

ACTIVITY:

Enplaned Passengers:

- Enplaned passengers increased by 4.9 percent from Budget FY 2023 to approximately 5.45 million enplaned passengers.

Landed Weight:

- Landed weight increased by 10.9 percent from Budget FY 2023 to approximately 6.7 million pounds of landed weight.

SPACE:

- Airline leased space provided by San Antonio.

OPERATING EXPENSES:

- Operating expenses increased by 6 percent from Budget FY 2023 to approximately \$85.8 million.

NON-AIRLINE REVENUES:

- Non-airline revenues increased by 14.0 percent from Budget FY 2023 to approximately \$82.0 million.

**2024 COMPETITIVE CREDIT**

- The competitive credit is equal to the greater of either 50% of the total Amount Available for Competitive Credit, or 5% of Non-Airline Revenues. In FY 2024, the competitive credit is projected to equal \$11,920,764, which is 50% of the total Amount Available for Competitive Credit.
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## Summary of Rates and Charges

|  | BUDGET<br>2023  | BUDGET<br>2024  |
|--|-----------------|-----------------|
| <b>Terminal Rental Rate</b>  |                 |                 |
| <b>Signatory</b>   |                 |                 |
| <b>Preferential and Joint Use Space</b>                              | <b>\$121.33</b> | <b>\$120.89</b> |
| <b>Unenclosed Space</b>  | <b>\$72.80</b>  | <b>\$72.54</b>  |
| Non-Signatory  |                 |                 |
| Preferential and Joint Use Space                                     | \$139.53        | \$139.03        |
| Unenclosed Space   | \$83.72         | \$83.42         |
| <b>Per Use Fees - Loading Bridge</b>                                 |                 |                 |
| Loading Bridge Fee   | \$40,028        | \$35,851        |
| <b>Per Use Fees - Gates</b>  |                 |                 |
| <b>Signatory</b>   | <b>\$337.69</b> | <b>\$343.00</b> |
| Non-Signatory  | \$388.35        | \$394.45        |
| <b>Per Use Fees - Ticket Counter</b>                                 |                 |                 |
| <b>Signatory</b>   | <b>\$22.35</b>  | <b>\$22.27</b>  |
| Non-Signatory  | \$25.71         | \$25.62         |
| <b>Landing Fees</b>  |                 |                 |
| <b>Signatory</b>   | <b>\$2.76</b>   | <b>\$3.48</b>   |
| Non-Signatory  | \$3.18          | \$4.01          |
| <b>Passenger Loading Bridges</b>                                     |                 |                 |
| City Gate (City Pay SAAC)  | \$40,028        | \$35,851        |
| Airline Owned/Leased (Pay SAAC)                                      | \$18,145        | \$21,260        |
| <b>BHS Requirement</b>   | \$3,833,750     | \$4,755,543     |
| <b>Apron Per Linear Foot</b>   | \$1,345         | \$1,598         |
| <b>FIS Charge</b>  | \$10.50         | \$10.50         |
| <b>Cost per Enplaned Passener</b>                                    |                 |                 |
| <b>Average Cost per Enplaned Passenger Before Competitive Credit</b> | <b>\$9.58</b>   | <b>\$11.26</b>  |
| <b>Average Cost Per Enplaned Passenger After Competitive Credit</b>  | <b>\$7.98</b>   | <b>\$9.07</b>   |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit A Airline Activity

|                                     | BUDGET<br>2023   | BUDGET<br>2024   |
|-------------------------------------|------------------|------------------|
| <b>Enplaned Passengers</b>          |                  |                  |
| Domestic Enplaned Passengers        | 4,953,485        | 5,189,133        |
| International Enplaned Passengers   | 240,991          | 260,867          |
| <b>Total Enplaned Passengers</b>    | <b>5,194,477</b> | <b>5,450,000</b> |
| <b>Enplaned Passengers by Class</b> |                  |                  |
| Signatory Enplaned Passengers       | 4,669,630        | 4,700,190        |
| Non-Signatory Enplaned Passengers   | 524,847          | 749,810          |
| <b>Total Enplaned Passengers</b>    | <b>5,194,477</b> | <b>5,450,000</b> |
| Annual Growth <sup>1</sup>          | 5.1%             | 4.9%             |
| <b>Landed Weight</b>                |                  |                  |
| Passenger Landed Weight             | 4,947,396        | 5,827,929        |
| Cargo Landed Weight                 | 1,096,036        | 872,071          |
| <b>Total Landed Weight</b>          | <b>6,043,432</b> | <b>6,700,000</b> |
| <b>Landed Weight by Class</b>       |                  |                  |
| Signatory Landed Weight             | 5,427,255        | 5,859,117        |
| Non-Signatory Landed Weight         | 616,177          | 840,883          |
| <b>Total Landed Weight</b>          | <b>6,043,432</b> | <b>6,700,000</b> |
| Annual Growth                       | -0.4%            | 10.9%            |

NOTES:

1/ Annual growth represents change from prior fiscal year's Budget.

2/ Budgeted activity was provided by Southwest for FY 2024. Activity for other airlines was projected using an assumed growth rate applied to FY 2023 activity.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit B Terminal Space**

|  | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|--|------------------------|------------------------|
| <b>LANDSIDE TERMINAL BUILDING</b>      |                        |                        |
| <u>Airline Rentable Space</u>          |                        |                        |
| Airlines Office/Ticket                 | 28,409                 | 30,778                 |
| Airline Operations                     | 1,799                  | 1,997                  |
| Airline Fenced Area                    | -                      | -                      |
| Airline Clubroom                       | -                      | -                      |
| Airline Holdrooms                      | -                      | -                      |
| Total Airline Rentable Space           | 30,208                 | 32,775                 |
| <u>Unleased Airline Rentable Space</u> |                        |                        |
| Airlines Office/Ticket                 | (3,299)                | (7,331)                |
| Airline Operations                     | -                      | -                      |
| Airline Fenced Area                    | -                      | -                      |
| Airline Holdrooms                      | -                      | -                      |
| Total Unleased Airline Rentable Space  | (3,299)                | (7,331)                |
| Total Airline Leased Space             | 26,909                 | 25,444                 |
| <u>Reduced Rate Space</u>              |                        |                        |
| Baggage Claim - Joint Use              | 20,802                 | 20,802                 |
| Baggage Makeup - Joint Use             | 27,089                 | 27,089                 |
| Airline Fenced Area                    | -                      | -                      |
| Tug Lane                               | 31,509                 | 31,509                 |
| TSA Screening - Joint Use              | 15,618                 | 15,618                 |
| Other - Joint Use                      | 2,678                  | 2,127                  |
| Total Reduced Rate Space               | 97,696                 | 97,145                 |
| Total Rentable Space                   | 127,904                | 129,920                |
| <u>Other Rentable Space</u>            |                        |                        |
| Concessions                            | 11,230                 | 9,257                  |
| FIS                                    | 37,822                 | 37,822                 |
| Food Court                             | -                      | -                      |
| TSA                                    | 2,759                  | 2,759                  |
| Other (USO, Primeflight)               | 4,606                  | 4,946                  |
| Total Other Rentable Space             | 56,417                 | 54,784                 |
| <b>Total Landside Rentable Space</b>   | <b>184,321</b>         | <b>184,704</b>         |
| <u>Non Rentable Space</u>              |                        |                        |
| TSA                                    | -                      | -                      |
| City Aviation Department               | 21,718                 | 21,860                 |
| Art                                    | 134                    | 134                    |
| Mechanical                             | 44,380                 | 44,380                 |
| Storage                                | 731                    | 731                    |
| Public Use                             | 91,783                 | 91,579                 |
| Stairs/Tr/Elevator/Escalator           | 17,059                 | 17,059                 |
| Total Non Rentable Space               | 175,805                | 175,743                |
| <b>Total Landside Terminal Space</b>   | <b>360,126</b>         | <b>360,447</b>         |

**Exhibit B Terminal Space**

|   | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|---|------------------------|------------------------|
| <b>CONCOURSE A</b>                      |                        |                        |
| <u>Airline Rentable Space</u>           |                        |                        |
| Airlines Office/Ticket                  | -                      | -                      |
| Airline Operations                      | 16,140                 | 16,162                 |
| Airline Fenced Area                     | -                      | -                      |
| Airline Clubroom                        | -                      | -                      |
| Airline Holdrooms                       | 33,855                 | 34,285                 |
| Total Airline Rentable Space            | 49,995                 | 50,447                 |
| <u>Unleased Airline Rentable Space</u>  |                        |                        |
| Airlines Office/Ticket                  | -                      | -                      |
| Airline Operations                      | (2,488)                | (3,127)                |
| Airline Fenced Area                     | -                      | -                      |
| Airline Holdrooms                       | (12,312)               | (14,786)               |
| Total Unleased Airline Rentable Space   | (14,800)               | (17,913)               |
| Total Airline Leased Space              | 35,195                 | 32,534                 |
| <u>Reduced Rate Space</u>               |                        |                        |
| Baggage Claim - Joint Use               | -                      | -                      |
| Baggage Makeup - Joint Use              | -                      | -                      |
| Airline Fenced Area                     | 2,726                  | 2,931                  |
| Tug Lane                                | 2,542                  | 2,542                  |
| TSA Screening - Joint Use               | -                      | -                      |
| Other - Joint Use                       | -                      | -                      |
| Total Reduced Rate Space                | 5,268                  | 5,473                  |
| Total Rentable Space                    | 55,263                 | 55,920                 |
| <u>Other Rentable Space</u>             |                        |                        |
| Concessions                             | 25,491                 | 25,433                 |
| FIS                                     | 8,596                  | 9,448                  |
| Food Court                              | -                      | 3,610                  |
| TSA                                     | -                      | -                      |
| Other (USO, Primeflight)                | -                      | 4,168                  |
| Total Other Rentable Space              | 34,087                 | 42,659                 |
| <b>Total Concourse A Rentable Space</b> | <b>89,350</b>          | <b>98,579</b>          |
| <u>Non Rentable Space</u>               |                        |                        |
| TSA                                     | -                      | -                      |
| City Aviation Department                | 10,297                 | 10,314                 |
| Art                                     | 3,601                  | 41                     |
| Mechanical                              | 13,535                 | 13,535                 |
| Storage                                 | 554                    | 554                    |
| Public Use                              | 41,882                 | 41,882                 |
| Stairs/Tr/Elevator/Escalator            | 3,514                  | 3,514                  |
| Total Non Rentable Space                | 73,383                 | 69,840                 |
| <b>Total Concourse A Terminal Space</b> | <b>162,733</b>         | <b>168,419</b>         |

**Exhibit B Terminal Space**

|   | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|---|------------------------|------------------------|
| <b>CONCOURSE B</b>                      |                        |                        |
| <u>Airline Rentable Space</u>           |                        |                        |
| Airlines Office/Ticket                  | -                      | -                      |
| Airline Operations                      | 11,034                 | 9,401                  |
| Airline Fenced Area                     | -                      | -                      |
| Airline Clubroom                        | -                      | 2,436                  |
| Airline Holdrooms                       | 18,545                 | 22,622                 |
| Total Airline Rentable Space            | 29,579                 | 34,459                 |
| <u>Unleased Airline Rentable Space</u>  |                        |                        |
| Airlines Office/Ticket                  | -                      | -                      |
| Airline Operations                      | -                      | -                      |
| Airline Fenced Area                     | -                      | -                      |
| Airline Holdrooms                       | -                      | -                      |
| Total Unleased Airline Rentable Space   | -                      | -                      |
| Total Airline Leased Space              | 29,579                 | 34,459                 |
| <u>Reduced Rate Space</u>               |                        |                        |
| Baggage Claim - Joint Use               | -                      | -                      |
| Baggage Makeup - Joint Use              | 11,903                 | 11,903                 |
| Airline Fenced Area                     | -                      | 750                    |
| Tug Lane                                | -                      | -                      |
| TSA Screening - Joint Use               | -                      | -                      |
| Other - Joint Use                       | -                      | -                      |
| Total Reduced Rate Space                | 11,903                 | 12,653                 |
| Total Rentable Space                    | 41,482                 | 47,112                 |
| <u>Other Rentable Space</u>             |                        |                        |
| Concessions                             | 16,180                 | 16,180                 |
| FIS                                     | -                      | -                      |
| Food Court                              | 3,161                  | 3,161                  |
| TSA                                     | -                      | -                      |
| Other (USO, Primeflight)                | 4,807                  | 4,807                  |
| Total Other Rentable Space              | 24,148                 | 24,148                 |
| <b>Total Concourse B Rentable Space</b> | <b>65,630</b>          | <b>71,260</b>          |
| <u>Non Rentable Space</u>               |                        |                        |
| TSA                                     | -                      | -                      |
| City Aviation Department                | 3,259                  | -                      |
| Art                                     | -                      | -                      |
| Mechanical                              | 5,606                  | 5,062                  |
| Storage                                 | 544                    | 5,717                  |
| Public Use                              | 21,871                 | 21,871                 |
| Stairs/Tr/Elevator/Escalator            | 5,214                  | 5,214                  |
| Total Non Rentable Space                | 36,494                 | 37,864                 |
| <b>Total Concourse B Terminal Space</b> | <b>102,124</b>         | <b>109,124</b>         |

**Exhibit B Terminal Space**

|  | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|--|------------------------|------------------------|
| <b>TOTAL TERMINAL SPACE</b>            |                        |                        |
| <u>Airline Rentable Space</u>          |                        |                        |
| Airlines Office/Ticket                 | 28,409                 | 30,778                 |
| Airline Operations                     | 28,973                 | 27,560                 |
| Airline Fenced Area                    | -                      | -                      |
| Airline Clubroom                       | -                      | 2,436                  |
| Airline Holdrooms                      | 52,400                 | 56,907                 |
| Total Airline Rentable Space           | 109,782                | 117,681                |
| <u>Unleased Airline Rentable Space</u> |                        |                        |
| Airlines Office/Ticket                 | (3,299)                | (7,331)                |
| Airline Operations                     | (2,488)                | (3,127)                |
| Airline Holdrooms                      | (12,312)               | (14,786)               |
| Total Unleased Airline Rentable Space  | (18,099)               | (25,244)               |
| <u>Leased Airline Rentable Space</u>   |                        |                        |
| Airlines Office/Ticket                 | 25,110                 | 23,447                 |
| Airline Operations                     | 26,485                 | 24,433                 |
| Airline Holdrooms                      | 40,088                 | 42,121                 |
| Total Leased Airline Rentable Space    | 91,683                 | 92,437                 |
| <u>Joint Use Space</u>                 |                        |                        |
| Baggage Claim - Joint Use              | 20,802                 | 20,802                 |
| Baggage Makeup - Joint Use             | 38,992                 | 38,992                 |
| TSA Screening - Joint Use              | 15,618                 | 15,618                 |
| Other - Joint Use                      | 2,678                  | 2,127                  |
| Total Joint Use Space                  | 78,090                 | 77,539                 |
| <u>Reduced Rate Space</u>              |                        |                        |
| Airline Fenced Area                    | 2,726                  | 3,681                  |
| Tug Lane                               | 34,051                 | 34,051                 |
| Total Reduced Rate Space               | 36,777                 | 37,732                 |
| <u>Other Rentable Space</u>            |                        |                        |
| Concessions                            | 52,901                 | 50,870                 |
| FIS                                    | 46,418                 | 47,270                 |
| Food Court                             | 3,161                  | 6,771                  |
| TSA                                    | 2,759                  | 2,759                  |
| Other (USO, Primeflight)               | 9,413                  | 13,921                 |
| Total Other Rentable Space             | 114,652                | 121,591                |
| <b>Total Terminal Rentable Space</b>   | <b>339,301</b>         | <b>354,543</b>         |
| <b>Baggage Handling System (BHS)</b>   | <b>22,766</b>          | <b>22,766</b>          |
| <u>Non Rentable Space</u>              |                        |                        |
| FIS Sterile Corridor                   | -                      | -                      |
| City Aviation Department               | 35,274                 | 32,174                 |
| Art                                    | 3,735                  | 175                    |
| Mechanical                             | 63,521                 | 62,977                 |
| Storage                                | 1,828                  | 7,002                  |
| Public Use                             | 155,536                | 155,332                |
| Stairs/Tr/Elevator/Escalator           | 25,787                 | 25,787                 |
| Total Non Rentable Space               | 285,682                | 283,447                |
| <b>Total Terminal Space</b>            | <b>647,749</b>         | <b>660,756</b>         |

NOTES:

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit C Debt Service**

|  | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|--|------------------------|------------------------|
| <b>GARB Debt Service</b>                 |                        |                        |
| Series 2019A (2007) Revenue Bonds        | \$ 2,622,000           | \$ 5,189,500           |
| Series 2019B (2010A) Revenue Bonds       | \$ 1,745,758           | \$ 2,354,240           |
| Series 2012 Revenue Bonds                | \$ 6,622,500           | \$ 6,633,250           |
| Series 2015 Revenue Bonds                | \$ 2,700,750           | \$ 2,701,750           |
| <b>Total GARB Debt Service</b>           | <b>\$ 13,691,008</b>   | <b>\$ 16,878,740</b>   |
| <b>PFC Supported Debt Service</b>        |                        |                        |
| Series 2019A (2007) PFC Bonds            | \$ 9,836,750           | \$ 7,263,250           |
| Series 2019B (2010) PFC Bonds            | \$ 2,832,368           | \$ 2,218,670           |
| Series 2012 PFC Bonds                    | \$ 2,455,450           | \$ 2,462,450           |
| <b>Total PFC Supported Debt Service</b>  | <b>\$ 15,124,568</b>   | <b>\$ 11,944,370</b>   |
| <b>CFC Supported Debt Service</b>        |                        |                        |
| Series 2015 CFC Bonds                    | \$ 8,409,147           | \$ 8,627,093           |
| <b>Total CFC Supported Debt Service</b>  | <b>\$ 8,409,147</b>    | <b>\$ 8,627,093</b>    |
| <b>Interim Financing</b>                 |                        |                        |
| Total 2017 Interim Financing             | \$ 1,661,851           | \$ -                   |
| Total Interim Financing General Projects | \$ -                   | \$ 3,703,406           |
| <b>Total Interim Financing</b>           | <b>\$ 1,661,851</b>    | <b>\$ 3,703,406</b>    |
| <b>Total Debt Service</b>                |                        |                        |
| Series 2019A (2007) Revenue Bonds        | \$ 2,622,000           | \$ 5,189,500           |
| Series 2019B (2010A) Revenue Bonds       | \$ 1,745,758           | \$ 2,354,240           |
| Series 2012 Revenue Bonds                | \$ 6,622,500           | \$ 6,633,250           |
| Series 2015 Revenue Bonds                | \$ 2,700,750           | \$ 2,701,750           |
| Series 2019A (2007) PFC Bonds            | \$ 9,836,750           | \$ 7,263,250           |
| Series 2019B (2010) PFC Bonds            | \$ 2,832,368           | \$ 2,218,670           |
| Series 2012 PFC Bonds                    | \$ 2,455,450           | \$ 2,462,450           |
| Series 2015 CFC Bonds                    | \$ 8,409,147           | \$ 8,627,093           |
| <b>Total Debt Service</b>                | <b>\$ 37,224,722</b>   | <b>\$ 37,450,203</b>   |

NOTES:

SOURCES: City of San Antonio, Department of Aviation, August 2023.



# Exhibit C Debt Service

|  | BUDGET<br>2023       | BUDGET<br>2024       |
|--|----------------------|----------------------|
| <b>GARB Debt Service Allocated to Cost Center</b>                  |                      |                      |
| Airfield   | \$ 445,851           | \$ 785,379           |
| Apron  | \$ 1,006             | \$ 1,702             |
| Terminal   | \$ 2,526,849         | \$ 3,370,209         |
| Concourse A  | \$ 1,411,956         | \$ 2,082,094         |
| Concourse B  | \$ 986,708           | \$ 1,557,110         |
| BHS and Security Checkpoint  | \$ 561,317           | \$ 1,101,868         |
| Loading Bridges  | \$ 95,179            | \$ 194,555           |
| Other  | \$ 672               | \$ 1,136             |
| Administration   | \$ -                 | \$ -                 |
| Unclassified   | \$ -                 | \$ -                 |
| Parking  | \$ 7,660,291         | \$ 7,782,692         |
| Stinson  | \$ 1,179             | \$ 1,995             |
| <b>Total GARB Debt Service</b>                                     | <b>\$ 13,691,008</b> | <b>\$ 16,878,740</b> |
| <b>GARB Debt Service Eligible for Excess Facility Charge Funds</b> |                      |                      |
| GARB Debt Service Eligible for Excess PFC Funds                    | \$ (3,181,164)       | \$ (3,168,371)       |
| GARB Debt Service Eligible for Excess CFC Funds                    | \$ (2,700,750)       | \$ (2,701,750)       |
| <b>Net GARB Debt Service</b>                                       | <b>\$ 7,809,094</b>  | <b>\$ 11,008,619</b> |
| <b>PFCs Eligible for GARB Debt Service by Cost Center</b>          |                      |                      |
| Airfield   | \$ 379,950           | \$ 378,422           |
| Apron  | \$ -                 | \$ -                 |
| Terminal   | \$ -                 | \$ -                 |
| Concourse A  | \$ 726,989           | \$ 724,065           |
| Concourse B  | \$ 816,703           | \$ 813,419           |
| Baggage Handling System and Security Checkpoint                    | \$ 776,807           | \$ 773,683           |
| Loading Bridges  | \$ 188,338           | \$ 187,580           |
| Other Cost Centers   | \$ 292,378           | \$ 291,202           |
| Parking  | \$ -                 | \$ -                 |
| Stinson  | \$ -                 | \$ -                 |
| <b>Total Excess PFC Revenues Applied by Cost Center</b>            | <b>\$ 3,181,164</b>  | <b>\$ 3,168,371</b>  |
| <b>Interim Financing Allocated to Cost Centers (Interest Only)</b> |                      |                      |
| Airfield   | \$ 378,071           | \$ 1,237,366         |
| Apron  | \$ -                 | \$ 10,576            |
| Terminal   | \$ -                 | \$ 840,267           |
| Concourse A  | \$ 348,490           | \$ 13,874            |
| Concourse B  | \$ 88,410            | \$ 13,874            |
| BHS and Security Checkpoint  | \$ -                 | \$ 230,892           |
| Loading Bridges  | \$ 44,039            | \$ 975               |
| Other  | \$ 430,253           | \$ 277,169           |
| Administration   | \$ 23,598            | \$ 80,292            |
| Unclassified   | \$ 179,978           | \$ -                 |
| Parking  | \$ 169,010           | \$ 130,264           |
| Stinson  | \$ -                 | \$ 92,747            |
| <b>Total</b>   | <b>\$ 1,661,851</b>  | <b>\$ 3,703,406</b>  |

NOTES:

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit D Passenger Facility Charge Revenue (PFC)

|   | BUDGET<br>2023       | BUDGET<br>2024       |
|---|----------------------|----------------------|
| <b>PFC Revenues</b>                                       |                      |                      |
| Enplaned Passengers                                       | 5,194,477            | 5,450,000            |
| Percent PFC Eligible Enplanements                         | 88.00%               | 88.00%               |
| PFC Eligible Enplanements                                 | 4,571,140            | 4,796,000            |
| PFC Administrative Fee                                    | \$ 0.11              | \$ 0.11              |
| PFC Amount Remitted Per Enplaned Passenger                | \$ 4.39              | \$ 4.39              |
| Total PFC Fee Per Enplaned Passenger                      | \$ 4.50              | \$ 4.50              |
| Total PFC Collections                                     | \$ 20,067,303        | \$ 21,054,440        |
| Investment Earnings                                       | \$ 50,168            | \$ 52,636            |
| <b>Total PFC Revenues</b>                                 | <b>\$ 20,117,471</b> | <b>\$ 21,107,076</b> |
| <b>PFC Cash Flow</b>                                      |                      |                      |
| Beginning Balance   | \$40,448,222         | \$ 42,259,961        |
| Deposit: PFC Revenue Collected                            | \$20,067,303         | \$ 21,054,440        |
| Deposit: PFC Interest Income                              | \$50,168             | \$ 52,636            |
| Deposit: COVID-19 Relief Funding Used for Existing PFC    | \$ -                 | \$ -                 |
| Less: PFC PayGo   | \$ -                 | \$ (513,000)         |
| Less: Existing PFC Supported Debt Service                 | \$ (15,124,568)      | \$ (11,944,370)      |
| Less: Existing Excess PFCs Eligible for GARB Debt Service | \$ (3,181,164)       | \$ (3,168,371)       |
| Less: Future PFC Debt Service                             | \$ -                 | \$ -                 |
| PFC Ending Balance  | \$ 42,259,961        | \$ 47,741,296        |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit E Maintenance and Operating Expenses**

|   | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|---|------------------------|------------------------|
| <b>Maintenance and Operating Expenses by Major Object Category</b>        |                        |                        |
| Personnel Services  | \$ 41,334,081          | \$ 43,270,658          |
| Contractual Services  | \$ 21,493,676          | \$ 25,689,653          |
| Commodities/Joint Services/Other  | \$ 18,154,155          | \$ 16,794,480          |
| <b>Total Maintenance and Operating Expenses</b>                           | <b>\$ 80,981,912</b>   | <b>\$ 85,754,791</b>   |
| Annual Growth <sup>1/</sup>   | 6.2%                   | 5.9%                   |
| <b>Maintenance and Operating Expenses by Cost Center</b>                  |                        |                        |
| Airfield <sup>1/</sup>  | \$ 17,349,794          | \$ 21,584,894          |
| Apron <sup>1/</sup>   | \$ 4,337,449           | \$ 5,396,224           |
| Terminal  | \$ 15,245,408          | \$ 31,178,804          |
| Concourse A   | \$ 10,030,980          | \$ -                   |
| Concourse B   | \$ 5,191,188           | \$ -                   |
| Concourse C   | \$ -                   | \$ -                   |
| Baggage Handling System and Security Checkpoint                           | \$ 4,113,521           | \$ 4,071,768           |
| Loading Bridges   | \$ 592,714             | \$ 632,340             |
| Other Cost Centers  | \$ 2,717,588           | \$ 2,197,143           |
| Parking   | \$ 17,858,294          | \$ 16,320,693          |
| Stinson   | \$ 3,544,977           | \$ 4,372,924           |
| <b>Total Maintenance and Operating Expenses</b>                           | <b>\$ 80,981,912</b>   | <b>\$ 85,754,791</b>   |
| <b>Maintenance and Operating Expenses Excluded from Rates and Charges</b> | <b>\$ 3,397,204</b>    | <b>\$ 4,265,564</b>    |
| <b>Adjusted Maintenance and Operating Expenses</b>                        | <b>\$ 84,379,116</b>   | <b>\$ 90,020,355</b>   |
| Total Check   | \$ -                   | \$ -                   |
| SOURCES: City of San Antonio, Department of Aviation, August 2023.        |                        |                        |
| <b>CARES Act Funding</b>  |                        |                        |
| Airfield  | \$ -                   | \$ -                   |
| Terminal Building   | \$ -                   | \$ -                   |
| Parking   | \$ (9,166,627)         | \$ -                   |
| <b>Total CARES Act Funding to Operating Expenses</b>                      | <b>\$ (9,166,627)</b>  | <b>\$ -</b>            |
| <b>CRRSAA Funding</b>   |                        |                        |
| Airfield  | \$ -                   | \$ -                   |
| Terminal Building   | \$ -                   | \$ -                   |
| Baggage Handling System and Security Checkpoint                           | \$ -                   | \$ -                   |
| Parking   | \$ -                   | \$ -                   |
| <b>Total CRRSAA Funding to Operating Expenses</b>                         | <b>\$ -</b>            | <b>\$ -</b>            |
| <b>ARPA Funding</b>   |                        |                        |
| Airfield  | \$ -                   | \$ -                   |
| Terminal Building   | \$ -                   | \$ -                   |
| Baggage Handling System and Security Checkpoint                           | \$ -                   | \$ -                   |
| Other Cost Centers  | \$ -                   | \$ -                   |
| Parking   | \$ (5,531,666)         | \$ -                   |
| <b>Total ARPA Funding to Operating Expenses</b>                           | <b>\$ (5,531,666)</b>  | <b>\$ -</b>            |
| <b>Net Maintenance and Operating Expenses by Cost Center</b>              |                        |                        |
| Airfield <sup>2/</sup>  | \$ 17,349,794          | \$ 21,584,894          |
| Apron <sup>2/</sup>   | \$ 4,337,449           | \$ 5,396,224           |
| Terminal  | \$ 15,245,408          | \$ 31,178,804          |
| Concourse A   | \$ 10,030,980          | \$ -                   |
| Concourse B   | \$ 5,191,188           | \$ -                   |
| Concourse C   | \$ -                   | \$ -                   |
| Baggage Handling System and Security Checkpoint                           | \$ 4,113,521           | \$ 4,071,768           |
| Loading Bridges   | \$ 592,714             | \$ 632,340             |
| Other Cost Centers  | \$ 2,717,588           | \$ 2,197,143           |
| Parking   | \$ 3,160,001           | \$ 16,320,693          |
| Stinson   | \$ 3,544,977           | \$ 4,372,924           |
| <b>Net Maintenance and Operating Expenses <sup>3/</sup></b>               | <b>\$ 66,283,619</b>   | <b>\$ 85,754,791</b>   |
| <b>Maintenance and Operating Expenses Excluded from Rates and Charges</b> | <b>\$ 3,397,204</b>    | <b>\$ 4,265,564</b>    |
| <b>Adjusted Maintenance and Operating Expenses</b>                        | <b>\$ 69,680,823</b>   | <b>\$ 90,020,355</b>   |
| Annual Growth   | 7.0%                   | 29.2%                  |

NOTES:

1/ Annual growth represents change from previous year's Budget.

2/ The total Airfield and Apron Maintenance and Operating Expenses are allocated 80 percent to the Airfield cost center and 20 percent to the Apron cost center after allocation of indirect expenses.

3/ Includes total of direct and indirect Maintenance and Operating Expenses. As described in the Airline Operating Agreement, indirect expenses are allocated based on direct expenses for each cost center as a percentage of total direct expenses of all cost centers. Reflects amounts net of COVID relief funding applied to operating expenses.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

Exhibit F-1 Non-Airline Revenue

|  | BUDGET<br>2023       | BUDGET<br>2024       | CAGR<br>2023 - 2024 |
|--|----------------------|----------------------|---------------------|
| <b>Airfield Non-Airline Revenues</b>   |                      |                      |                     |
| Fuel Flowage Revenues  | \$ 683,508           | \$ 688,183           | 0.7%                |
| Total Airfield Non-Airline Revenues  | \$ 683,508           | \$ 688,183           |                     |
| <b>Terminal Non-Airline Revenues</b>   |                      |                      |                     |
| Food and Beverage Concessions  | \$ 4,335,077         | \$ 5,945,804         | 37.2%               |
| News and Gifts and Other Concessions   | \$ 4,376,038         | \$ 4,061,832         | -7.2%               |
| Other Terminal Revenues  | \$ 1,807,512         | \$ 2,801,347         | 55.0%               |
| Total Terminal Non-Airline Revenues  | \$ 10,518,627        | \$ 12,808,983        |                     |
| <b>Terminal Area Non-Airline Revenues</b>                                    |                      |                      |                     |
| Car Rental Revenues  | \$ 16,045,724        | \$ 16,940,149        | 5.6%                |
| Parking Revenues   | \$ 28,450,598        | \$ 32,148,484        | 13.0%               |
| Other Terminal Area  | \$ 4,419,897         | \$ 4,931,203         | 11.6%               |
| Total Terminal Area Non-Airline Revenues                                     | \$ 48,916,219        | \$ 54,019,836        |                     |
| <b>General Aviation, Commercial Activity, and Other Non-Airline Revenues</b> |                      |                      |                     |
| General Aviation and Commercial Activity                                     | \$ 10,379,388        | \$ 10,441,812        | 0.6%                |
| Miscellaneous and Other  | \$ 747,564           | \$ 1,927,424         | 157.8%              |
| Total General Aviation, Commercial Activity, and Other Non-Airline Revenues  | \$ 11,126,952        | \$ 12,369,236        | 11.2%               |
| <b>Total Non-Airline Operating Revenues</b>                                  | <b>\$ 71,245,306</b> | <b>\$ 79,886,238</b> | <b>12.1%</b>        |
| <b>Other Non-Airline Revenues</b>  |                      |                      |                     |
| Stinson  | \$ 415,690           | \$ 448,086           | 7.8%                |
| Investment Earnings  | \$ 316,452           | \$ 1,687,740         | 433.3%              |
| Total Other Non-Airline Revenues   | \$ 732,142           | \$ 2,135,826         | 191.7%              |
| <b>Total Non-Airline Revenue</b>   | <b>\$ 71,977,448</b> | <b>\$ 82,022,064</b> | <b>14.0%</b>        |
| Annual Growth <sup>1</sup>   | 12.8%                | 14.0%                |                     |

NOTES:

1/ Annual growth represents change from previous year's Budget.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit F-2    Miscellaneous Revenue

|                                       | BUDGET<br>2023      | BUDGET<br>2024      |
|---------------------------------------|---------------------|---------------------|
| <b>Miscellaneous Revenues</b>         |                     |                     |
| Non-Terminal RON Parking <sup>1</sup> | \$ 724,125          | \$ 1,122,250        |
| Per Use Fees                          | \$ 3,398,608        | \$ 3,227,946        |
| FIS Fees <sup>2</sup>                 | \$ 2,536,926        | \$ 3,025,404        |
| <b>Total Operating Revenues</b>       | <b>\$ 6,659,659</b> | <b>\$ 7,375,600</b> |
| Annual Growth <sup>3</sup>            | 10.6%               | 10.8%               |

NOTES:

1/ Non-Terminal RON Parking fee is \$100 per day for aircrafts up to 12,499 lbs and \$125 per day for aircrafts 12,500 lbs and greater.

2/ FIS fee is \$10.50 per deplaned passenger.

3/ Annual growth represents change from previous year's Budget.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

# Exhibit G-1 Terminal Rental Rate

|   |                     | BUDGET<br>2023        | BUDGET<br>2024        |
|---|---------------------|-----------------------|-----------------------|
| <b>Terminal Requirement</b>                                     |                     |                       |                       |
| Maintenance and Operating Expenses <sup>1/</sup>                | A                   | \$ 30,467,575         | \$ 31,178,804         |
| Maintenance and Operating Reserve <sup>2/</sup>                 | B                   | \$ 745,468            | \$ 177,807            |
| Debt Service  | C                   | \$ 4,925,513          | \$ 7,009,413          |
| Debt Service Coverage (0.25x)                                   | D                   | \$ 1,231,378          | \$ 1,752,353          |
| Other Debt  | E                   | \$ 436,901            | \$ 868,016            |
| Amortization  | F                   | \$ 615,830            | \$ 1,322,720          |
| Non-Amortized Capital Improvements                              | G                   | \$ -                  | \$ -                  |
| Terminal Total Requirement                                      | H                   | \$ 38,422,665         | \$ 42,309,114         |
| <b>Terminal Credits</b>   |                     |                       |                       |
| Less: Excess PFC Revenues                                       |                     | \$ (1,543,692)        | \$ (1,537,483)        |
| Less: Prior Period Debt Service Coverage                        |                     | \$ (1,752,631)        | \$ (1,231,378)        |
| Less: COVID-19 Relief Funding                                   |                     | \$ -                  | \$ -                  |
| <b>Total Credits to Terminal Building Total Requirement</b>     | <b>I</b>            | <b>\$ (3,296,323)</b> | <b>\$ (2,768,862)</b> |
| <b>Terminal Net Requirement</b>                                 | <b>J = H + I</b>    | <b>\$ 35,126,343</b>  | <b>\$ 39,540,253</b>  |
| <b>Terminal Space (square feet)</b>                             |                     |                       |                       |
| Leased Airline Preferential Space and Joint Use Space           |                     | 130,781               | 153,750               |
| Unleased Airline Preferential Space                             |                     | 18,099                | 25,244                |
| Unenclosed Space <sup>3/</sup>                                  |                     | 75,769                | 76,724                |
| Total Airline Rentable Space                                    | K                   | 224,649               | 255,718               |
| Other Rentable Space (Non-Airline)                              |                     | 114,652               | 121,591               |
| Total Terminal Rentable Space                                   |                     | 339,301               | 377,309               |
| Rentable Space - Airline Percentage                             | L                   | 66%                   | 68%                   |
| Rentable Space - Non-Airline Percentage                         |                     | 34%                   | 32%                   |
| Total Percent   |                     | 100%                  | 100%                  |
| <b>Airline Terminal Revenues and Rates (per square foot)</b>    |                     |                       |                       |
| <b>Airline Terminal Net Requirement</b>                         | <b>M</b>            | <b>\$ 22,664,699</b>  | <b>\$ 26,401,251</b>  |
| <b>Preferential and Joint Use Rental Rate (per square foot)</b> |                     |                       |                       |
| <b>Signatory</b>  | <b>N</b>            | <b>\$ 121.33</b>      | <b>\$ 120.89</b>      |
| <b>Non-Signatory <sup>4/</sup></b>                              | <b>O = N * 115%</b> | <b>\$ 139.53</b>      | <b>\$ 139.03</b>      |
| <b>Unenclosed Rental Rate (per square foot)</b>                 |                     |                       |                       |
| <b>Signatory <sup>5/</sup></b>                                  | <b>P = N * 60%</b>  | <b>\$ 72.80</b>       | <b>\$ 72.54</b>       |
| <b>Non-Signatory <sup>4/</sup></b>                              | <b>Q = P * 115%</b> | <b>\$ 83.72</b>       | <b>\$ 83.42</b>       |
| Airline Preferential and Joint Use Space Rental Revenue         |                     | \$ 15,867,454         | \$ 18,587,362         |
| Airline Unenclosed Rental Revenues                              |                     | \$ 5,515,760          | \$ 5,565,256          |
| <b>Total Airline Terminal Rental Revenue</b>                    |                     | <b>\$ 21,383,214</b>  | <b>\$ 24,152,618</b>  |

## NOTES:

- 1/ Includes the total of direct and indirect Maintenance and Operating Expenses and Capital Outlays allocable to the Terminal.
  - 2/ Amount needed to fund the Maintenance and Operating Reserve Account equal to 3 months of current fiscal year Maintenance and Operating Expenses.
  - 3/ Includes Fenced Area, Baggage Makeup, and Tug Lane space.
  - 4/ 115 percent of the calculated rate charged to the airlines that have signed the Airline Operating Agreement and Terminal Building Lease.
  - 5/ 60 percent of Airline Preferential and Joint Use Terminal Rental Rate.
- SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit G-2 Per Use Fee - Gates

|   |                      | BUDGET<br>2023      | BUDGET<br>2024      |
|---|----------------------|---------------------|---------------------|
| <u>Holdroom</u>   |                      |                     |                     |
| Airside A Holdroom (square feet)                        |                      | 33,855              | 34,285              |
| Airside B Holdroom (square feet)                        |                      | 16,109              | 22,622              |
| Total Holdroom Space (square feet)                      | A                    | 49,964              | 56,907              |
| Total Number of Gates                                   | B                    | 23                  | 27                  |
| Average Space Per Holdroom (square feet)                | C = A / B            | 2,172               | 2,108               |
| Terminal Rental Rate (per square foot)                  | D                    | \$ 121.33           | \$ 120.89           |
| <b>Average Cost Per Holdroom</b>                        | <b>E = C * D</b>     | <b>\$ 263,568</b>   | <b>\$ 254,803</b>   |
| <u>Apron</u>  |                      |                     |                     |
| Total Apron Area (linear feet)                          | F                    | 3,240               | 3,550               |
| Total Number of Gates                                   | G                    | 23                  | 27                  |
| Average Space Per Apron Area (linear feet)              | H = F / G            | 141                 | 131                 |
| Apron Area Revenue Requirement (per linear foot)        | I                    | \$ 1,345            | \$ 1,598            |
| <b>Average Cost Per Apron</b>                           | <b>J = H * I</b>     | <b>\$ 189,435</b>   | <b>\$ 210,125</b>   |
| <u>Loading Bridge</u>                                   |                      |                     |                     |
| <b>Loading Bridge Fee - City Gate (See Exhibit G-6)</b> | <b>K</b>             | <b>\$ 40,028</b>    | <b>\$ 35,851</b>    |
| <b>Per Use Fee - Gate</b>                               |                      |                     |                     |
| Average Cost Per Holdroom                               | E                    | \$ 263,568          | \$ 254,803          |
| Average Cost Per Apron                                  | J                    | \$ 189,435          | \$ 210,125          |
| Loading Bridge Fee - City Gate                          | K                    | \$ 40,028           | \$ 35,851           |
| <b>Total Cost Per Gate</b>                              | <b>L = E + J + K</b> | <b>\$ 493,031</b>   | <b>\$ 500,779</b>   |
| Divided by 365  | M                    | 365                 | 365                 |
| Divided by 4  | N                    | 4                   | 4                   |
| <b>Signatory Per Use Fee - Gate</b>                     | <b>O = L / M / N</b> | <b>\$ 337.69</b>    | <b>\$ 343.00</b>    |
| <b>Non-Signatory Per Use Fee - Gate</b>                 | <b>P = O * 115%</b>  | <b>\$ 388.35</b>    | <b>\$ 394.45</b>    |
| Total Signatory Uses                                    | Q                    | 2,469               | 2,908               |
| Total Non-Signatory Uses                                | R                    | 6,399               | 7,538               |
| Total Signatory Per Use Fee - Gates Revenues            | S = O * Q            | \$ 833,762          | \$ 997,590          |
| Total Non-Signatory Per Use Fee - Gates Revenues        | T = P * R            | \$ 2,485,026        | \$ 2,973,314        |
| <b>Total Per Use Fees - Gates</b>                       |                      | <b>\$ 3,318,788</b> | <b>\$ 3,970,904</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

### Exhibit G-3 Per Use Fee - Ticket Counters

|   |                      |           | BUDGET<br>2023 | BUDGET<br>2024   |
|---|----------------------|-----------|----------------|------------------|
| <b>Per Use Fee - Ticket Counter</b>                       |                      |           |                |                  |
| Ticket Counter Space (square feet per position)           | A                    |           | 269            | 269              |
| Terminal Rental Rate (per square foot)                    | B                    | \$        | 121.33         | \$ 120.89        |
| Cost of Ticket Counter (per position)                     | C = A * B            | \$        | 32,637         | \$ 32,520        |
| Divided by 365  | D                    |           | 365            | 365              |
| Divided by 4  | E                    |           | 4              | 4                |
| <b>Signatory Per Use Fee - Ticket Counter</b>             | <b>F = C / D / E</b> | <b>\$</b> | <b>22.35</b>   | <b>\$ 22.27</b>  |
| <b>Non-Signatory Per Use Fee - Ticket Counter</b>         | <b>G = F * 115%</b>  | <b>\$</b> | <b>25.71</b>   | <b>\$ 25.62</b>  |
| Total Signatory Uses                                      | H                    |           | -              | -                |
| Total Non-Signatory Uses                                  | I                    |           | 3,105          | 3,164            |
| Total Signatory Per Use Fee - Ticket Counter Revenues     | <b>J = F * H</b>     | \$        | -              | \$ -             |
| Total Non-Signatory Per Use Fee - Ticket Counter Revenues | <b>K = G * I</b>     | \$        | 79,820         | \$ 81,045        |
| <b>Total Per Use Fees - Ticket Counter</b>                |                      | <b>\$</b> | <b>79,820</b>  | <b>\$ 81,045</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.



# Exhibit G-4 Joint Use Requirement and Joint Use Revenues

|  |                  | BUDGET<br>2023       | BUDGET<br>2024       |
|--|------------------|----------------------|----------------------|
| <b><u>Enclosed Joint Use Space</u></b>               |                  |                      |                      |
| Landside Terminal Building Passenger Screening Space |                  | 17,312               | 17,745               |
| Domestic Baggage Claim Space                         |                  | 20,802               | 20,802               |
| BHS & Exit Lane Space                                |                  | <u>22,766</u>        | <u>22,766</u>        |
| Total Enclosed Joint Use Space                       | A                | 60,879               | 61,313               |
| Joint Use Space Rental Rate - Signatory              | B                | \$ 121.33            | \$ 120.89            |
| Enclosed Joint Use Requirement                       | C = A * B        | \$ 7,386,399         | \$ 7,412,338         |
| <b><u>Unenclosed Joint Use Space</u></b>             |                  |                      |                      |
| Landside Bag Make-Up Space                           |                  | 27,089               | 27,089               |
| Concourse B Bag Make-Up Space                        |                  | 11,903               | 11,903               |
| Concourse C Bag Make-Up Space                        |                  | -                    | -                    |
| Landside Tug Lane Space                              |                  | 31,509               | 31,509               |
| Concourse A Tug Lane Space                           |                  | <u>2,542</u>         | <u>2,542</u>         |
| Total Unenclosed Joint Use Space                     | D                | 73,043               | 73,043               |
| Unenclosed Joint Use Space Rental Rate - Signatory   | E                | \$ 72.80             | \$ 72.54             |
| Unenclosed Joint Use Requirement                     | F = D * E        | \$ 5,317,291         | \$ 5,298,251         |
| <b><u>Joint Use Space Requirement by Area</u></b>    |                  |                      |                      |
| Enclosed Joint Use Requirement                       |                  | \$ 7,386,399         | \$ 7,412,338         |
| Unenclosed Joint Use Requirement                     |                  | <u>\$ 5,317,291</u>  | <u>\$ 5,298,251</u>  |
| <b>Total Joint Use Space Requirement</b>             | <b>G = C + F</b> | <b>\$ 12,703,690</b> | <b>\$ 12,710,588</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit G-4 Joint Use Requirement and Joint Use Revenues**

|   |                     | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|---|---------------------|------------------------|------------------------|
| <b><u>Joint Use Space Requirement Allocation</u></b>      |                     |                        |                        |
| Enplaned Passenger Based Allocation                       |                     | \$ 10,798,136          | \$ 10,804,000          |
| Fixed Based Allocation                                    |                     | \$ 1,905,553           | \$ 1,906,588           |
| <b>Total Joint Use Space Requirement</b>                  | <b>G</b>            | <b>\$ 12,703,690</b>   | <b>\$ 12,710,588</b>   |
| <b><u>Enplaned Passengers by Airline</u></b>              |                     |                        |                        |
| <u>Signatory Enplaned Passengers by Airline</u>           |                     |                        |                        |
| American  |                     | 1,077,876              | 1,022,635              |
| Delta   |                     | 764,877                | 725,678                |
| Southwest   |                     | 2,071,615              | 2,235,322              |
| United  |                     | 755,261                | 716,554                |
| Total Signatory Enplaned Passengers                       | H                   | 4,669,630              | 4,700,190              |
| <u>Non-Signatory Enplaned Passengers</u>                  |                     |                        |                        |
| Frontier  |                     | 109,941                | 129,823                |
| Total Other Non-Signatory Enplaned Passengers             |                     | 414,906                | 619,987                |
| Total Non-Signatory Enplaned Passengers                   | I                   | 524,847                | 749,810                |
| Total Non-Signatory Enplaned and Deplaned Passengers      | J = I * 2           | 1,049,694              | 1,499,621              |
| Total Enplaned Passengers                                 | K = H + I           | 5,194,477              | 5,450,000              |
| <b>Total Enplaned and Deplaned Passenger</b>              | <b>L = K * 2</b>    | <b>10,388,954</b>      | <b>10,900,000</b>      |
| <b><u>Non-Signatory Joint Use Revenues</u></b>            |                     |                        |                        |
| Average Joint Use Charge Per Passenger <sup>1</sup>       | <b>M = G / L</b>    | \$ 1.22                | \$ 1.17                |
| Non-Signatory Joint Use Charge Per Passenger <sup>1</sup> | <b>N = M * 115%</b> | \$ 1.41                | \$ 1.34                |
| <b>Total Non-Signatory Joint Use Revenues</b>             | <b>O = J * N</b>    | <b>\$ 1,476,110</b>    | <b>\$ 2,011,030</b>    |
| <b><u>Non-Signatory Joint Use Revenues</u></b>            |                     |                        |                        |
| Frontier  |                     | \$ 309,205             | \$ 348,193             |
| Other Non-Signatory Carriers                              |                     | \$ 1,166,905           | \$ 1,662,837           |
| <b>Total Non-Signatory Joint Use Revenues</b>             | <b>O</b>            | <b>\$ 1,476,110</b>    | <b>\$ 2,011,030</b>    |

NOTES:

1/ Joint Use charge is for every enplanement and every deplanement.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit G-4 Joint Use Requirement and Joint Use Revenues

|   |                  | BUDGET<br>2023       | BUDGET<br>2024       |
|---|------------------|----------------------|----------------------|
| <b><u>Signatory Joint Use Revenues</u></b>                  |                  |                      |                      |
| Total Joint Use Space Requirement                           |                  | \$ 12,703,690        | \$ 12,710,588        |
| Less: Total Non-Signatory Joint Use Revenues                |                  | \$ (1,476,110)       | \$ (2,011,030)       |
| <b>Net Signatory Joint Use Requirement</b>                  | <b>P = G - O</b> | <b>\$ 11,227,580</b> | <b>\$ 10,699,559</b> |
| <b><u>Signatory Joint Use Allocation</u></b>                |                  |                      |                      |
| Enplaned Passenger Based Allocation                         | Q                | 85%                  | 85%                  |
| Fixed Based Allocation                                      | R                | 15%                  | 15%                  |
| <b><u>Signatory Joint Use Requirement Allocation</u></b>    |                  |                      |                      |
| Enplaned Passenger Based Allocation                         | S = P * Q        | \$ 9,543,443         | \$ 9,094,625         |
| Fixed Based Allocation                                      | T = P * R        | \$ 1,684,137         | \$ 1,604,934         |
| <b>Net Signatory Joint Use Requirement</b>                  |                  | <b>\$ 11,227,580</b> | <b>\$ 10,699,559</b> |
| <b><u>Percent Signatory Enplaned Passengers</u></b>         |                  |                      |                      |
| American  |                  | 23.1%                | 21.8%                |
| Delta   |                  | 16.4%                | 15.4%                |
| Southwest   |                  | 44.4%                | 47.6%                |
| United  |                  | 16.2%                | 15.2%                |
| Total   |                  | 100.0%               | 100.0%               |
| <b><u>Signatory Enplaned Passenger Based Allocation</u></b> |                  |                      |                      |
| American  |                  | \$ 2,202,883         | \$ 1,978,747         |
| Delta   |                  | \$ 1,563,200         | \$ 1,404,149         |
| Southwest   |                  | \$ 4,233,814         | \$ 4,325,233         |
| United  |                  | \$ 1,543,547         | \$ 1,386,496         |
| Total Signatory Enplaned Passenger Based Allocation         |                  | \$ 9,543,443         | \$ 9,094,625         |
| <b><u>Fixed Based Allocation</u></b>                        |                  |                      |                      |
| American  |                  | \$ 421,034           | \$ 401,233           |
| Delta   |                  | \$ 421,034           | \$ 401,233           |
| Southwest   |                  | \$ 421,034           | \$ 401,233           |
| United  |                  | \$ 421,034           | \$ 401,233           |
| Total Signatory Fixed Based Allocation                      |                  | \$ 1,684,137         | \$ 1,604,934         |
| <b>Total Signatory Joint Use Revenues</b>                   |                  | <b>\$ 11,227,580</b> | <b>\$ 10,699,559</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit G-4 Joint Use Requirement and Joint Use Revenues**

|   | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|---|------------------------|------------------------|
| <b><u>Total Joint Use Allocation by Airline</u></b> |                        |                        |
| <u>Signatory Joint Use Revenues by Airline</u>      |                        |                        |
| American  | \$ 2,623,917           | \$ 2,379,980           |
| Delta   | \$ 1,984,234           | \$ 1,805,383           |
| Southwest   | \$ 4,654,848           | \$ 4,726,467           |
| United  | \$ 1,964,581           | \$ 1,787,729           |
| Total Signatory Joint Use Revenues                  | \$ 11,227,580          | \$ 10,699,559          |
| <u>Non-Signatory Joint Use Revenues by Airline</u>  |                        |                        |
| Frontier  | \$ 309,205             | \$ 348,193             |
| Other Non-Signatory Carriers                        | \$ 1,166,905           | \$ 1,662,837           |
| Total Non-Signatory Joint Use Revenues              | \$ 1,476,110           | \$ 2,011,030           |
| <b>Total Joint Use Revenues</b>                     | <b>\$ 12,703,690</b>   | <b>\$ 12,710,588</b>   |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit G-5 Baggage Handling System (BHS)**

|  |                        | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|--|------------------------|------------------------|------------------------|
| <b>BHS Revenue Requirement</b>           |                        |                        |                        |
| Maintenance and Operating Expenses       | A                      | \$ 4,113,521           | \$ 4,071,768           |
| Maintenance and Operating Reserve        | B                      | \$ 71,319              | \$ (10,438)            |
| Debt Service                             | C                      | \$ 561,317             | \$ 1,101,868           |
| Debt Service Coverage (0.25x)            | D                      | \$ 140,329             | \$ 275,467             |
| Other Debt                               | E                      | \$ -                   | \$ 230,892             |
| Amortization                             | F                      | \$ -                   | \$ -                   |
| Non-Amortized Capital Improvements       | G                      | \$ -                   | \$ -                   |
| <b>BHS Total Requirement</b>             | <b>H = SUM [A : G]</b> | <b>\$ 4,886,485</b>    | <b>\$ 5,669,556</b>    |
| <b>BHS Credits</b>                       |                        |                        |                        |
| Less: Prior Period Debt Service Coverage |                        | \$ (275,928)           | \$ (140,329)           |
| Less: COVID-19 Relief Funding            |                        | \$ -                   | \$ -                   |
| Less: Excess PFC Revenues                |                        | \$ (776,807)           | \$ (773,683)           |
| Total Credits to BHS Total Requirement   | I                      | \$ (1,052,735)         | \$ (914,013)           |
| <b>BHS Net Requirement</b>               | <b>J = H + I</b>       | <b>\$ 3,833,750</b>    | <b>\$ 4,755,543</b>    |
| Total Enplaned Passengers                | K                      | 5,194,477              | 5,450,000              |
| <b>BHS Fee (per enplaned passenger)</b>  | <b>L = J / K</b>       | <b>\$ 0.74</b>         | <b>\$ 0.87</b>         |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

Exhibit G-6 Loading Bridges

|  |                  | BUDGET<br>2023    | BUDGET<br>2024    |
|--|------------------|-------------------|-------------------|
| <b>Loading Bridges Revenue Requirement</b>                 |                  |                   |                   |
| Maintenance and Operating Expenses <sup>1</sup>            | A                | \$ 109,412        | \$ 116,727        |
| Maintenance and Operating Expenses - Other <sup>2</sup>    | A                | \$ 483,302        | \$ 515,613        |
| Maintenance and Operating Reserve                          | B                | \$ 1,303          | \$ 1,829          |
| Debt Service   | C                | \$ 95,179         | \$ 194,555        |
| Debt Service Coverage (0.25x)                              | D                | \$ -              | \$ 48,639         |
| Other Debt   | E                | \$ 44,039         | \$ 975            |
| Amortization   | F                | \$ -              | \$ -              |
| Non-Amortized Capital Improvements                         | G                | \$ -              | \$ -              |
| Loading Bridges Total Requirement                          | H = SUM [A : G]  | \$ 733,234        | \$ 878,338        |
| <b>Loading Bridges Credits</b>                             |                  |                   |                   |
| Less: Excess PFC Revenues                                  |                  | \$ (188,338)      | \$ (187,580)      |
| Less: COVID-19 Relief Funding                              |                  | \$ -              | \$ -              |
| Less: Prior Period Debt Service Coverage                   |                  | \$ -              | \$ -              |
| Total Credits to Loading Bridge Total Requirement          | I                | \$ (188,338)      | \$ (187,580)      |
| Loading Bridges Net Requirement                            | J = H + I        | \$ 544,897        | \$ 690,758        |
| Total Loading Bridges                                      | K                | 24                | 27                |
| <b>Loading Bridge Fee</b>                                  | <b>L = J / K</b> | <b>\$ 22,704</b>  | <b>\$ 25,584</b>  |
| Total Loading Bridges                                      |                  | 24                | 27                |
| <b>Loading Bridge Total Revenues</b>                       |                  | <b>\$ 544,897</b> | <b>\$ 690,758</b> |
| <b>Loading Bridge Revenue Requirement - Airline Leased</b> |                  |                   |                   |
| Maintenance and Operating Expenses <sup>1</sup>            | A                | \$ -              | \$ -              |
| Maintenance and Operating Expenses - Other <sup>2</sup>    | A                | \$ 382,614        | \$ 362,839        |
| Maintenance and Operating Reserve                          | B                | \$ 1,031          | \$ 1,287          |
| Debt Service   | C                | \$ 75,350         | \$ 136,909        |
| Debt Service Coverage (0.25x)                              | D                | \$ -              | \$ 34,227         |
| Other Debt   | E                | \$ 34,864         | \$ 686            |
| Amortization   | F                | \$ -              | \$ -              |
| Non-Amortized Capital Improvements                         | G                | \$ -              | \$ -              |
| Loading Bridge Total Requirement - Airline Leased          | H = SUM [A : G]  | \$ 493,859        | \$ 535,948        |
| <b>Loading Bridge Credits - Airline Leased</b>             |                  |                   |                   |
| Less: Excess PFC Revenues                                  |                  | \$ (149,101)      | \$ (132,001)      |
| Less: Prior Period Debt Service Coverage                   |                  | \$ -              | \$ -              |
| Total Loading Bridge - Airline Leased Credits              | I                | \$ (149,101)      | \$ (132,001)      |
| Loading Bridge Net Requirement - Airline Leased            | J = H + I        | \$ 344,759        | \$ 403,947        |
| Airline Leased Loading Bridges                             | K                | 19                | 19                |
| <b>Loading Bridge Fee - Airline</b>                        | <b>L = J / K</b> | <b>\$ 18,145</b>  | <b>\$ 21,260</b>  |
| Loading Bridges Leased                                     |                  | 19                | 19                |
| <b>Airline Leased Loading Bridge Revenues</b>              |                  | <b>\$ 344,759</b> | <b>\$ 403,947</b> |

NOTES:

1/ Maintenance and Operating Expenses for contract maintenance related to Loading Bridges.

2/ Total Maintenance and Operating Expenses for Loading Bridges less contract maintenance.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

Exhibit G-6 Loading Bridges

|   |                  | BUDGET<br>2023    | BUDGET<br>2024    |
|---|------------------|-------------------|-------------------|
| <b>Loading Bridge Revenue Requirement - City Gates</b>  |                  |                   |                   |
| Maintenance and Operating Expenses <sup>1</sup>         | A                | \$ 109,412        | \$ 116,727        |
| Maintenance and Operating Expenses - Other <sup>2</sup> | A                | \$ 100,688        | \$ 152,774        |
| Maintenance and Operating Reserve                       | B                | \$ 271            | \$ 542            |
| Debt Service  | C                | \$ 19,829         | \$ 57,646         |
| Debt Service Coverage (0.25x)                           | D                | \$ -              | \$ 14,411         |
| Other Debt  | E                | \$ 9,175          | \$ 289            |
| Amortization  | F                | \$ -              | \$ -              |
| Non-Amortized Capital Improvements                      | G                | \$ -              | \$ -              |
| Loading Bridge Total Requirement - City Gates           | H = SUM [A : G]  | \$ 239,375        | \$ 342,389        |
| <b>Loading Bridge Credits - City Gates</b>              |                  |                   |                   |
| Less: Excess PFC Revenues                               |                  | \$ (39,237)       | \$ (55,579)       |
| Less: Prior Period Debt Service Coverage                |                  | \$ -              | \$ -              |
| Total Loading Bridge - City Gates Credits               | I                | \$ (39,237)       | \$ (55,579)       |
| <b>Loading Bridge Net Requirement - City Gates</b>      | <b>J = H + I</b> | <b>\$ 200,138</b> | <b>\$ 286,810</b> |
| City Gate Loading Bridges                               | K                | 5                 | 8                 |
| <b>Loading Bridge Fee - City Gate</b>                   | <b>L = J / K</b> | <b>\$ 40,028</b>  | <b>\$ 35,851</b>  |

NOTES:

1/ Maintenance and Operating Expenses for contract maintenance related to Loading Bridges.

2/ Total Maintenance and Operating Expenses for Loading Bridges less contract maintenance.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

# Exhibit G-7 Apron Area

|  |                        |           | BUDGET<br>2023   | BUDGET<br>2024      |
|--|------------------------|-----------|------------------|---------------------|
| <b>Apron Area Revenue Requirement</b>            |                        |           |                  |                     |
| Maintenance and Operating Expenses               | A                      | \$        | 4,337,449        | \$ 5,396,224        |
| Maintenance and Operating Reserve                | B                      | \$        | 18,732           | \$ 264,694          |
| Debt Service                                     | C                      | \$        | 1,006            | \$ 1,702            |
| Debt Service Coverage (0.25x)                    | D                      | \$        | 252              | \$ 426              |
| Other Debt                                       | E                      | \$        | -                | \$ 10,576           |
| Amortization                                     | F                      | \$        | -                | \$ -                |
| Non-Amortized Capital Improvements               | G                      | \$        | -                | \$ -                |
| <b>Apron Area Total Requirement</b>              | <b>H = SUM [A : G]</b> | <b>\$</b> | <b>4,357,438</b> | <b>\$ 5,673,621</b> |
| <b>Apron Area Credits</b>                        |                        |           |                  |                     |
| Less: Prior Period Debt Service Coverage         |                        | \$        | (426)            | \$ (252)            |
| Less: COVID-19 Relief Funding                    |                        | \$        | -                | \$ -                |
| Total Credits to Apron Area Total Requirement    | I                      | \$        | (426)            | \$ (252)            |
| <b>Apron Area Net Requirement</b>                | <b>J = H + I</b>       | <b>\$</b> | <b>4,357,012</b> | <b>\$ 5,673,370</b> |
| <b>Apron Area Space (linear feet)</b>            |                        |           |                  |                     |
| Leased Apron Area                                | K                      |           | 2,690            | 2,475               |
| Unleased Apron Area                              | L                      |           | 550              | 1,075               |
| Total Apron Area                                 | M = K + L              |           | 3,240            | 3,550               |
| Apron Area Revenue Requirement (per linear foot) | N = J / M              | \$        | 1,345            | \$ 1,598            |
| <b>Apron Area Total Revenues</b>                 | <b>O = K * N</b>       | <b>\$</b> | <b>3,617,396</b> | <b>\$ 3,955,377</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.



# Exhibit G-8 Landing Fee

|   |                 | BUDGET<br>2023        | BUDGET<br>2024        |
|---|-----------------|-----------------------|-----------------------|
| <b>Airfield Revenue Requirement</b>                         |                 |                       |                       |
| Maintenance and Operating Expenses                          | A               | \$ 17,349,794         | \$ 21,584,894         |
| Maintenance and Operating Reserve                           | B               | \$ 74,926             | \$ 1,058,775          |
| Debt Service  | C               | \$ 445,851            | \$ 785,379            |
| Debt Service Coverage (0.25x)                               | D               | \$ 111,463            | \$ 196,345            |
| Other Debt  | E               | \$ 378,071            | \$ 1,237,366          |
| Amortization  | F               | \$ 424,773            | \$ 1,220,994          |
| Non-Amortized Capital Improvements                          | G               | \$ 153,000            | \$ -                  |
| <b>Airfield Total Requirement</b>                           | H = SUM [A : G] | <b>\$ 18,937,879</b>  | <b>\$ 26,083,753</b>  |
| <b>Airfield Credits</b>                                     |                 |                       |                       |
| Less: Excess PFC Revenues                                   |                 | \$ (379,950)          | \$ (378,422)          |
| Less: Prior Period Debt Service Coverage                    |                 | \$ (196,579)          | \$ (111,463)          |
| Less: Fuel Flowage Revenue                                  |                 | \$ (683,508)          | \$ (688,183)          |
| Less: Non-Terminal RON Parking                              |                 | \$ (724,125)          | \$ (1,122,250)        |
| Less: COVID-19 Relief Funds                                 |                 | \$ -                  | \$ -                  |
| <b>Total Credits to Airfield Total Requirement</b>          | I               | <b>\$ (1,984,161)</b> | <b>\$ (2,300,318)</b> |
| <b>Net Airfield Requirement</b>                             | J = H + I       | <b>\$ 16,953,718</b>  | <b>\$ 23,783,436</b>  |
| Total Landed Weight (thousand-pound units)                  | K               | 6,043,432             | 6,700,000             |
| <b>Signatory Landing Fee (per thousand-pound units)</b>     | L = J / K       | <b>\$ 2.76</b>        | <b>\$ 3.48</b>        |
| <b>Non-Signatory Landing Fee (per thousand-pound units)</b> | M = L * 115%    | <b>\$ 3.18</b>        | <b>\$ 4.01</b>        |
| <b>Landed Weight</b>  |                 |                       |                       |
| Signatory Passenger Airline                                 |                 | 4,354,219             | 5,008,684             |
| Signatory Cargo   |                 | 1,073,036             | 850,433               |
| Non-Signatory Passenger Airline                             |                 | 593,177               | 819,245               |
| Non-Signatory Cargo   |                 | 23,000                | 21,638                |
| Total Airline Landed Weight                                 |                 | 6,043,432             | 6,700,000             |
| <b>Airline Landing Fees</b>                                 |                 |                       |                       |
| Signatory Passenger Airline                                 |                 | \$ 12,030,949         | \$ 17,451,128         |
| Signatory Cargo   |                 | \$ 2,964,858          | \$ 2,963,058          |
| Non-Signatory Passenger Airline                             |                 | \$ 1,884,828          | \$ 3,282,550          |
| Non-Signatory Cargo   |                 | \$ 73,083             | \$ 86,699             |
| <b>Total Airline Landing Fees</b>                           |                 | <b>\$ 16,953,718</b>  | <b>\$ 23,783,436</b>  |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

# Exhibit G-9 Cost Per Enplaned Passenger

|  | BUDGET<br>2023       | BUDGET<br>2024       |
|--|----------------------|----------------------|
| <b>Passenger Airline Revenues</b>  |                      |                      |
| Non-Terminal RON Parking   | \$ 724,125           | \$ 1,122,250         |
| Terminal RON Parking   | \$ -                 | \$ -                 |
| Per Use Fees   | \$ 3,398,608         | \$ 3,227,946         |
| FIS Use Fees   | \$ 2,536,926         | \$ 3,025,404         |
| Single Terminal Building Rentals   | \$ 21,383,214        | \$ 24,152,618        |
| BHS and Security Checkpoint  | \$ 3,833,750         | \$ 4,755,543         |
| Airline Leased Loading Bridges   | \$ 344,759           | \$ 403,947           |
| Apron Fees   | \$ 3,617,396         | \$ 3,955,377         |
| Passenger Landing Fees   | \$ 13,915,777        | \$ 20,733,678        |
| <b>Total Passenger Airline Revenues</b>                                  | <b>\$ 49,754,555</b> | <b>\$ 61,376,764</b> |
| Less: Competitive Credit to Signatory Airlines                           | \$ (8,286,216)       | \$ (11,920,764)      |
| <b>Net Passenger Airline Revenues</b>                                    | <b>\$ 41,468,338</b> | <b>\$ 49,456,001</b> |
| Total Enplaned Passengers  | 5,194,477            | 5,450,000            |
| <b>Average Cost per Enplaned Passenger Before<br/>Competitive Credit</b> | <b>\$ 9.58</b>       | <b>\$ 11.26</b>      |
| <b>Average Cost per Enplaned Passenger After<br/>Competitive Credit</b>  | <b>\$ 7.98</b>       | <b>\$ 9.07</b>       |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit H Application of Revenues

|  | BUDGET<br>2023        | BUDGET<br>2024        |
|--|-----------------------|-----------------------|
| <b>Airport Revenues</b>                      |                       |                       |
| Airline Revenues                             | \$ 49,754,555         | \$ 61,376,764         |
| Cargo Landing Fees                           | \$ 3,037,941          | \$ 3,049,758          |
| Non-Airline Revenues - SAT                   | \$ 71,245,306         | \$ 79,886,238         |
| Stinson Revenues                             | \$ 415,690            | \$ 448,086            |
| Investment Earnings                          | \$ 316,452            | \$ 1,687,740          |
| Prior Period Debt Service Coverage Deposit   | \$ 1,633,868          | \$ 1,067,331          |
| <b>Total Airport Revenues</b>                | <b>\$ 126,403,811</b> | <b>\$ 147,515,918</b> |
| <b>Application of Airport Revenues</b>       |                       |                       |
| <u>Debt Service Bond Fund</u>                |                       |                       |
| Non-PFC and Non-CFC Supported Debt Service   | \$ 7,809,094          | \$ 11,008,619         |
| Interim Financing                            | \$ 1,661,851          | \$ 3,703,406          |
| <u>Maintenance and Operating Account</u>     |                       |                       |
| Operating Expenses                           | \$ 84,379,116         | \$ 90,020,355         |
| Operating Expenses Reserve Requirement       | \$ 664,926            | \$ 1,256,243          |
| <u>Capital Improvement Fund</u>              |                       |                       |
| Airline Debt Service Coverage Deposit        | \$ 1,067,331          | \$ 1,708,519          |
| Capital Improvement Factor                   | \$ 30,821,493         | \$ 39,818,775         |
| Competitive Credit <sup>1</sup>              | \$ -                  | \$ -                  |
| <b>Total Application of Airport Revenues</b> | <b>\$ 126,403,811</b> | <b>\$ 147,515,918</b> |

NOTES:

1/ Included in Capital Improvement Factor for Budget presentations.

SOURCES: City of San Antonio, Department of Aviation, August 2023.

Exhibit I Flow of Funds

|   | BUDGET<br>2023  | BUDGET<br>2024  |
|---|-----------------|-----------------|
| <b>Revenue Fund</b>   |                 |                 |
| Beginning Balance   | \$ -            | \$ -            |
| Deposit: Airport Revenues   | \$ 126,403,811  | \$ 147,515,918  |
| Less: Deposit to Bond Fund  | \$ (7,809,094)  | \$ (11,008,619) |
| Less: Interim Financing   | \$ (1,661,851)  | \$ (3,703,406)  |
| Less: Deposit to Maintenance and Operating Account - Maintenance and Operating Expenses | \$ (84,379,116) | \$ (90,020,355) |
| Less: Deposit to Maintenance and Operating Account - Maintenance and Operating Reserve  | \$ (664,926)    | \$ (1,256,243)  |
| Less: Deposit (to)/from Capital Improvement Fund  | \$ (31,888,825) | \$ (41,527,294) |
| Ending Balance  | \$ -            | \$ -            |
| <b>Bond Fund</b>  |                 |                 |
| Beginning Balance   | \$ -            | \$ -            |
| Deposit: From Revenue Fund  | \$ 7,809,094    | \$ 11,008,619   |
| Deposit: Excess PFC Revenues to Pay GARB Debt Service                                   | \$ 3,181,164    | \$ 3,168,371    |
| Deposit: CFC Revenues to Pay GARB Debt Service  | \$ 2,700,750    | \$ 2,701,750    |
| Less: Non PFC Supported Debt Service  | \$ (13,691,008) | \$ (16,878,740) |
| Ending Balance  | \$ -            | \$ -            |
| <b>Maintenance and Operating Account</b>  |                 |                 |
| Beginning Balance   | \$ 19,595,148   | \$ 20,260,074   |
| Deposit: From Revenue Fund - Maintenance and Operating Expenses                         | \$ 84,379,116   | \$ 90,020,355   |
| Deposit: From Revenue Fund - Maintenance and Operating Reserve                          | \$ 664,926      | \$ 1,256,243    |
| Less: Maintenance and Operating Expenses  | \$ (84,379,116) | \$ (90,020,355) |
| Ending Balance  | \$ 20,260,074   | \$ 21,516,317   |
| <b>Capital Improvement Fund</b>   |                 |                 |
| Beginning Balance   | \$ 115,941,389  | \$ 132,630,959  |
| Deposit: From Revenue Fund  | \$ 31,888,825   | \$ 41,527,294   |
| Less: Debt Service Coverage Deposit   | \$ (1,067,331)  | \$ (1,708,519)  |
| Less: Capital Improvement Spend   | \$ (20,544,000) | \$ (27,054,000) |
| Less: Competitive Credit  | \$ (8,286,216)  | \$ (11,920,764) |
| Ending Balance  | \$ 132,630,959  | \$ 113,474,970  |

NOTES:

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit J Debt Service Coverage - Required City Calculation**

|  |                      | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|--|----------------------|------------------------|------------------------|
| <b>GARB Debt Service Coverage</b>  |                      |                        |                        |
| Airport Revenues   | A                    | \$ 126,403,811         | \$ 147,515,918         |
| Total Maintenance and Operating Expenses   |                      | \$ (84,379,116)        | \$ (90,020,355)        |
| Adjustment: Non-Amortized Capital Improvements (57GL)  |                      | \$ 2,058,109           | \$ 2,674,375           |
| Net Revenues   | B                    | \$ 44,082,804          | \$ 60,169,938          |
| Total Annual GARB Debt Service   | C                    | \$ 13,691,008          | \$ 16,878,740          |
| Less: Excess PFCs Eligible for GARB Debt Service   | D                    | \$ (3,181,164)         | \$ (3,168,371)         |
| Less: Excess CFCs Eligible for GARB Debt Service   | E                    | \$ (2,700,750)         | \$ (2,701,750)         |
| <b>Net Annual GARB Debt Service</b>  | <b>F = C + D + E</b> | <b>\$ 7,809,093</b>    | <b>\$ 11,008,619</b>   |
| <b>GARB Bond Debt Service Coverage Ratios</b>  |                      |                        |                        |
| Gross Revenue Debt Service Coverage  | G = A / C            | 9.23                   | 8.74                   |
| Net Revenue Debt Service Coverage  | H = B / C            | 3.22                   | 3.56                   |
| <b>Net Revenue Debt Service Coverage - Including Reduction of Debt Service Due to PFC and CFC Allocated Debt</b>           | <b>I = B / F</b>     | <b>5.65</b>            | <b>5.47</b>            |
| <b>PFC Supported Bond Debt Service Coverage</b>  |                      |                        |                        |
| Total PFC Collections  |                      | \$ 20,067,303          | \$ 21,054,440          |
| Prior Year PFC Debt Service Coverage   |                      | \$ 3,781,142           | \$ 2,986,093           |
| Total Amounts Eligible for PFC Coverage Calculation  | J                    | \$ 23,848,445          | \$ 24,040,533          |
| COVID-19 Relief Funds Applied to PFC Supported Debt Service  | K                    | \$ -                   | \$ -                   |
| Total Amounts Eligible Plus COVID-19 Relief Funds Applied  | L = J + K            | \$ 23,848,445          | \$ 24,040,533          |
| Total PFC Supported Debt Service   | M                    | \$ 15,124,568          | \$ 11,944,370          |
| <b>PFC Supported Bond Debt Service Coverage Ratio - 1.25x Minimum</b>  | <b>N = J / M</b>     | <b>1.58</b>            | <b>2.01</b>            |
| <b>PFC Supported Bond Debt Service Coverage Ratio - Including COVID Relief Funds Applied to PFC Supported Debt Service</b> | <b>O = L / M</b>     | <b>1.58</b>            | <b>2.01</b>            |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit K Competitive Credit Distribution to Signatory Airlines

|   |                        | BUDGET<br>2023       | BUDGET<br>2024       |
|---|------------------------|----------------------|----------------------|
| <b>Amounts Available for the Competitive Credit</b>                                   |                        |                      |                      |
| Airport Revenues  | A                      | \$ 126,403,811       | \$ 147,515,918       |
| Less: Deposit to Bond Fund  | B                      | \$ (7,809,094)       | \$ (11,008,619)      |
| Less: Deposit to CIF for Interim Financing  | C                      | \$ (1,661,851)       | \$ (3,703,406)       |
| Less: Deposit to Maintenance and Operating Fund                                       | D                      | \$ (85,044,041)      | \$ (91,276,598)      |
| Amount Deposited to Capital Improvement Fund  | E = SUM [A :D]         | \$ 31,888,825        | \$ 41,527,294        |
| <b>Calculation of Amounts Available for Competitive Credit</b>                        |                        |                      |                      |
| Deposit to Capital Improvement Fund   |                        | \$ 31,888,825        | \$ 41,527,294        |
| Less: 20% of Non-Airline Revenue (to be retained by Airport for Capital Improvements) | F                      | \$ (14,249,061)      | \$ (15,977,248)      |
| Less: Debt Service Coverage   | G                      | \$ (1,067,331)       | \$ (1,708,519)       |
| <b>Amounts Available for Competitive Credit</b>                                       | <b>H = SUM [E : G]</b> | <b>\$ 16,572,432</b> | <b>\$ 23,841,527</b> |
| <b>Minimum Competitive Credit</b>   |                        |                      |                      |
| Total Non-Airline Operating Revenues  |                        | \$ 71,977,448        | \$ 82,022,064        |
| Minimum Percent of Non-Airline Operating Revenues                                     |                        | 5%                   | 5%                   |
| <b>Minimum Competitive Credit</b>   |                        | <b>\$ 3,598,872</b>  | <b>\$ 4,101,103</b>  |
| <b>Signatory Airlines' Fixed Share (50%)</b>  |                        |                      |                      |
| Fixed Share Percentage  |                        | 50%                  | 50%                  |
| Fixed Amount Available for Competitive Credit   | I = H * 50%            | \$ 8,286,216         | \$ 11,920,764        |
| <b>Amounts Applied as Competitive Credit</b>  |                        |                      |                      |
| Fixed Amount Available for Competitive Credit (50%)                                   | I                      | \$ 8,286,216         | \$ 11,920,764        |
| Amount Required to Meet Minimum Competitive Credit                                    | J                      | \$ -                 | \$ -                 |
| <b>Total Competitive Credit</b>   | <b>K = I + J</b>       | <b>\$ 8,286,216</b>  | <b>\$ 11,920,764</b> |
| <b>Competitive Credit Allocation as a Percent</b>                                     |                        |                      |                      |
| Signatory Airline's Landed Weight Based Competitive Credit                            | L                      | 25%                  | 25%                  |
| Signatory Airline's Passenger Based Competitive Credit                                | M                      | 75%                  | 75%                  |
| Total   |                        | 100%                 | 100%                 |
| <b>Competitive Credit Allocation</b>  |                        |                      |                      |
| Signatory Airline's Landed Weight Based Competitive Credit                            | N = K * L              | \$ 2,071,554         | \$ 2,980,191         |
| Signatory Airline's Passenger Based Competitive Credit                                | O = K * M              | \$ 6,214,662         | \$ 8,940,573         |
| <b>Total Competitive Credit</b>   |                        | <b>\$ 8,286,216</b>  | <b>\$ 11,920,764</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

**Exhibit K Competitive Credit Distribution to Signatory Airlines**

|  | <b>BUDGET<br/>2023</b> | <b>BUDGET<br/>2024</b> |
|--|------------------------|------------------------|
| <b>Competitive Credit Allocation</b>   |                        |                        |
| <b>Signatory Airline's Landed Weight Based Competitive Credit</b>                | <b>\$ 2,071,554</b>    | <b>\$ 2,980,191</b>    |
| <b>Signatory Landed Weight by Airline</b>  |                        |                        |
| American Airlines  | 1,045,816              | 1,124,975              |
| Delta Airlines   | 655,939                | 705,588                |
| Southwest Airlines   | 1,815,405              | 2,277,703              |
| United Airlines  | 837,059                | 900,417                |
| Federal Express Corp.  | 464,555                | 368,183                |
| United Parcel Service  | 608,481                | 482,251                |
| <b>Total Landed Weight</b>   | <b>5,427,255</b>       | <b>5,859,117</b>       |
| <b>Signatory Landed Weight as Percent of Total</b>                               |                        |                        |
| American Airlines  | 19.3%                  | 19.2%                  |
| Delta Airlines   | 12.1%                  | 12.0%                  |
| Southwest Airlines   | 33.4%                  | 38.9%                  |
| United Airlines  | 15.4%                  | 15.4%                  |
| Federal Express Corp.  | 8.6%                   | 6.3%                   |
| United Parcel Service  | 11.2%                  | 8.2%                   |
| <b>Total</b>   | <b>100.0%</b>          | <b>100.0%</b>          |
| <b>Signatory Airline Allocation of Competitive Credit Based on Landed Weight</b> |                        |                        |
| American Airlines  | \$ 399,182             | \$ 572,209             |
| Delta Airlines   | \$ 250,369             | \$ 358,892             |
| Southwest Airlines   | \$ 692,930             | \$ 1,158,535           |
| United Airlines  | \$ 319,501             | \$ 457,990             |
| Federal Express Corp.  | \$ 177,318             | \$ 187,273             |
| United Parcel Service  | \$ 232,254             | \$ 245,293             |
| <b>Total Landed Weight Based Competitive Credit</b>                              | <b>\$ 2,071,554</b>    | <b>\$ 2,980,191</b>    |

SOURCES: City of San Antonio, Department of Aviation, August 2023.

## Exhibit K Competitive Credit Distribution to Signatory Airlines

|  | BUDGET<br>2023      | BUDGET<br>2024      |
|--|---------------------|---------------------|
| <b>Competitive Credit Allocation</b>   |                     |                     |
| <b>Signatory Airline's Passenger Based Competitive Credit</b>                          | <b>\$ 6,214,662</b> | <b>\$ 8,940,573</b> |
| <b>Signatory Enplaned Passengers by Airline</b>  |                     |                     |
| American Airlines Inc.   | 1,077,876           | 1,022,635           |
| Delta Air Lines  | 764,877             | 725,678             |
| Southwest Airlines Inc.  | 2,068,115           | 2,232,001           |
| Southwest (International)  | 3,500               | 3,321               |
| United Airlines  | 753,561             | 714,941             |
| United Airlines (International)  | 1,700               | 1,613               |
| <b>Total Enplaned Passengers</b>   | <b>4,669,630</b>    | <b>4,700,190</b>    |
| <b>Signatory Enplaned Passengers as Percent of Total</b>                               |                     |                     |
| American Airlines Inc.   | 23.1%               | 21.8%               |
| Delta Air Lines  | 16.4%               | 15.4%               |
| Southwest Airlines Inc.  | 44.3%               | 47.5%               |
| Southwest (International)  | 0.1%                | 0.1%                |
| United Airlines  | 16.1%               | 15.2%               |
| United Airlines (International)  | 0.0%                | 0.0%                |
| <b>Total</b>   | <b>100.0%</b>       | <b>100.0%</b>       |
| <b>Signatory Airline Allocation of Competitive Credit Based on Enplaned Passengers</b> |                     |                     |
| American Airlines Inc.   | \$ 1,434,511        | \$ 1,945,229        |
| Delta Air Lines  | \$ 1,017,951        | \$ 1,380,365        |
| Southwest Airlines Inc.  | \$ 2,752,389        | \$ 4,245,653        |
| Southwest (International)  | \$ 4,658            | \$ 6,316            |
| United Airlines  | \$ 1,002,891        | \$ 1,359,942        |
| United Airlines (International)  | \$ 2,262            | \$ 3,068            |
| <b>Total Passenger Based Competitive Credit</b>  | <b>\$ 6,214,662</b> | <b>\$ 8,940,573</b> |

SOURCES: City of San Antonio, Department of Aviation, August 2023.