

EXHIBIT K - 1

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE

SUMMARY OF SIGNATORY AIRLINE REVENUES, COST PER ENPLANED PASSENGER, AND AIRLINE RATES & CHARGES

Lambert-St. Louis International Airport
in thousands except for rates
For Fiscal Years Ending June 30

SCENARIO 6A-2

	2016 Setting	2017	Projected			
			2018	2019	2020	2021
INITIAL AIRLINE REQUIREMENTS						
Landing Fees	\$57,181	\$58,379	\$59,432	\$60,374	\$62,974	\$64,015
Terminal 1	8,443	8,933	9,102	9,204	9,669	9,827
Terminal 2	3,924	3,950	4,024	4,101	4,342	4,417
Passenger Loading Bridges		0	209	231	598	601
	\$69,548	\$71,261	\$72,767	\$73,910	\$77,583	\$78,860
TOTAL SIGNATORY AIRLINE REQUIREMENTS						
Initial Requirement	\$69,548	\$71,261	\$72,767	\$73,910	\$77,583	\$78,860
Additional Airline Requirement	15,773	13,259	3,304	1,156	30	(679)
	\$85,321	\$84,520	\$76,071	\$75,066	\$77,613	\$78,181
Signatory airline enplaned passengers	6,372	6,658	6,811	6,962	7,143	7,339
Signatory Airline CPE post Mitigation	\$13.39	\$12.69	\$11.17	\$10.78	\$10.86	\$10.65
Debt Service Coverage Ratio ¹	1.39	1.39	1.48	1.51	1.50	1.50
SIGNATORY AIRLINE RATES (including Additional Requirement)						
Landing Fee Rate (per 1,000 pounds)	\$7.95	\$7.73	\$6.92	\$6.89	\$7.02	\$6.96
Airlines' Terminal Building Rental Rates						
Terminal 1	\$57.98	\$56.20	\$47.00	\$41.03	\$39.58	\$38.11
Terminal 2	\$66.46	\$62.72	\$53.68	\$48.15	\$47.44	\$46.16

¹ Coverage Ratios reflect annual Additional Airline Requirement and the Debt Service Stabilization Fund Contribution.

EXHIBIT K - 2

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE

CALCULATION OF LANDING FEE RATE

Lambert-St. Louis International Airport

in thousands except for rates

For Fiscal Years Ending June 30

SCENARIO 6A-2

		Projected				
	2016 Setting	2017	2018	2019	2020	2021
LANDING FEE RATE						
Total costs - Airfield						
Beginning in FY 2012, per Section 606 (A) of AUA						
Operations and maintenance expenses						
(i) direct Operations and Maintenance Expenses	\$26,262	\$27,143	\$27,842	\$28,560	\$29,297	\$30,055
indirect Operations and Maintenance Expenses	\$10,915	\$11,287	\$11,590	\$11,902	\$12,222	\$12,550
(ii) Amortization of Capital Improvements put into service before July 1, 2011	\$21,680	\$21,651	\$21,644	\$21,564	\$20,759	\$20,708
(iii) Debt Service associated with Capital Improvements put into service on or put into service on or after July 1, 2016, per Subsection 702	-	-	-	-	2,364	2,364
(iv) Debt Service associated with Capital Improvements put into service on or put into service on or after July 1, 2011 and MII approved per Subsection 703(B) ¹	274	479	480	479	483	495
(v) Annual Depreciation Charges or annual Debt Service related to Capital Improvements undertaken pursuant to Subsection 705(A)(i)-(viii)	-	-	-	-	-	-
(vi) Debt Service Reserve Account replenishment or rebate	-	-	-	-	-	-
(vi) Renewal and Replacement Fund replenishment	-	-	-	-	-	-
(vii) Debt Service Stabilization Fund Contribution	8,588	8,252	8,255	8,319	8,146	8,171
Total costs - Airfield [A]	\$67,719	\$68,811	\$69,811	\$70,824	\$73,272	\$74,343
Beginning in FY 2012, per Section 606 (B) of AUA						
Less:						
(i) Nonsignatory airline landing fees	(\$897)	(\$625)	(\$560)	(\$558)	(\$568)	(\$563)
(ii) general aviation landing fees	(406)	(421)	(430)	(439)	(449)	(459)
(iii) military use fees	-	-	-	-	-	-
(iv) fuel flowage fees	(143)	(150)	(150)	(150)	(150)	(150)
(v) Remain Overnight Fees	-	(480)	(480)	(480)	(480)	(480)
(vi) Airline consortium fuel farm rent	(504)	(504)	(504)	(504)	(504)	(504)
(vii) Rate Mitigation Program credits	(8,588)	(8,252)	(8,255)	(8,319)	(8,146)	(8,171)
[B]	(\$10,539)	(\$10,433)	(\$10,379)	(\$10,451)	(\$10,298)	(\$10,328)
Initial Airfield Requirement [A-B=C]	\$57,181	\$58,379	\$59,432	\$60,374	\$62,974	\$64,015
Additional Airline Requirement ²	\$15,773	\$13,259	\$3,304	\$1,156	\$30	(\$679)
Percentage of Additional Airline Requirement allocable to Airfield	50%	50%	0%	0%	0%	0%
Additional Airline Requirement - Airfield [D]	\$7,887	\$6,630	\$0	\$0	\$0	\$0
Beginning in FY 2012, per Section 606 (C) of AUA						
Initial Airfield Requirement & Additional Airline Requirement [C+D=E]	\$65,067	\$65,008	\$59,432	\$60,374	\$62,974	\$64,015
Signatory Airline Landed Weights	8,187	8,410	8,590	8,757	8,969	9,198
Landing Fee Rate [E/F]	\$7.95	\$7.73	\$6.92	\$6.89	\$7.02	\$6.96
Beginning in FY 2012, per Section 606 (D) of AUA						
Nonsignatory Landing Fee Rate (1.25 times Landing Fee Rate)	\$9.93	\$9.66	\$8.65	\$8.62	\$8.78	\$8.70
Nonsignatory weight (excludes non-participating cargo)	90	65	65	65	65	65
Nonsignatory landing fee revenue	\$897	\$625	\$560	\$558	\$568	\$563

¹ Reflects interest on short-term Series 2009 and debt service in the amount of \$17,055 associated with restroom replacement project.

² Includes Airport Development Fund Deposits.

Preliminary,

For Review and Revision, Not For Publication

EXHIBIT K- 3

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE

CALCULATION OF TERMINAL 1 RENTAL RATES

Lambert-St. Louis International Airport

in thousands except for rates

For Fiscal Years Ending June 30

SCENARIO 6A-2

		Projected					
		2016 Setting	2017	2018	2019	2020	2021
TERMINAL 1 RENTAL RATE							
Total Costs - Terminal 1							
Beginning in FY 2012, per Section 605 (A) of AUA							
(i) direct Operations and Maintenance Expenses		\$19,582	\$19,971	\$20,487	\$21,016	\$21,559	\$22,116
indirect Operations and Maintenance Expenses		8,138	8,305	8,528	8,758	8,994	9,235
(ii) Terminal Roadways Cost Center costs allocation		1,074	1,041	1,070	1,100	1,131	1,163
(iii) Amortization of each Capital Improvements put into service before July 1, 2011		5,764	5,249	5,226	4,895	4,766	4,510
(iv) Debt Service associated with Capital Improvements put into service on or put into service on or after July 1, 2016, per Subsection 702			-	-	-	1,339	1,339
(v) Debt Service associated with Capital Improvements put into service on or put into service on or after July 1, 2011 and MII approved per Subsection 703(B) ¹		3,112	5,256	5,262	5,258	5,303	5,429
(vi) annual Depreciation Charges or annual Debt Service related to Capital Improvements undertaken pursuant to Subsection 705(A)(i)-(viii)		-	-	-	-	-	-
(vii) Debt Service Reserve Account replenishment or rebate		-	-	-	-	-	-
(viii) Renewal and Replacement Fund replenishment		-	-	-	-	-	-
(ix) Debt Service Stabilization Fund Contribution allocation		3,472	3,917	3,913	3,832	3,937	3,911
Total costs - Terminal 1	[A]	<u>\$41,142</u>	<u>\$43,739</u>	<u>\$44,486</u>	<u>\$44,858</u>	<u>\$47,029</u>	<u>\$47,703</u>
Beginning in FY 2012, per Section 605 (B) of AUA							
less:							
(i) Apron-Level Unenclosed Space Rent		(105)	(113)	(113)	(113)	(113)	(113)
(ii) Nonsignatory Terminal Rents		(40)	(40)	(40)	(40)	(40)	(40)
(iii) Rate Mitigation Program credits		(3,472)	(3,917)	(3,913)	(3,832)	(3,937)	(3,911)
Net costs - Terminal 1	[B]	<u>(\$3,617)</u>	<u>(\$4,070)</u>	<u>(\$4,066)</u>	<u>(\$3,984)</u>	<u>(\$4,090)</u>	<u>(\$4,063)</u>
	[A-B=C]	<u>\$37,525</u>	<u>\$39,669</u>	<u>\$40,420</u>	<u>\$40,874</u>	<u>\$42,939</u>	<u>\$43,639</u>
Beginning in FY 2012, per Section 605 (C) of AUA							
Terminal 1 Usable Space ²	[D]	1,087	1,087	1,087	1,087	1,087	1,087
Initial Terminal Rental Rate - Terminal 1	[C/D=E]	<u>\$34.51</u>	<u>\$36.48</u>	<u>\$37.17</u>	<u>\$37.59</u>	<u>\$39.49</u>	<u>\$40.13</u>
Terminal 1 rented space (signatory) w/ NEW Air Service Gates (200sqft)	[F]	245	245	245	245	245	245
Initial Terminal Requirement - Terminal 1	[EXF=G]	<u>\$8,443</u>	<u>\$8,933</u>	<u>\$9,102</u>	<u>\$9,204</u>	<u>\$9,669</u>	<u>\$9,827</u>
Additional Airline Requirement ³		\$15,773	\$13,259	\$3,304	\$1,156	\$30	(\$679)
Percentage of Additional Airline Requirement allocable to Terminal 1		36%	36%	73%	73%	73%	73%
Additional Airline Requirement - Terminal 1	[H]	<u>\$5,743</u>	<u>\$4,828</u>	<u>\$2,406</u>	<u>\$842</u>	<u>\$22</u>	<u>(\$495)</u>
Beginning in FY 2012, per Section 605 (D) of AUA							
Additional Terminal Rental Rate - Terminal 1	[H/F=I]	<u>\$23.48</u>	<u>\$19.72</u>	<u>\$9.83</u>	<u>\$3.44</u>	<u>\$0.09</u>	<u>(\$2.02)</u>
Beginning in FY 2012, per Section 605 (E) of AUA							
Total Terminal Rental Rate - Terminal 1	[E+I]	<u>\$57.98</u>	<u>\$56.20</u>	<u>\$47.00</u>	<u>\$41.03</u>	<u>\$39.58</u>	<u>\$38.11</u>
Total Terminal 1 Rents	[G+H]	\$14,187	\$13,761	\$11,508	\$10,046	\$9,691	\$9,332
Non-signatory rented space		0	0	0	0	0	0
Non-signatory Terminal 1 Rental Rate (same as Terminal 1 Rental Rate)		\$57.98	\$56.20	\$47.00	\$41.03	\$39.58	\$38.11
Non-signatory Terminal 1 Rental Revenue		\$0	\$0	\$0	\$0	\$0	\$0

¹ Reflects Debt Service associated with two Airport Experience Program projects: (1) Terminal Renovation; (2) C/D Build-out.

² Includes Concourse B and Concourse D.

³ Includes Airport Development Fund Deposits.

EXHIBIT K - 4

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE

CALCULATION OF TERMINAL 2 RENTAL RATES

Lambert-St. Louis International Airport

in thousands except for rates

For Fiscal Years Ending June 30

SCENARIO 6A-2

	Projected					
	2016 Setting	2017	2018	2019	2020	2021
TERMINAL 2 RENTAL RATE						
Total costs - Terminal 2						
Beginning in FY 2012, per Section 605 (A) of AUA						
(i) Direct Operations and Maintenance Expenses	\$6,844	\$6,909	\$7,091	\$7,277	\$7,469	\$7,665
Indirect Operations and Maintenance Expenses	2,844	2,873	2,952	3,033	3,116	3,201
(ii) Allocated Terminal Roadways	327	347	357	367	377	388
(iii) Amortization of each Capital Improvement and Capital Outlay put into service before July 1, 2011	4,201	4,147	4,147	4,147	4,141	4,121
(iv) Debt Service associated with Capital Improvements put into service on or put into service on or after July 1, 2016, per Subsection 702		-	-	-	592	592
(v) Debt Service associated with Capital Improvements put into service on or put into service on or after July 1, 2011 and MII approved per Subsection 703(B)	61	32	32	32	33	34
(vi) annual Depreciation Charges or annual Debt Service related to Capital Improvements undertaken pursuant to Subsection 705(A)(i)-(viii)	-	-	-	-	-	-
(vii) Debt Service Reserve Account replenishment or rebate	-	-	-	-	-	-
(viii) Renewal and Replacement Fund replenishment	-	-	-	-	-	-
(ix) Debt Service Stabilization Fund Contribution allocation	1,667	1,558	1,559	1,577	1,645	1,646
Total costs - Terminal 2 [A]	\$15,945	\$15,867	\$16,138	\$16,433	\$17,371	\$17,646
Beginning in FY 2012, per Section 605 (B) of AUA						
Less:						
(i) Rent of unenclosed apron-level space	(27)	(29)	(29)	(29)	(29)	(29)
(ii) Nonsignatory terminal rents						
(iii) Rate Mitigation Program credits	(1,667)	(1,558)	(1,559)	(1,577)	(1,645)	(1,646)
(iv) Apron Access Enclosed Space		-	-	-	-	-
[B]	(1,694)	(1,588)	(1,589)	(1,606)	(1,674)	(1,675)
Net costs - Terminal 2 [A-B=C]	\$14,250	\$14,280	\$14,550	\$14,827	\$15,698	\$15,971
Beginning in FY 2012, per Section 605 (C) of AUA						
Terminal 2 Usable Space [D]	332	332	332	332	332	332
Initial Terminal Rental Rate - Terminal 2 [C/D=E]	\$42.98	\$43.07	\$43.88	\$44.72	\$47.35	\$48.17
Terminal 2 rented space (signatory) [F]	91	92	92	92	92	92
Initial Terminal Requirement - Terminal 2 [EXF=G]	\$3,924	\$3,950	\$4,024	\$4,101	\$4,342	\$4,417
Additional Airline Requirement ¹	\$15,773	\$13,259	\$3,304	\$1,156	\$30	(\$679)
Percentage of Additional Airline Requirement allocable to Terminal 2	14%	14%	27%	27%	27%	27%
Additional Airline Requirement - Terminal 2 [H]	\$2,143	\$1,802	\$898	\$314	\$8	(\$185)
Beginning in FY 2012, per Section 605 (D) of AUA						
Additional Terminal Rental Rate - Terminal 2 [H/F=I]	\$23.48	\$19.65	\$9.79	\$3.43	\$0.09	(\$2.01)
Beginning in FY 2012, per Section 605 (E) of AUA						
Total Terminal Rental Rate - Terminal 2 [E+I]	\$66.46	\$62.72	\$53.68	\$48.15	\$47.44	\$46.16
Total Terminal 2 Rents [G+H]	\$6,067	\$5,751	\$4,922	\$4,415	\$4,350	\$4,233
Non-signatory rented space	0	0	0	0	0	0
Non-signatory Terminal 2 Rental Rate (same as Terminal 2 Rental Rate)	\$66.46	\$62.72	\$53.68	\$48.15	\$47.44	\$46.16
Non-signatory Terminal 2 Rental Revenue	\$0	\$0	\$0	\$0	\$0	\$0

¹ Includes Airport Development Fund Deposits.

Preliminary,

For Review and Revision, Not For Publication

EXHIBIT K - 5

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE
CALCULATION OF PASSENGER LOADING BRIDGES CHARGE

Lambert-St. Louis International Airport

in thousands

For Fiscal Years Ending June 30

	2016 Setting	Projected				
		2017	2018	2019	2020	2021
PASSENGER LOADING BRIDGES CHARGE						
Total costs - Passenger Loading Bridges						
Per Section 604 (A) of AUA						
(i) direct Operations and Maintenance Expenses		\$119	\$159	\$169	\$169	\$169
indirect Operations and Maintenance Expenses		0	0	0	0	0
(ii) Depreciation or Debt Service associated with passenger loading bridges acquired on or after July 1, 2011		155	155	155	668	672
Total Costs - Passenger Loading Bridges [A]		\$274	\$314	\$324	\$837	\$841
Per Section 604 (B) of AUA						
Total number of City-owned Passenger Loading Bridges available for use	[B]	2	6	7	7	7
Annual Charge per Passenger Loading Bridge [A/B=C]		\$137	\$52	\$46	\$120	\$120
Total number of city-owned Passenger Loading Bridges leased	[D]	0	4	5	5	5
Initial Total Requirement - Passenger Loading Bridges [CxD=E]		\$0	\$209	\$231	\$598	\$601

Preliminary,
For Review and Revision, Not For Publication

EXHIBIT K - 6

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE

PROJECTED DEPOSITS TO THE AIRPORT DEVELOPMENT FUND

Lambert St. Louis International Airport

in thousands except for rates

For Fiscal years Ending June 30

SCENARIO 6A-2

	2016 Setting	Projected				
		2017	2018	2019	2020	2021
Revenues						
GARB Revenues						
Airline revenues (Initial Requirement)	\$69,548	\$71,261	\$72,767	\$73,910	\$77,583	\$78,860
Additional Airline Requirement ¹	15,773	13,259	3,304	1,156	30	(679)
Rate Mitigation Program proceeds	13,728	13,728	13,728	13,728	13,728	13,728
Airline Incentives Program transfer						
Non-airline revenues and Other Airline Charges	57,739	63,387	65,008	67,886	72,615	74,869
Interest income	1,522	1,497	1,350	1,347	1,187	1,205
Pledged PFC Revenues	28,320	28,325	28,322	28,321	28,318	28,305
	\$186,631	\$191,457	\$184,479	\$186,348	\$193,461	\$196,288
Application of Revenues						
Operating and Maintenance Expenses	\$82,157	\$87,005	\$89,297	\$91,649	\$94,065	\$96,546
Debt Service Account (Annual Debt Service)						
Outstanding Bonds	\$74,946	\$74,960	\$64,406	\$62,896	\$60,885	\$60,988
Future Bonds	0	0	0	0	5,336	5,336
	\$74,946	\$74,960	\$64,406	\$62,896	\$66,220	\$66,324
Debt Stabilization Fund (reserve)	-	-	-	-	-	-
Debt Service Reserve Account	-	-	-	-	-	-
Renewal and Replacement Fund	-	-	-	-	-	-
PFC Debt Service Coverage	6,921	5,666	5,665	5,665	5,667	5,665
Payment to City (5% of Revenues))	6,493	6,643	6,796	6,952	7,112	7,275
Subtotal net of Contribution from DSSF	\$170,518	\$174,273	\$166,164	\$167,163	\$173,065	\$175,810
Amount Available for Deposit to ADF	\$16,113	\$17,183	\$18,315	\$19,185	\$20,397	\$20,478
Amount due Airlines at Settlement	(13,728)	(13,728)	(13,728)	(13,728)	(13,728)	(13,728)
Amount Available for Deposit to ADF post Settlement ²	\$2,385	\$3,455	\$4,587	\$5,457	\$6,669	\$6,750

¹ Includes Airport Development Fund Deposits.

² The percentage of Eligible Nonairline Revenues are as follows: FY2016 - 6%, FY2017 - 7%, FY2018 - 9%, FY2019 - 10%, FY2020 - 11%, FY2021 - 11%.

Table 3

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE
PROJECTED COVERAGE CALCULATIONS

Lambert St. Louis International Airport

in thousands except for rates

For Fiscal years Ending June 30

SCENARIO 6A-2

	Projected					
	2016 Setting	2017	2018	2019	2020	2021
Total Revenues (including DSSF Contribution and Additional Requirement)	\$186,631	\$191,457	\$184,479	\$186,348	\$193,461	\$196,288
less: Operation and Maintenance Expenses	\$82,157	87,005	89,297	91,649	94,065	96,546
Net Revenues	\$104,474	\$104,452	\$95,182	\$94,698	\$99,396	\$99,742
Debt Service						
Outstanding Bonds	74,946	74,960	64,406	62,896	60,885	60,988
Future Bonds	0	0	0	0	5,336	5,336
	\$74,946	\$74,960	\$64,406	\$62,896	\$66,220	\$66,324
Debt service coverage ratio	1.39	1.39	1.48	1.51	1.50	1.50

Preliminary,
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EXHIBIT K - 7

FINAL SCENARIO 6A-2 (YR. 1: 50% AIRFIELD / 50% TERMINAL, YR.2 - 5: 100% TERMINAL) EXCLUDES NATIONAL GATEWAY AND BAIC RENTAL REVENUE

DERIVATION AND PRORATION OF ADDITIONAL REQUIREMENT

Lambert-St. Louis International Airport

(All figures in thousands)

For Fiscal years Ending June 30

SCENARIO 6A-2

Airport Requirements			FY 2016 Setting	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Operating Expenses			\$82,157	\$87,005	\$89,297	\$91,649	\$94,065	\$96,546
Debt Service			74,946	74,960	64,406	62,896	66,220	66,324
Other Deposits required by indenture per Indenture:								
Debt Service reserve			-					
PFC Coverage			6,921	5,666	5,665	5,665	5,667	5,665
Payment to the City			6,493	6,643	6,796	6,952	7,112	7,275
Other Deposits required by AUA:								
Debt Service Stabilization Fund contribution			13,728	13,728	13,728	13,728	13,728	13,728
ADF Discretionary Account based on defined percentage of Eligible Nonairline Revenue ¹			2,385	3,455	4,587	5,457	6,669	6,750
Additional deposits to ADF Discretionary Account (50% of negative AR)				0	0	0	0	0
Total Requirements			<u>\$186,631</u>	<u>\$191,457</u>	<u>\$184,479</u>	<u>\$186,348</u>	<u>\$193,461</u>	<u>\$196,288</u>
Revenues available to be applied against Requirements								
Signatory Airline revenues (Initial Terminal(s) and Airfield Requirements only)			\$69,548	\$71,261	\$72,767	\$73,910	\$77,583	\$78,860
Nonairline Revenues and Other Airline Charges			57,739	63,387	65,008	67,886	72,615	74,869
Interest Income			1,522	1,497	1,350	1,347	1,187	1,205
Pledged PFC Revenues			28,320	28,325	28,322	28,321	28,318	28,305
Rate Mitigation Program proceeds			13,728	13,728	13,728	13,728	13,728	13,728
			<u>\$170,857</u>	<u>\$178,198</u>	<u>\$181,175</u>	<u>\$185,192</u>	<u>\$193,431</u>	<u>\$196,967</u>
Additional Airline Requirement (including Contribution to ADF)			<u>\$15,773</u>	<u>\$13,259</u>	<u>\$3,304</u>	<u>\$1,156</u>	<u>\$30</u>	<u>(\$679)</u>
Additional Airline Requirement			\$13,388	\$9,804	(\$1,283)	(\$4,302)	(\$6,639)	(\$7,429)
Contribution to ADF			2,385	3,455	4,587	5,457	6,669	6,750
			<u>\$15,773</u>	<u>\$13,259</u>	<u>\$3,304</u>	<u>\$1,156</u>	<u>\$30</u>	<u>(\$679)</u>
Cost Center Proration of Additional Airline Requirement								
	FY 2017	FY 2018-2021						
Airfield share	50.0%	0.0%	\$7,886.74	\$6,630	\$0	\$0	\$0	\$0
Terminal 1 share	36.4%	72.8%	5,743	4,828	2,406	842	22	(495)
Terminal 2 share	13.6%	27.2%	2,143	1,802	898	314	8	(185)
	100.0%	100.0%	<u>\$15,773</u>	<u>\$13,259</u>	<u>\$3,304</u>	<u>\$1,156</u>	<u>\$30</u>	<u>(\$679)</u>

¹ The percentage of Eligible Nonairline Revenues are as follows: FY2016 - 6%, FY2017 - 7%, FY2018 - 9%, FY2019 - 10%, FY2020 - 11%, FY2021 - 11%.

Preliminary,

For Review and Revision, Not For Publication