FIS Facility, and the Baggage Make up System and Common Use Baggage Claim System serving the FIS Facility.

(b) Deplaned passengers exclude passenger from the International Incentive Program.

Exhibit 4

NON-AERO REVENUES

Seattle-Tacoma International Airport
Calendar Year

	Budget 2014	Preliminary Budget 2015	Increase/ (Decrease)	%
Rental Cars	28,645,011	\$ 32,678,201	\$ 4,033,190	14.1%
CFC Operating Revenues (RCF)	12,419,961	\$ 12,171,824	(248,137)	-2.0%
RCF Reimbursable Revenue	102,120	93,829	(8,291)	-8.1%
RCF Subtotal	41,167,092	\$ 44,943,854	\$ 3,776,762	9.2%
Public Parking	52,137,574	58,925,198	6,787,624	13.0%
Ground Transportation	7,881,080	8,309,984	428,903	5.4%
Concessions	43,713,809	49,883,335	6,169,526	14.1%
Other	21,552,973	26,270,778	4,717,805	21.9%
Total Non-Aero Revenues	\$ 166,452,529	\$ 188,333,148	\$ 21,880,619	13.1%

Exhibit 5
CALCULATION OF DEBT SERVICE COVERAGE
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Aeronautical Revenues	\$ 229,977,243	\$ 247,579,660	\$ 245,824,535	\$ 261,670,040
Non-Aeronautical Revenues	161,074,506	166,452,529	176,655,477	188,333,148
O&M Expenses	(225,919,665)	(238,982,702)	(236,712,756)	(247,902,236)
Net Operating Income	\$ 165,132,084	\$ 175,049,487	\$ 185,767,256	\$ 202,100,953
ADF Interest Income	1,858,990	2,000,000	1,800,000	2,128,000
Security Checkpoint TSA Grant	715,400	1,268,800	1,268,800	715,400
Misc. Non-Operating Expenses	(1,248,788)	(500,000)	(937,636)	(1,339,896)
Security Fund Treated as Revenue	17,879,903	-	-	-
CFC Excess (1)	(5,003,969)	(4,622,884)	(5,970,237)	(4,264,022)
Available for Debt Service	\$ 179,333,620	\$ 173,195,402	\$ 181,928,183	\$ 199,340,435
Debt Service	\$ 127,830,692	\$ 128,738,202	\$ 127,704,787	\$ 128,342,794
Debt Service Coverage	1.40	1.35	1.42	1.55
Coverage charged in rate base (2)	\$ -	\$ -	\$ -	\$ -
Debt Service Coverage After Revenue Sharing				
Available for Debt Service	\$ 179,333,620	\$ 173,195,402	\$ 181,928,183	\$ 199,340,435
Less Revenue Sharing	(9,772,627)	(6,136,325)	(11,148,600)	(19,455,971)
	\$ 169,560,993	\$ 167,059,077	\$ 170,779,583	\$ 179,884,464
Debt Service	\$ 127,830,692	\$ 128,738,202	\$ 127,704,787	\$ 128,342,794
Debt Service Coverage After Revenue Sharing	1.33	1.30	1.34	1.40

Notes:

- 1) CFC revenues are restricted, so the excess of CFC revenues over expenses is excluded from the coverage calculation.
- 2) Coverage charged in rate base is based on the calculation described in this document and included in the forecast of airline rates and charges.

Exhibit 6
CALCULATION OF REVENUE SHARING AMOUNT
 Seattle-Tacoma International Airport
 Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Available for Debt Service	[A]	\$ 179,333,620	\$ 173,195,402	\$ 181,928,183	\$ 199,340,435
Debt Service	[B]	\$ 127,830,692	\$ 128,738,202	\$ 127,704,787	\$ 128,342,794
Debt Service Coverage	=[A] / [B]	1.40	1.35	1.42	1.55
Debt Service x 1.25	[C]=[B] x 1.25	\$ 159,788,365	\$ 160,922,752	\$ 159,630,984	\$ 160,428,492
Avail. for Debt Service less D/S x 1.25	=[A]-[C]	\$ 19,545,255	\$ 12,272,650	\$ 22,297,199	\$ 38,911,943
REVENUE SHARING AMOUNT TO AIRLINES (50%)		\$ 9,772,627	\$ 6,136,325	\$ 11,148,600	\$ 19,455,971

Calculation of split of revenue sharing amount to passenger vs. cargo airlines:

Signatory Airline Payments (before revenue sharing, including cargo Landing Fees)	\$ 219,285,213	\$ 236,700,195	\$ 235,779,765	\$ 250,902,022
Signatory Landing Fees associated with cargo landed weight	\$ 4,593,872	\$ 4,746,448	\$ 4,618,662	\$ 4,830,375
Cargo Landing Fees share of total airline payments	2.09%	2.01%	1.96%	1.93%
Payments other than cargo landing fees as share of total Airline Payments	97.91%	97.99%	98.04%	98.07%

Allocation of revenue sharing amount:

To payments other than cargo landing fees	\$ 9,567,898	\$ 6,013,276	\$ 10,930,211	\$ 19,081,404
To cargo landing fees	204,730	\$ 123,049	\$ 218,389	\$ 374,567
	\$ 9,772,627	\$ 6,136,325	\$ 11,148,600	\$ 19,455,971

Exhibit 7
TERMINAL SPACE
 Seattle-Tacoma International Airport
 Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Rentable Airline					
Gates		206,843	206,574	207,194	207,195
Checkpoints		33,921	34,112	34,112	34,112
Checkpoint Queueing		18,506	20,142	20,142	20,142
Bag Makeup		382,643	377,998	386,184	387,876
Ticketing		50,948	53,028	49,961	49,079
Inbound Baggage		114,038	117,342	118,077	118,922
Offices (Public-accessible)		129,755	128,369	134,381	137,128
Offices (Non-public-accessible)		126,767	128,509	127,063	126,007
Closed Storage		40,090	38,559	37,184	36,112
Rentable Airline	[A]	1,103,511	1,104,632	1,114,298	1,116,573
% of Total Rentable		76.82%	76.87%	77.25%	77.35%
Rentable Nonairline					
Concessions (includes seating/circulation)		286,295	285,711	285,476	286,192
Non-Airline Leased Areas		-	-	-	-
Port Occupied, Leaseable		46,676	46,598	42,608	40,717
Rentable Nonairline	[B]	332,972	332,309	328,084	326,909
% of Total Rentable		23.18%	23.13%	22.75%	22.65%
TOTAL RENTABLE SPACE	[C]=[A+B]	1,436,483	1,436,941	1,442,382	1,443,482

Exhibit 7 (page 2 of 3)

TERMINAL SPACE
 Seattle-Tacoma International Airport
 Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Breakout of Rentable Airline Space					
Direct Leased Space (or Demised Premises)					
Gates		117,355	173,957	165,274	164,513
Checkpoints		-	-	-	-
Checkpoint Queueing		-	-	-	-
Bag Makeup		53,239	51,088	58,021	63,143
Ticketing		34,618	34,965	36,427	36,421
Inbound Baggage		-	-	-	-
Offices (Public-accessible)		87,359	85,126	89,221	99,327
Offices (Non-public-accessible)		69,441	71,208	71,811	78,305
Closed Storage		21,492	20,861	19,520	19,520
		383,504	437,204	440,274	461,229
Common Space					
Gates		89,488	32,617	41,920	42,682
Checkpoints		33,921	34,112	34,112	34,112
Checkpoint Queueing		18,506	20,142	20,142	20,142
Bag Makeup		329,405	326,910	328,163	324,733
Ticketing		10,648	11,594	12,317	12,295
Inbound Baggage		114,038	117,342	118,077	118,922
Offices (Public-accessible)		-	-	-	-
Offices (Non-public-accessible)		-	-	-	-
Closed Storage		-	-	-	-
		596,004	542,717	554,731	552,886
Vacant Space					
Gates		-	-	-	-
Checkpoints		-	-	-	-
Checkpoint Queueing		-	-	-	-
Bag Makeup		-	-	-	-
Ticketing		5,682	6,469	1,217	363
Inbound Baggage		-	-	-	-
Offices (Public-accessible)		42,396	43,243	45,160	37,801
Offices (Non-public-accessible)		57,326	57,302	55,252	47,702
Closed Storage		18,598	17,697	17,664	16,592
		124,003	124,710	119,293	102,458
Total Direct + Common + Vacant		1,103,511	1,104,632	1,114,298	1,116,573
Total Rentable Airline on Page 1		1,103,511	1,104,632	1,114,298	1,116,573
Difference should be zero		-	-	-	-

Exhibit 7 (page 3 of 3)

TERMINAL SPACE
 Seattle-Tacoma International Airport
 Calendar Year

		Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Summary of Total Terminal Space					
Rentable Airline Space (from above)	=[A]	1,103,511	1,104,632	1,114,298	1,116,573
Rentable Nonairline (from above)	=[B]	332,972	332,309	328,084	326,909
Total Rentable	[C]=[A+B]	1,436,483	1,436,941	1,442,382	1,443,482
All Other Space					
Public space (circulation)		771,112	768,652	770,367	771,461
Restrooms		63,303	63,098	63,363	63,432
Mechanical & Maintenance	[D]	516,616	517,828	507,238	504,483
FIS Facility	[E]	96,505	96,943	98,128	98,382
Port Occupied		235,482	236,390	238,225	238,704
Subtotal	[F]	1,683,018	1,682,911	1,677,321	1,676,462
Total Terminal Space	[G]=[C+F]	3,119,500	3,119,852	3,119,703	3,119,944
Less Mechanical & Maintenance	=[D]	(516,616)	(517,828)	(507,238)	(504,483)
Usable Square Feet	[H]=[G-D]	2,602,884	2,602,024	2,612,465	2,615,461
FIS Facility as percent of Usable Square Feet	=[E] / [H]	3.71%	3.73%	3.76%	3.76%

Exhibit 8

ACTIVITY

Seattle-Tacoma International Airport
Calendar Years

	Metric	Rate	Exh	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
1	Landed weight	Landing fee	J	20,604,727	20,801,825	21,795,814	22,377,590
2	Landings	Ramp Tower fee	J.1	155,262	155,266	163,801	168,715
3	Passenger Carrier Landed Weight	Apron Fee	J.2	19,561,154	19,453,494	20,490,309	21,053,792
4	Turns on Common Gates	Common Gate Fees	K.1	12,530	11,255	13,591	14,730
5	Deplaned Domestic Passengers	Bag Claim	K.2	16,076,747	16,317,459	17,167,673	17,868,803
6	Outbound bags on Com BMU Devices	Common BMU space fee	K.3	1,820,319	1,729,466	1,588,979	1,652,538
7	Outbound bags on BMU System	BMU System fee	K.4	10,926,047	12,758,979	10,494,704	10,914,492
8	Hours at common ticket counter	Common Tkt Ctr Rate	K.6	81,588	91,164	83,468	86,807
9	Turns on Com Gates w/Port-Owned PLBs	Common PLB rate	K.9	11,418	10,804	12,368	14,511
10	Deplaned International Passengers	FIS rate	L	1,253,253	1,495,856	1,442,362	1,485,633
Assumptions and Calculations							
Landed Weight							
in 1 & 3	Passenger carriers - for revenue landings			19,216,161	19,453,494	20,386,395	20,947,021
in 3	Passenger carriers - for revenue landings under incentive program			245,791			
in 3	Passenger carriers - for non- revenue landings (signatory only)			98,454		103,131	105,967
in 1 & 3	Passenger carriers - for non- revenue landings (non signatory carriers)			748		784	805
in 1	Cargo landed weight - for revenue landings			1,386,486	1,348,332	1,407,283	1,428,393
in 1	Cargo landed weight - for non- revenue landings (signatory)			-		-	-
in 1	Cargo landed weight - for non- revenue landings (non signatory)			1,332		1,352	1,372
Total				20,948,972	20,801,825	21,898,944	22,483,557
Growth rate							
Passenger carriers					-0.55%	4.75%	2.75%
Cargo Carriers					-2.85%	1.50%	1.50%
Total				4.81%	-0.70%	4.53%	2.67%
Cargo landed weight as % of total				6.62%	6.48%	6.43%	6.36%
2	Landings			155,262	155,266	163,801	168,715
	Growth Rate				0.00%	5.50%	3.00%
Enplanements							
	Domestic			15,604,129	15,983,257	16,749,238	17,437,816
	International			1,772,187	1,830,059	1,860,796	1,916,620
	Total			17,376,316	17,813,316	18,610,034	19,354,436
	Growth Rate						
	Domestic			4.15%	2.43%	7.34%	4.11%
	International			9.78%	3.27%	5.00%	3.00%
	Total			4.69%	2.51%	7.10%	4.00%
4	Turns on Common Gates						
	Widebody			4,171	4,183	4,394	4,526
	Narrowbody			8,055	7,072	6,717	6,918
	Regional and commuter			304	-	2,480	3,286
	Total			12,530	11,255	13,591	14,730
	Growth rate (same as landings in the long term)				-10.18%	8.47%	8.38%
5	Deplaned Domestic Passengers (defined term per Agreement)			16,076,747	16,317,459	17,167,673	17,868,803
	Derived as total enplanements less FIS enplaned passengers				1.50%	6.79%	4.08%
6	Outbound bags on Common BMU Devices						
	Outbound bags on Common BMU Devices			1,820,319	1,729,466	1,588,979	1,652,538
	Growth rate (same as enplanements in the long term)				-4.99%	-12.71%	4.00%
7	Outbound bags on BMU System						
	Outbound bags on BMU System			10,926,047	12,758,979	10,494,704	10,914,492
	Per enplaned passenger			0.629	0.716	0.564	0.564
8	Hours at Common Ticket Counters			81,588	91,164	83,468	86,807
	Growth rate (same as enplanements in the long term)				11.74%	2.30%	4.00%
9	Turns on Common Gates with Port-Owned PLBs			11,418	10,804	12,368	14,511
	Growth rate (same as landings in the long term)				-5.38%	8.32%	3.00%
	Total Deplaned Int'l Passengers (use FIS)			1,373,678	1,495,856	1,442,362	1,485,633
	Growth rate (same as international enplanements)				8.89%	5.00%	3.00%
	Less: Incentive program deplaned international passengers			(120,425)			
10	Total Deplaned Int'l Passengers (use FIS) excluding incentive activity			1,253,253	1,495,856	1,442,362	1,485,633
11	Number of Carriers			24	23	24	24
	Using Preferential BMU Devices			6	6	6	6
	Using Common BMU Devices			18	17	18	18
	Using Baggage Claim Devices			13	13	13	13

Exhibit 9

DEBT SERVICE
Seattle-Tacoma International Airport
Calendar Year

	Budget 2014	Preliminary Budget 2015	Increase/ (Decrease)	%
Airline				
Gross Debt Service				
Airfield Movement Area	\$ 38,864,335	\$ 44,573,993	\$ 5,709,658	14.7%
Airfield Commercial Area	2,839,193	2,420,307	(418,886)	-14.8%
Airfield Apron Area	3,869,866	4,437,222	567,356	14.7%
Terminal Building	70,616,442	67,178,869	(3,437,573)	-4.9%
FIS	2,397,975	2,476,531	78,556	3.3%
Baggage System	6,736,364	7,017,953	281,589	4.2%
Passenger Loading Bridges	1,057,721	841,649	(216,072)	-20.4%
Airport Operating Systems	-	-	-	
Gate Utilities	1,617,484	1,761,384	143,900	8.9%
EGSE	270,702	275,544	4,842	1.8%
Gross Debt Service ⁽¹⁾	\$ 128,270,083	\$ 130,983,453	\$ 2,713,370	2.1%
PFC Offset				
Airfield Movement Area	\$ (20,794,427)	\$ (25,261,628)	\$ (4,467,201)	21.5%
Terminal Building	(9,650,998)	(5,289,143)	4,361,855	-45.2%
Baggage System	(3,095,191)	(3,249,229)	(154,038)	5.0%
FIS	-	-	-	
PFC Offset	\$ (33,540,616)	\$ (33,800,000)	\$ (259,384)	0.8%
Debt Service				
Airfield Movement Area	\$ 18,069,908	\$ 19,312,366	\$ 1,242,457	6.9%
Airfield Commercial Area	2,839,193	2,420,307	(418,886)	-14.8%
Airfield Apron Area	3,869,866	4,437,222	567,356	14.7%
Terminal Building	60,965,444	61,889,726	924,282	1.5%
FIS	2,397,975	2,476,531	78,556	3.3%
Baggage System	3,641,173	3,768,723	127,551	3.5%
Passenger Loading Bridges	1,057,721	841,649	(216,072)	-20.4%
Airport Operating Systems	-	-	-	
Gate Utilities	1,617,484	1,761,384	143,900	8.9%
EGSE	270,702	275,544	4,842	1.8%
Debt Service	\$ 94,729,467	\$ 97,183,453	\$ 2,453,986	2.6%
Exclusions	1,603,784	1,539,340	(64,444)	-4.0%
Nonairline	32,404,951	29,620,001	(2,784,950)	-8.6%
Total Debt Service	\$ 128,738,202	\$ 128,342,794	\$ (395,408)	-0.3%

(1) Increase to existing debt service amortization in 2015.

Exhibit 10

AMORTIZATION

Seattle-Tacoma International Airport
Calendar Year

	Budget 2014	Preliminary Budget 2015	Increase/ (Decrease)	%
Airfield Movement Area ⁽¹⁾	\$ 7,994,182	\$ 8,993,922	\$ 999,740	12.5%
Airfield Commercial Area	257,057	371,620	114,563	44.6%
Airfield Apron Area	779,311	923,406	144,095	18.5%
Terminal Building ⁽²⁾	7,470,743	10,295,308	2,824,564	37.8%
FIS ⁽³⁾	450,013	752,262	302,249	67.2%
Baggage System ⁽⁴⁾	4,397,668	4,685,275	287,607	6.5%
Passenger Loading Bridges	376,641	474,857	98,216	26.1%
Airport Operating Systems	126,619	33,210	(93,409)	-73.8%
Gate Utilities ⁽⁵⁾	133,451	327,087	193,636	145.1%
EGSE	-	238,810	238,810	
Total Amortization	\$ 21,985,685	\$ 27,095,758	\$ 5,110,072	23.2%

(1) 2015 Budget includes Auburn Wetland Habitat project.

(2) 2015 Budget includes FIMS upgrade \$1.4M, PeopleSoft upgrade \$628K, and SharePoint project \$536K

(3) 2015 budget includes automated passport control system \$162K.

(4) 2015 budget includes zone 1 FIDS and bag system \$128K.

(5) 2015 budget includes Pre-conditioned Air asset.

Exhibit 11

O&M EXPENSES
 Seattle-Tacoma International Airport
 Calendar Year

	Budget 2014	Preliminary Budget 2015	Increase/ (Decrease)	%
Airline				
Airfield Movement Area ⁽¹⁾	\$ 48,525,739	\$ 50,335,293	\$ 1,809,554	3.7%
Airfield Commercial Area ⁽²⁾	6,059,151	3,674,624	(2,384,527)	-39.4%
Airfield Apron Area ⁽³⁾	5,565,120	5,980,648	415,528	7.5%
Terminal Building ⁽⁴⁾	99,011,552	102,372,998	3,361,447	3.4%
Airline Realignment	237,500	-	(237,500)	-100.0%
FIS ⁽⁵⁾	4,649,830	5,944,660	1,294,830	27.8%
Baggage System ⁽⁶⁾	7,525,406	8,798,272	1,272,866	16.9%
Passenger Loading Bridges	1,832,316	1,491,610	(340,706)	-18.6%
Airport Operating Systems	69,529	133,882	64,352	92.6%
Gate Utilities	1,102,787	755,119	(347,668)	-31.5%
EGSE	94,482	81,594	(12,887)	-13.6%
	\$ 174,673,412	\$ 179,568,701	\$ 4,895,289	2.8%
Nonairline	64,309,290	68,333,534	4,024,244	6.3%
Total O&M Expenses	\$ 238,982,702	\$ 247,902,236	\$ 8,919,533	3.7%

(1) 2015 Budget increase in the Airfield Movement cost center is mainly from Corporate, Capital Division, and Aviation intra-divisional allocations.

(2) Decrease in the Airfield Commercial cost center due to reduction of \$1.5 million from Corporate and Aviation intra-divisional allocations. In the 2014 Budget, Industrial Waste System (IWS) internal utility expenses of \$656K were budgeted to Airfield Commercial Properties, but the revenues were recorded in the Utility cost center.

(3) An increase in the Apron cost center due to increase scope of service for the ramp service contract.

(4) Increase in the Terminal Building cost center due to increase electricity costs for the 2013 year-end trueup and increase natural gas per therm rate.

(5) Increase in FIS cost center due to higher cost of the centralized international service contract.

(6) Increase in the Baggage cost center due to janitorial service, increase of maintenance's support and one new FTE Baggage Specialist.

Exhibit 12

ALLOCATION OF BAG SYSTEM COSTS TO BAG CLAIM, BMU, AND FIS
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Pieces of equipment				
Inbound Equipment	224	224	224	222
Outbound Equipment	3,028	3,028	3,028	3,187
FIS Equipment	252	252	252	252
Total Baggage Equipment	3,504	3,504	3,504	3,661
Allocation				
Inbound Equipment	6.39%	6.39%	6.39%	6.06%
Outbound Equipment	86.42%	86.42%	86.42%	87.05%
FIS Equipment	7.19%	7.19%	7.19%	6.88%
Total allocation	100.00%	100.00%	100.00%	100.00%
Bag System Costs				
Gross Debt Service	\$ 6,769,533	\$ 6,736,364	\$ 6,582,250	\$ 7,017,953
PFCs used to pay Debt Service	(3,161,607)	(3,095,191)	(2,995,096)	(3,249,229)
Debt Service	\$ 3,607,925	\$ 3,641,173	\$ 3,587,154	\$ 3,768,723
Debt Service Coverage	-	-	-	-
Amortization	4,431,563	4,397,668	4,397,668	4,685,275
O&M Expenses	7,529,554	7,525,406	7,125,219	8,798,272
Total	\$ 15,569,042	\$ 15,564,246	\$ 15,110,040	\$ 17,252,271
Allocation of Bag System Costs				
<u>Bag System Costs--Inbound Equipment (Bag Claim)</u>				
Gross Debt Service	\$ 432,756	\$ 430,635	\$ 420,783	\$ 425,563
PFCs used to pay Debt Service	(202,112)	(197,866)	(191,467)	(197,031)
Debt Service	\$ 230,644	\$ 232,769	\$ 229,316	\$ 228,532
Debt Service Coverage	-	-	-	-
Amortization	283,296	281,129	281,129	284,111
O&M Expenses	481,341	481,076	455,493	533,520
Total	\$ 995,281	\$ 994,975	\$ 965,939	\$ 1,046,163
<u>Bag System Costs--Outbound Equipment (BMU)</u>				
Gross Debt Service	\$ 5,849,927	\$ 5,821,264	\$ 5,688,086	\$ 6,109,319
PFCs used to pay Debt Service	(2,732,120)	(2,674,726)	(2,588,228)	(2,828,543)
Debt Service	\$ 3,117,807	\$ 3,146,538	\$ 3,099,858	\$ 3,280,776
Debt Service Coverage	-	-	-	-
Amortization	3,829,559	3,800,268	3,800,268	4,078,659
O&M Expenses	6,506,703	6,503,119	6,157,295	7,659,135
Total	\$ 13,454,070	\$ 13,449,925	\$ 13,057,421	\$ 15,018,571
<u>Bag System Costs--FIS Equipment</u>				
Gross Debt Service	\$ 486,850	\$ 484,465	\$ 473,381	\$ 483,071
PFCs used to pay Debt Service	(227,376)	(222,599)	(215,401)	(223,656)
Debt Service	\$ 259,474	\$ 261,865	\$ 257,980	\$ 259,415
Debt Service Coverage	-	-	-	-
Amortization	318,708	316,271	316,271	322,505
O&M Expenses	541,509	541,211	512,430	605,617
Total	\$ 1,119,691	\$ 1,119,346	\$ 1,086,681	\$ 1,187,537

Exhibit 13

FIS RATE--ADDITIONAL DETAIL
 Seattle-Tacoma International Airport
 Calendar Year

	Actual 2013	Budget 2014	Forecast 2014	Preliminary Budget 2015
Allocable share of baggage system costs	7.19%	7.19%	7.19%	6.88%
O&M				
Existing--FIS	\$ 3,597,683	\$ 4,649,830	\$ 4,843,871	\$ 5,944,660
Existing--Allocated baggage system	541,509	541,211	512,430	605,617
New--FIS	-	-	-	-
New--Allocated baggage system	-	-	-	-
Total	4,139,192	5,191,040	5,356,301	6,550,277
Debt Service				
Existing--FIS	2,358,184	2,397,975	2,344,291	2,476,531
Existing--Allocated baggage system	486,850	484,465	473,381	483,071
New--FIS	-	-	-	-
New--Allocated baggage system	-	-	-	-
Less PFC revenues--FIS	-	-	-	-
Less PFC revenues--Allocated baggage system	(227,376)	(222,599)	(215,401)	(223,656)
Total	2,617,658	2,659,841	2,602,271	2,735,946
Amortization				
Existing--FIS	449,420	450,013	450,013	752,262
Existing--Allocated baggage system	318,708	316,271	316,271	322,505
New--FIS	-	-	-	-
New--Allocated baggage system	-	-	-	-
Total	768,128	766,284	766,284	1,074,766
Less: Nonsignatory Premium	(25,962)	-	(30,160)	(35,746)
Coverage	-	-	-	-
FIS Requirement	\$ 7,499,016	\$ 8,617,165	\$ 8,694,696	\$ 10,325,244
Deplaned Int'l Passengers	1,253,253	1,495,856	1,442,362	1,485,633
FIS Rate	\$ 5.98	\$ 5.76	\$ 6.03	\$ 6.95

Note: Any negative amortization is due to use of PFCs to reimburse prior cash expenditures, resulting in reduced annual amortization.