

Spokane Airports 2024 Budget

Spokane International Airport / Airport Business Park / Felts Field



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Spokane Airport Board

Spokane International Airport / Airport Business Park / Felts Field

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Spokane International Airport
GEG – GENERATING ECONOMIC GROWTH

AIRPORT BUSINESS PARK



Spokane Airport Board

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Section II. Introduction

The SPOKANE AIRPORT BOARD (Board), operates Spokane International Airport (SIA or GEG), Felts Field (SFF) and the Airport Business Park (ABP), collectively referred to as the SPOKANE AIRPORTS (Airport), under and pursuant to the Constitution and Laws of the State of Washington, including Ch. 14.08 RCW, RCW 14.08.200 that certain Joint Resolution and Operating Agreement of Spokane County and the City of Spokane dated October 7, 2019.

The agreement intends the expenses of operating Spokane International Airport, Airport Business Park, and Felts Field shall be paid, *to the maximum extent possible*, from the operating revenues of each area (emphasis added).

The Airport does not receive any funds from either the County or City, nor does it receive any local tax revenues. Operating funds come from user fees, tenant rents in varying forms along with airline landing fees. Capital funds come from debt financing, federal and state grants and agreements, facility charges through airlines and rental car agencies along with airport funds generated through operations.

The 2024 budget provides revenue to fund the Airport's operating and capital needs while keeping the cost to airlines reasonable in comparison to previous years. The budget funds important capital projects that will improve airport capacity, safety and security, maintaining a strong facilities management and replacement schedule while designing new facilities focused on a unifying objective of maintaining the highest level of service to passengers and other airport customers. Through these initiatives, the budget provides funds for activities that provide economic impact and stimulus by supporting temporary and permanent job creation and associated spending on durable goods and consumables in the local area.

AIRLINE OPERATING AGREEMENT (AOA)

This 2024 budget is prepared based on the airline agreement with signatory airlines originally dated January 1, 2010. This agreement was extended, mutually by the Airport and the airlines through December 31, 2015. The Airport and airlines extended the agreement again, with minor modifications, for additional years to provide time to continue negotiating a modernized AOA. The agreement, as amended, now expires on December 31, 2023. Management proposed a one-year extension of the agreement with one minor modification to increase the cash amount retained by the Airport.

The Airport Airline Affairs Committee (AAAC) convened on October 3, 2023 to discuss the 2024 rates and charges. The AAAC is comprised of Airport staff members along with representatives of the Signatory and Non-Signatory Airlines. The Airline members of the AAAC do not have any formal voting rights on the Airport's budget, however they do provide input for consideration.

The amended continuing agreement, on which the 2024 Budgets is based, utilizes a residual rate setting method. This approach is common, but not universal, among US airport operators. A pure residual rate setting method effectively applies all operating revenues and expenses into the models that set rates charged to airlines.

During discussions and consultations, it was agreed to continue to allow the Airport to apply a portion of operating net revenue, rather than all net operating revenue, to the calculation of rates and charges effectively allowing the Airport to retain a larger amount of generated revenue to fund capital projects beneficial to passengers, the Airport and the air carriers.

At the time of budget preparation, it is anticipated that 2023 passenger activity will increase by approximately 6% over 2022 and exceed the previous record-setting year of 2019. 2024 passenger activity is forecast to remain at estimated 2023 levels. In developing the 2024 budget, the goal is to stabilize and position the Airport to accommodate modest growth due to the uncertainties of the national economy and to build in the potential for a recession that could negatively impact air travel demand. Similarly, the budget supports efforts to maintain current airline seat capacity, frequencies, and city-pair connectivity while also pursuing opportunities for expansion of capacity by incumbent carriers as well as by new entrants to the market.

THE BUDGET PROCESS

The budget process begins each year around July as the staff reviews the expenditures of the first six months of the current fiscal year. A budget packet was distributed including a budget calendar and general directions for each department's budget submittal. The Airport utilizes a budget process in which each expenditure line item is evaluated on its own merit each year. Specific department budgets are then developed to identify resources necessary to meet the daily functions of operating the airports and implementing the necessary airport improvement projects as well as new regulatory requirements.

Departments submitted their budgets which were loaded into the Rates and Charges Model (see Section V) to calculate the upcoming year's Terminal Rental Rates and Landing Fees. Each department's initiatives are reviewed before the proposed draft is completed and submitted for review and comment by the Board.

The Capital Improvement Program (CIP) is also refined to examine its effect on rates and charges. Future years' capital projects are added to the modeling as most of these projects and expenditures affect budget periods beyond the current period under examination.

FINANCIAL SUMMARY

The table below summarizes the 2024 Consolidated Spokane Airport Board Budget. Subsequent sections and exhibits throughout this document will focus on the individual details of the summary shown.

2024	Operating	Capital	Total
GEG	\$ 48,284,302	\$ 128,743,000	\$ 177,027,302
ABP	1,286,664	100,000	1,386,664
Felts Field	2,023,979	4,445,000	6,468,979
2024 Consolidated	\$51,594,945	\$133,288,000	\$184,882,945
% Change vs 2023	1.7%	7.9%	6.1%
2023	Operating	Capital	Total
GEG	\$ 47,736,563	\$ 118,450,499	\$ 166,187,062
ABP	1,299,432	1,187,000	2,486,432
Felts Field	1,686,911	3,935,500	5,622,411
2023 Consolidated	\$ 50,722,906	\$ 123,572,999	\$ 174,295,905

The Total Spokane Airport Board 2024 budget presented for approval is \$184,882,945 representing a 6.1% increase from the 2023 budget. This change is due to a 1.7% increase in the operating budget and a 7.9% increase in the capital budget. The increase in the operating budget is related to continued growth in passenger activity, and therefore expenses, and inflationary impacts on wages, materials and supplies. The increase in the Capital Budget simply reflects the planned delivery of more projects and acquisition of heavy equipment and fleet vehicles with the most notable project being the continued construction of the Concourse C Terminal Renovation and Expansion (TRES) project as well as the addition of a 500,000-gallon Jet-A fuel storage tank at Spokane International Airport and completion of Phase 2 of the Gateway Improvements Projects at Felts Field.

Consolidated Operating Revenues are forecast to increase by 13% from the 2023 budget to \$57.3 million. SIA operating revenues are forecast to increase by 13.7% from the 2023 budget, due to the forecast passenger activity which affects revenues from airline landing fees, concessions and rental car activity. Included in the 2024 revenue increase is a 4.9% increase in the rental rates for terminal tenants and the 2024 landing fee rate.

The **Parking / Ground Transportation** cost center is forecasted to increase revenue due to parking demand associated with increased passenger activity and a rate increase for the garage and outside lots, which have not been adjusted since 2022. The 2024 parking revenue budget is expected to increase by 7.9% compared to the 2023 forecast. The parking rate increase is outlined in Section X along with the trip fee schedule for commercial vehicles.

Consolidated Operating Expenses, including depreciation and debt service, are projected to increase 1.7% to \$51.6 million. Operating expenses, not including depreciation and debt service, are projected to increase 5.4% over the 2023 budget to \$42.0 million. This increase corresponds to passenger activity levels and the Airport's CIP, therefore, driving the need for additional staffing.

The 2024 Capital Improvements Program budget represents a 7.9% increase from the 2023 Capital Program budget. The total planned capital expenditures in 2024 are \$133.3 million.

Sources of funds for capital improvements are largely dependent on the Federal Grant process through the Airport Improvement Program (AIP), other funds obtained through the Department of Transportation (DOT), and the Passenger Facility Charge (PFC) Application process. Anticipated 2024 capital improvements projects are, or will be, funded for the upcoming year through AIP Grant applications, a DOT BUILD grant, Bipartisan Infrastructure Law (BIL) grants, pre-collected PFCs, Customer Facility Charges (CFCs) and debt issuance on specific projects. The Airport also uses funds from general operations to the extent expenditures do not reduce the reserve amount below a minimum targeted level.

Anticipated 2024 capital improvements projects at SIA include construction of roadway improvements, increase parking capacity, Concourse C TREX construction, West terminal ramp and taxilane improvements, taxiway reconstruction, aviation fuel facility improvements, elevator and escalator modernization and Ground Transportation Center Phase III improvements. Airport Business Park capital projects are anticipated to include a security fencing project. Felts Field anticipated projects include development of the northeast taxilane, a new aircraft tie-down parking apron, rehabilitation and expansion of the terminal building, and gateway streetscape improvements. As noted above, these projects are, or will be, funded by AIP, BIL, DOT and state grants, PFCs, CFCs, Airport general funds and debt issuance. The DOT and AIP grants contain a matching provision from the Airport's cash. Replacement of aging equipment and vehicles is planned in 2024 and will be funded with current year operating funds or those funds designated in prior years for projects that will be carried over to 2024.



Section III. Airline Activity Forecast

PASSENGER TRAFFIC

Outside of the pandemic impacted years, most notably 2020 through 2022, enplanement and total passenger activity has increased year over year since 2014. Given concerns regarding the potential for an economic slowdown in 2024, a conservative approach has been taken regarding the passenger activity forecast for budgeting purposes, which assumes that 2024 enplaned passengers will be the same as 2023 levels.

The following table shows actual passenger activity by airline for 2019 through 2022 with estimates for 2023 and 2024, which are incorporated into the 2024 budget. The table also shows the current breakdown of passengers traveling out of the two terminals.

Exhibit 1.0						
Traffic Activity						
Spokane International Airport						
(for the 12 months ending December 31; numbers in thousands)						
	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Estimate 2023	Budget 2024
Enplaned Passengers						
Alaska	706	334	544	643	682	682
Allegiant (non-sig)	0	-	18	41	51	51
Delta	501	202	385	520	562	562
Frontier (non-sig)	35	15	19	13	-	-
Southwest	464	235	384	469	490	490
American	123	89	149	109	126	126
United	191	85	142	161	168	168
Others	3	1	1	9	-	-
Total	2,023	962	1,643	1,965	2,079	2,079
Enplaned Passengers	2,023	962	1,643	1,965	2,079	2,079
% Change YoY	1.2%	-52.4%	70.8%	19.6%	5.8%	0.0%
% Change to 2019		-52.4%	-18.8%	-2.9%	2.7%	2.7%
By Terminal						
Terminal C	828	424	693	752	808	808
Terminal A&B	1,195	539	950	1,214	1,270	1,270
Total	2,023	962	1,643	1,965	2,079	2,079

AIRCRAFT LANDED WEIGHT FORECAST

The Airport collects landing fees from air carriers based on an aircraft's Maximum Gross Landed Weight (MGLW). The costs of operating the airfield are recovered through the Landing Fee Rate multiplied by the MGLW of each aircraft. The accuracy of the landed weight forecast of each air and cargo carrier has an impact on the Landing Fee Rate. Section IV, which discusses Cost Centers, Allocations, Rate Making and CPE, examines the methodology of rate making under a Residual Airline Agreement in place with the airlines.

The following table shows actual passenger and cargo landed weight for 2019 through 2022 along with forecasts for 2023 and 2024, which have been incorporated into the 2024 budget. 2024 landed weight is forecasted to be slightly above 2023 levels by 0.3% due to an increase in cargo operations.

Exhibit 1.0						
Traffic Activity						
Spokane International Airport						
(for the 12 months ending December 31; numbers in thousands)						
	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Estimate 2023	Budget 2024
Landed Weight (per 1,000 lbs.)						
Passenger Airlines						
Alaska	741	532	698	728	724	724
Allegiant (non-sig)	1	-	26	39	51	51
Delta	554	407	543	561	582	582
Frontier (non-sig)	33	21	24	14	-	-
Southwest	513	392	422	462	469	469
American	142	129	186	104	171	171
United	247	140	180	181	170	170
Others	7	2	3	4	-	-
Subtotal - Passenger	2,239	1,623	2,084	2,093	2,168	2,168
Cargo						
Signatory	429	414	456	465	475	482
Non-signatory	66	130	93	123	126	128
Subtotal - Cargo	495	544	550	589	600	610
Total	2,733	2,168	2,633	2,682	2,768	2,778
% Change YoY	1.0%	-20.7%	21.5%	1.9%	3.2%	0.3%
% Change to 2019		-20.7%	-3.7%	-1.9%	1.3%	1.6%



Section IV. Cost Centers, Allocations, Rate Making and CPE

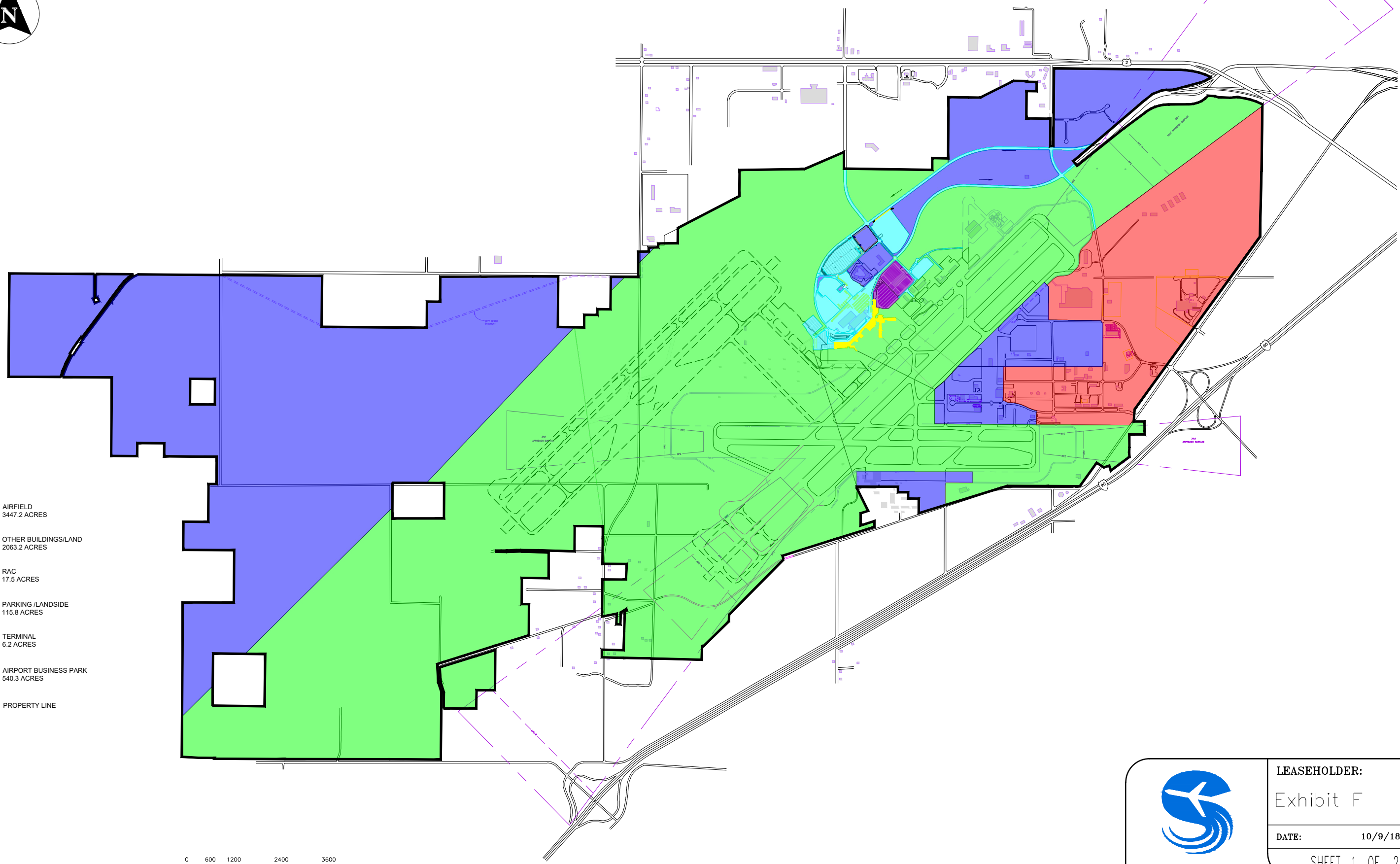
COST CENTERS

The Airport is currently organized around seven direct cost centers with a goal to continue to refine the cost centers and allocations to them each year to provide better forecasts for rate making. The direct cost centers are Airfield (including Operations and the Fuel Facility), GEG Terminal, Parking and Ground Transportation, Other Buildings and Grounds, Rental Car Facilities, the ABP and Felts Field. There are five indirect cost centers in Planning and Development, Airport Rescue and Fire Fighting (ARFF), Information Technology, Police / Dispatch, and Airport Administration.

ALLOCATIONS

To develop rates, the expenses from four of the indirect costs centers, excluding administration, are allocated to the direct costs centers based on an analysis of the staff hours dedicated to a center along with the budgeted costs within each indirect cost center. After those indirect costs are allocated to the direct cost centers, administration is allocated based on the total actual direct and indirect costs for each direct cost center. The allocation percentages for 2024 are shown below. These allocation rates are reviewed annually and potentially revised at the end of each review period to reflect actual operations and maintenance for all of the facilities.

M&O Expense Allocation Percentages Spokane Airport Board								
	Airfield	Fuel	Terminal	Parking	OB&G	QTA	ABP	Felts
Indirect Allocations								
Airfield Maintenance	65.0%	0.0%	0.0%	20.0%	10.0%	0%	0.0%	5.0%
Terminal Maintenance	0.0%	0.0%	80.0%	20.0%	0.0%	0%	0.0%	0.0%
Operations	90.0%	0.0%	2.5%	2.5%	0.0%	0%	0.0%	5.0%
Fuel	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Planning & Development	40.0%	1.0%	40.0%	10.0%	1.0%	0%	1.0%	7.0%
IT	25.0%	0.0%	25.0%	25.0%	18.0%	0%	2.0%	5.0%
ARFF/Fire	73.3%	3.2%	15.9%	0.9%	4.6%	0%	2.1%	0.0%
Police	1.0%	0.0%	80.0%	15.0%	1.5%	0%	2.5%	0.0%
Communications	1.0%	0.0%	80.0%	15.0%	1.5%	0%	2.5%	0.0%
Airport Business Park	0.0%	0.0%	0.0%	0.0%	0.0%	0%	100.0%	0.0%
Felts Field	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0.0%	100.0%



LEGEND:

- AIRFIELD
3447.2 ACRES
- OTHER BUILDINGS/LAND
2063.2 ACRES
- RAC
17.5 ACRES
- PARKING /LANDSIDE
115.8 ACRES
- TERMINAL
6.2 ACRES
- AIRPORT BUSINESS PARK
540.3 ACRES
- PROPERTY LINE

0 600 1200 2400 3600
 SCALE: 1" = 1200'
 NOTE: SCALE SHOWN IS FOR 22 X 34 EXHIBITS, IF PLOTTED ON 11 X 17 SCALE IS HALF SIZE.








LEASEHOLDER:
 Exhibit F
DATE: 10/9/18
 SHEET 1 OF 2

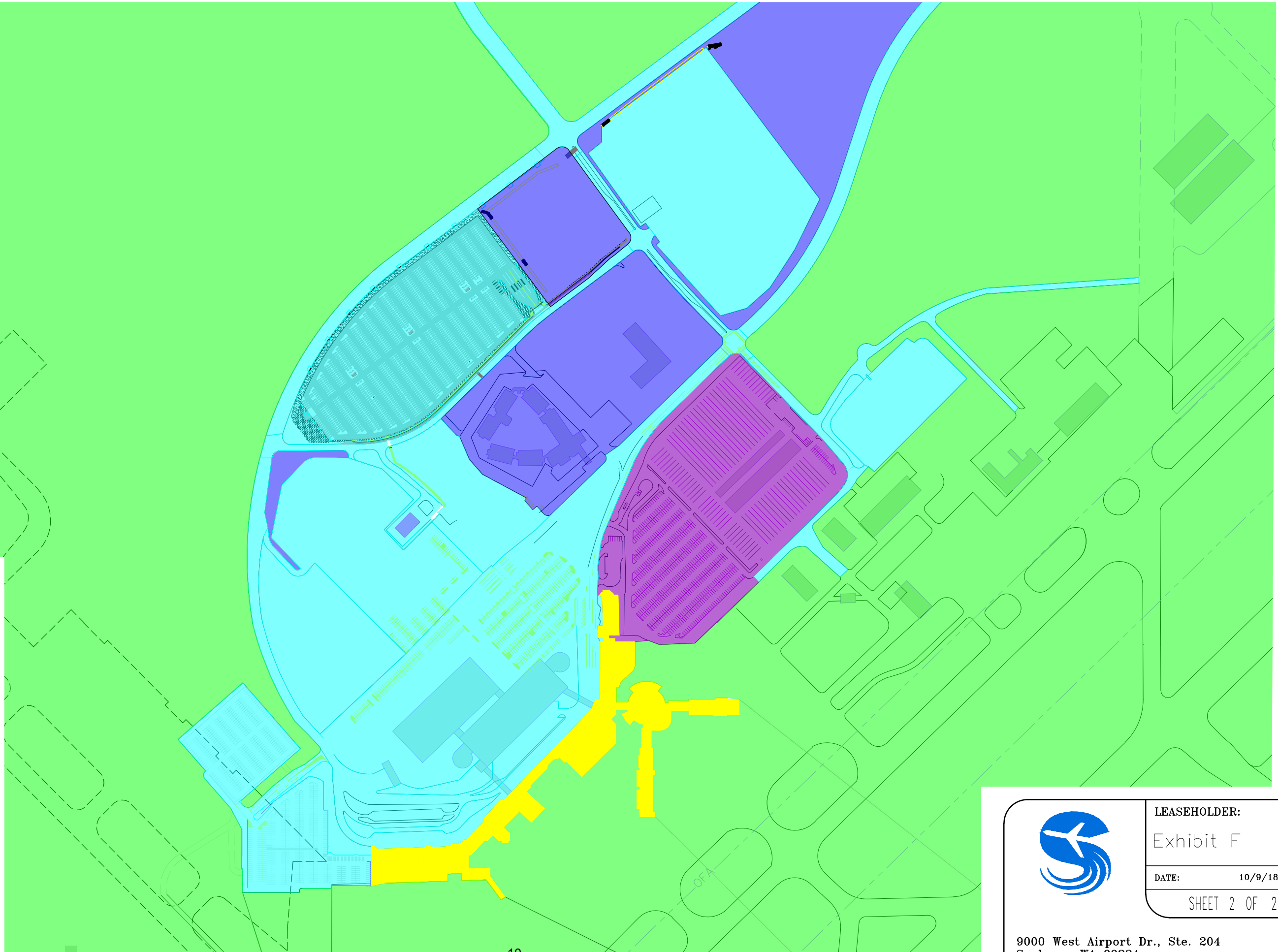
9000 West Airport Dr., Ste. 204
 Spokane, WA 99224



SCALE: 1" = 200'
NOTE: SCALE SHOWN IS FOR 22 X 34 EXHIBITS, IF PLOTTED ON 11 X 17 SCALE IS HALF SIZE.

LEGEND:

	AIRFIELD 3447.2 ACRES
	OTHER BUILDINGS/LAND 2063.2 ACRES
	RAC 17.5 ACRES
	PARKING /LANDSIDE 115.8 ACRES
	TERMINAL 6.2 ACRES



LEASEHOLDER:
Exhibit F

DATE: 10/9/18

SHEET 2 OF 2

9000 West Airport Dr., Ste. 204
Spokane, WA 99224

RATE MAKING

The Airport operates under an existing AOA with a residual ratemaking methodology where generally, with some exceptions, all revenues are shared with the signatory air carriers. Under the current AOA there is no specified methodology for each rate making calculation, however, there are federal guidelines for establishing rates. Currently the signatory airlines participate, in a consultation role only, in the budget and rate setting process and agreed to modifications to the rate making methodology outlined in the Introduction section under the Airline Operating Agreement (AOA).

Terminal Rental Rate Calculation

The existing AOA does not prescribe a methodology for calculating terminal building rentals, fees, and charges. However, exhibits provided annually to the air carriers with updated rates prescribes the fees and charges and the relative weighting of such charges. The Airport uses a cost center residual methodology to calculate a cost recovery terminal building rental rate.

The Terminal Building Cost includes allocable M&O Expenses, debt service (net of allocable PFC or CFC revenues), any debt service coverage, depreciation charges (net of bond-funded projects, grants, and PFC revenues), and M&O Reserve deposit requirements. The resulting Terminal Building Cost is reduced by Terminal Concession Revenues, Non-airline Terminal Rentals, a percentage of the estimated surplus revenue generated from the Parking/Landside cost center (with the remainder flowing into the airport residual landing fee rate), Other Terminal Payments, and Loading Bridge Fees to yield the Net Terminal Building Requirement.

The Net Terminal Building Requirement is divided by Rented Space weighted by the weight classifications to derive the Terminal Building Rental Rate per square foot per year. The 2024 terminal rental rate for Class 1 space (generally public areas) is \$66.11 per square foot per annum (sfpa), an increase of 4.9% from \$63.02 sfpa in 2023. The calculation of the Terminal Rental Rate is displayed in Section V.

Landing Fee Calculation

The methodology for calculating the landing fee rate is based on an airport residual approach where the total cost of SIA is credited with airline terminals rentals, other airline fees and charges, non-signatory airline landing fees, and non-airline revenues to yield the landing fee revenue requirement. The landing fee requirement is then divided by signatory airline landed weight forecast to derive the landing fee rate per 1,000 pound unit.

More specifically, the methodology consists of the following steps:

1. The SIA rate base includes M&O Expenses, debt service, debt service coverage, depreciation charges (net of grants and PFC revenues), reserves for renewal and replacement and environmental liability, and the M&O Expense Reserve deposit requirement. The rate base also includes an amount to provide sufficient funding for the Airport's share of funding the CIP.

2. The Airfield Requirement is then reduced by airline revenues other than landing fees and non-airline revenues, and the prior year carry forward surplus (deficit) to yield the Net Landing Fee Requirement.

3. The Net Landing Fee Requirement is divided by forecast Total Landed Weight of passenger and cargo carriers (as weighted for premiums) to derive the Signatory Airline Landing Fee Rate per 1,000-pound unit.

The 2024 landing fee rate is \$2.35 per 1,000 pounds of landed weight, an increase of 4.9% from the 2023 rate of \$2.24 / 1,000 pounds. The calculation of the Landing Fee Rate is displayed in Section V.

COST PER ENPLANEMENT (CPE)

The calculations of the Terminal Rent Rate and the Landing Fee result in charges to the air carriers. Those charges contribute to both Terminal and Airfield Revenue. One measure of the cost to operate at an airport by an airline is the Cost Per Enplanement (CPE) calculation.

The average CPE represents the net cost incurred by the commercial airlines based on their regular operations at the Airport. The table below shows the actual CPE for 2019 through 2022 along with forecasts for 2023 and 2024. The 2023 estimated CPE is \$5.60 as compared to a budgeted CPE of \$6.05, which was presented in the 2023 Budget. The variation in the CPE relates to the increased operating expenses, including depreciation, that results in a slightly higher CPE despite growth in passenger activity. The 2024 budgeted CPE is \$6.32 which represents a very competitive cost structure compared to other commercial service airports.

Exhibit 5.6						
Airline Cost per Enplaned Passenger						
Spokane International Airport						
(for the 12 months ending December 31; numbers in thousands except rates)						
	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Estimate 2023	Budget 2024
Passenger Airline Payments						
Passenger Airline Signatory Landing Fees	\$ 5,186	\$ 3,106	\$ 4,221	\$ 4,399	\$ 4,742	\$ 4,975
Terminal Building Rent	6,751	6,916	6,504	5,818	6,040	7,514
Loading Bridge Fees	247	260	265	286	299	354
RON and Airfield Fees	260	112	211	190	135	166
Subtotal	\$ 12,444	\$ 10,394	\$ 11,202	\$ 10,694	\$ 11,216	\$ 13,009
Nonsignatory Passenger Landing Fees	112	59	137	141	132	138
Total Airline Revenues	\$ 12,556	\$ 10,453	\$ 11,338	\$ 10,835	\$ 11,348	\$ 13,147
Enplaned Passengers	2,023	962	1,643	1,965	2,027	2,079
Airline Cost per Enplaned Passenger	\$ 6.21	\$ 10.86	\$ 6.90	\$ 5.51	\$ 5.60	\$ 6.32



Section V. Terminal Rent Rate and Landing Fee Calculations

The tables below show the actual calculation of the average terminal rent rate and the airfield landing fee as described in Section IV Rate Making.

Calculation of Terminal Building Rental Rate						
Spokane International Airport						
(for the 12 months ending December 31; numbers in thousands except rates)						
	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Estimate 2023	Budget 2024
TERMINAL BUILDING COST						
M&O Expenses	\$ 9,824	\$ 8,372	\$ 9,028	\$ 10,931	\$ 10,064	\$ 15,094
M&O Reserve Fund Requirement	641	-	-	435	169	2,084
Debt Service (net of PFCs)	-	-	-	-	-	-
CARES Act Grants for Debt Service	-	-	-	-	-	-
Debt Service Coverage	-	-	-	-	-	-
Net Depreciation Charges	2,263	2,194	2,085	1,198	2,107	1,904
Terminal Building Cost	\$ 12,729	\$ 10,565	\$ 11,113	\$ 12,564	\$ 12,340	\$ 19,082
Less: Terminal Non-Airline Revenues Associated With Rented Space						
Terminal Concession Revenues	\$ (2,223)	\$ (1,291)	\$ (1,680)	\$ (2,124)	\$ (2,367)	\$ (2,349)
Nonairline Terminal Rentals	(686)	(650)	(633)	(640)	(651)	(651)
Share of Parking Surplus @ 50% (2023)	(1,848)	(892)	(2,962)	(2,994)	(6,409)	(7,293)
Other Terminal Payments	(844)	(642)	(1,079)	(1,452)	(1,218)	(1,253)
CARES Reimbursement	-	(3,551)	-	(32)	-	-
Loading Bridge Fees	(247)	(260)	(265)	(286)	(299)	(354)
Net Terminal Building Requirement	\$ 6,880	\$ 3,279	\$ 4,494	\$ 5,036	\$ 1,396	\$ 7,181
Weighted Rented Space	96	96	96	96	96	109
Charged Average Terminal Rental Rate (per sq ft per year)	\$ 61.44	\$ 64.73	\$ 59.19	\$ 60.70	\$ 63.02	
Calculated Average Terminal Rental Rate (per sq ft per year)	\$ 71.79	\$ 34.22	\$ 46.88	\$ 52.55	\$ 14.56	\$ 66.11
Rented Space	96	96	96	96	96	109
Subtotal	\$ 5,889	\$ 6,204	\$ 5,673	\$ 5,036	\$ 1,396	\$ 7,181
Other Airline Terminal Payments ¹	333	333	333	333	333	333
Airline Terminal Rentals	\$ 6,221	\$ 6,537	\$ 6,005	\$ 5,369	\$ 1,728	\$ 7,514

1. Storage – Outside, Janitorial, Boarding Areas Walkway, Ramp - Equipment Storage, and Glycol Pad.

Calculation of Landing Fee						
Spokane International Airport						
(for the 12 months ending December 31; numbers in thousands except rates)						
	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Estimate 2023	Budget 2024
Landing Fee Requirements						
M&O Expenses (SIA)	\$ 28,728	\$ 25,430	\$ 24,343	\$ 30,846	\$ 30,044	\$ 41,439
Net Depreciation						
Total SIA Depreciation - Existing Assets	23,806	27,889	28,131	28,995	24,511	23,162
Less Grant, PFC and Bond Funded Assets	(14,120)	(16,821)	(17,708)	(19,559)	(15,607)	(15,356)
Net SIA Depreciation - Existing Assets	9,686	11,067	10,423	9,436	8,905	7,806
Future SAB Funded Assets (Net of AIP/PFC)	-	-	-	-	1,936	4,393
Return on Investment in Land	990	990	990	990	1,002	1,000
Additional Discretionary Cash Flow (if Extension)	1,800	1,800	1,800	1,800	2,500	4,000
Debt Service						
Debt Service - Outstanding GARBs	-	784	-	-	-	-
Debt Service - Future GARBs (net of PFCs)	-	-	-	-	-	-
Debt Service - Outstanding Subordinate Lien	468	468	4,089	-	-	-
Required Debt Service Coverage	-	-	-	-	-	-
R&R Reserve						750
M&O Reserve Fund	1,876	-	-	1,229	505	5,722
Subtotal	\$ 43,548	\$ 40,539	\$ 41,645	\$ 44,300	\$ 44,892	\$ 65,111
Less:						
Airline Terminal Building Rent	(6,751)	(6,916)	(6,504)	(5,818)	(6,040)	(7,514)
Other Airline Revenues	(1,333)	(1,107)	(1,347)	(1,370)	(1,584)	(1,830)
Total Nonairline Revenues, incl CARES	(28,179)	(27,280)	(25,834)	(33,931)	(37,159)	(39,156)
Subtotal	\$ 7,285	\$ 5,236	\$ 7,961	\$ 3,181	\$ 109	\$ 16,611
Less Non-Operating Revenues						
Interest Income	\$ (661)	\$ (642)	\$ (9)	\$ (583)	\$ (1,250)	\$ (1,000)
Air Service Incentive Waivers						
CARES Act Grants for Debt Service	-	-	(4,089)	-	-	-
TOTAL LANDING FEE REQUIREMENT	\$ 6,624	\$ 4,594	\$ 3,862	\$ 2,597	\$ (1,141)	\$ 15,611
Plus Unfunded Pension Liability			861			
Plus Environmental Liability					7,000	(4,175)
Prior Year Carry Over (Surplus)/Deficit	(1,915)	(1,163)	(823)	(1,009)	(4,036)	(4,673)
Net Landing Fee Requirement	\$ 4,710	\$ 3,431	\$ 3,900	\$ 1,588	\$ 1,823	\$ 6,762
Landing Fees Paid	\$ 6,524	\$ 4,346	\$ 5,571	\$ 5,624	\$ 6,497	
Signatory Landed Weight (millions/lbs)	2,198	1,600	2,030	2,037	2,117	2,117
Signatory Cargo Landed Weight (adjusted for premium) 105%	450	435	479	489	498	506
Non-Signatory Use Agmt Landed Weight (adjusted) 115%	47	26	62	65	59	59
Itinerant Landed Weight (adjusted) 150%	99	195	140	185	189	192
Adjusted Total Landed Weight	2,794	2,257	2,711	2,775	2,863	2,874
Change in Total Landed Weight	1.2%	-19.2%	20.1%	2.4%	3.1%	0.4%
Calculated Signatory Airline Landing Fee Rated (per 1000 lbs)	\$ 1.69	\$ 1.52	\$ 1.44	\$ 0.57	\$ 0.27	\$ 2.35
Charged Signatory Airline Landing Fee Rate	2.36	2.24	2.10	2.16	2.24	2.35
Charged Signatory Cargo Airline Landing Fee Rate 105%	2.48	2.35	2.21	2.27	2.36	2.47
Non-Signatory Use Agmt Landing Fee Rate 115%	2.71	2.58	2.42	2.48	2.58	2.70
Itinerant Landing Fee Rate 150%	3.54	3.36	3.15	3.24	3.37	3.53



Section VI. Operating Revenues and Expenses

OPERATING REVENUE

Operating revenue is generated from the Airport’s primary business activities and reported through the cost centers outlined earlier (Airfield, Fuel Facility, GEG Terminal, Parking and Ground Transportation, Other Buildings and Grounds, Rental Car Facilities, ABP and Felts Field). Non-Operating revenue is generated from facility charges, interest income and the periodic sale of surplus land.

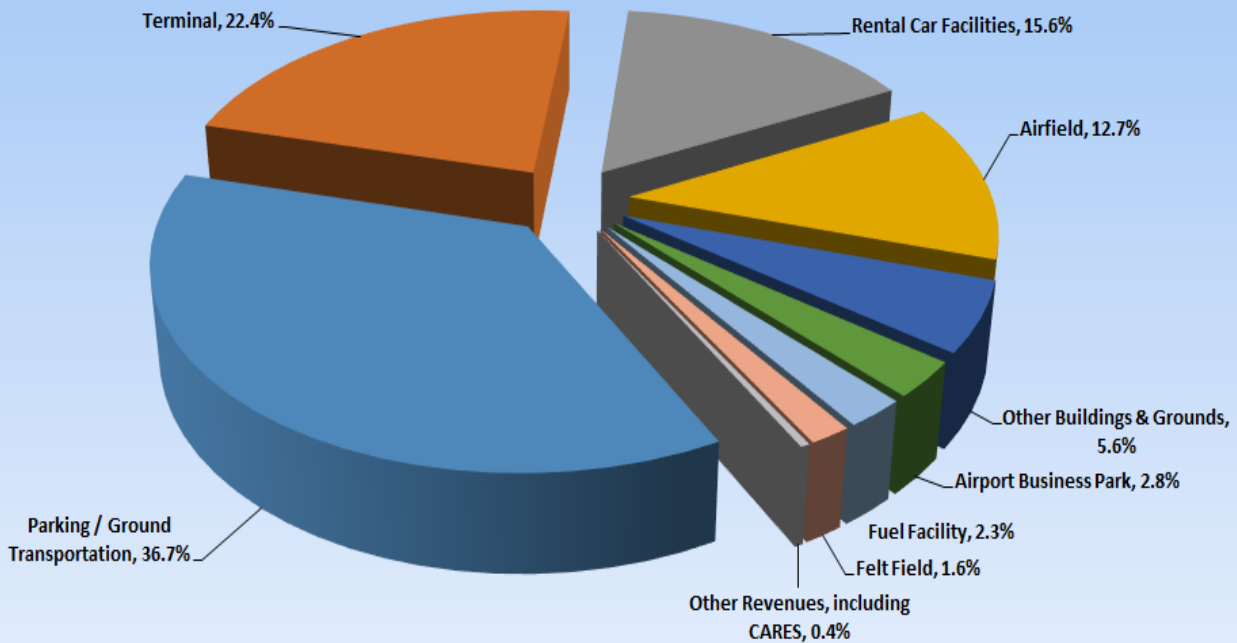
Highlights:

- **Parking and Ground Transportation** revenue is estimated to increase 26.3% compared to 2023 budget. Parking and Ground Transportation comprises 41.0% of SIA’s operating revenues.
- **Terminal and Other Commercial Land / Building Rents** are more exposed to the fluctuations in passenger activity, market demand varies for leased space products available in the Business Park and periodic land lease opportunities for aeronautical and non-aeronautical uses. Airline Terminal revenue is 20.8% of SIA’s operating revenue.
- **Rental Car Facilities** represents 14.0% of total revenues and is estimated to increase 1.1% over the prior year.

This table and the chart on the next page shows the main revenue sources for 2023 and 2024.

Sources of Operating Revenue									
<i>This table shows general categories of revenues as a percentage of total operating revenues</i>									
Rank	Description	Year End		Year End		Year End		Year End	
		Budgeted 2023	FY 2023 % of Total Rev	Estimate 2023	FY 2023 % of Total Rev	Budgeted 2024	FY 2024 % of Total Rev	2024 vs. 2023 Budget \$ Change	% Change
1	Parking / Ground Transportation	18,624,734	36.7%	21,784,259	40.7%	23,514,342	41.0%	4,889,608	26.3%
2	Terminal	11,368,646	22.4%	10,574,988	19.8%	11,890,289	20.8%	521,643	4.6%
3	Rental Car Facilities	7,925,041	15.6%	8,075,371	15.1%	8,012,025	14.0%	86,984	1.1%
4	Airfield	6,419,475	12.7%	6,631,822	12.4%	7,008,379	12.2%	588,904	9.2%
5	Other Buildings & Grounds	2,817,766	5.6%	2,870,451	5.4%	3,068,104	5.4%	250,338	8.9%
6	Airport Business Park	1,435,179	2.8%	1,330,432	2.5%	1,307,255	2.3%	(127,924)	-8.9%
7	Fuel Facility	1,150,000	2.3%	1,227,029	2.3%	1,310,000	2.3%	160,000	13.9%
8	Felts Field	796,600	1.6%	824,635	1.5%	866,096	1.5%	69,496	8.7%
9	Other Revenues, including CARES	179,300	0.4%	192,601	0.4%	310,413	0.5%	131,113	73.1%
Total Operating Revenues		\$ 50,716,741	100.0%	\$ 53,511,588	100.0%	\$ 57,286,902	100.0%	\$ 6,570,162	13.0%

2023 Sources of Operating Revenue



OPERATING EXPENSES

Operating expenses are incurred through normal and customary business operations of the Airport and tracked in the direct and indirect cost centers described previously. Along with the direct cost centers tracking revenue, there are five indirect cost centers in Planning and Development, Airport Rescue and Fire Fighting (ARFF), Information Technology, Police and Dispatch along with Airport Administration. The following table and chart breaks down expenses into smaller categories for analysis.

Highlights:

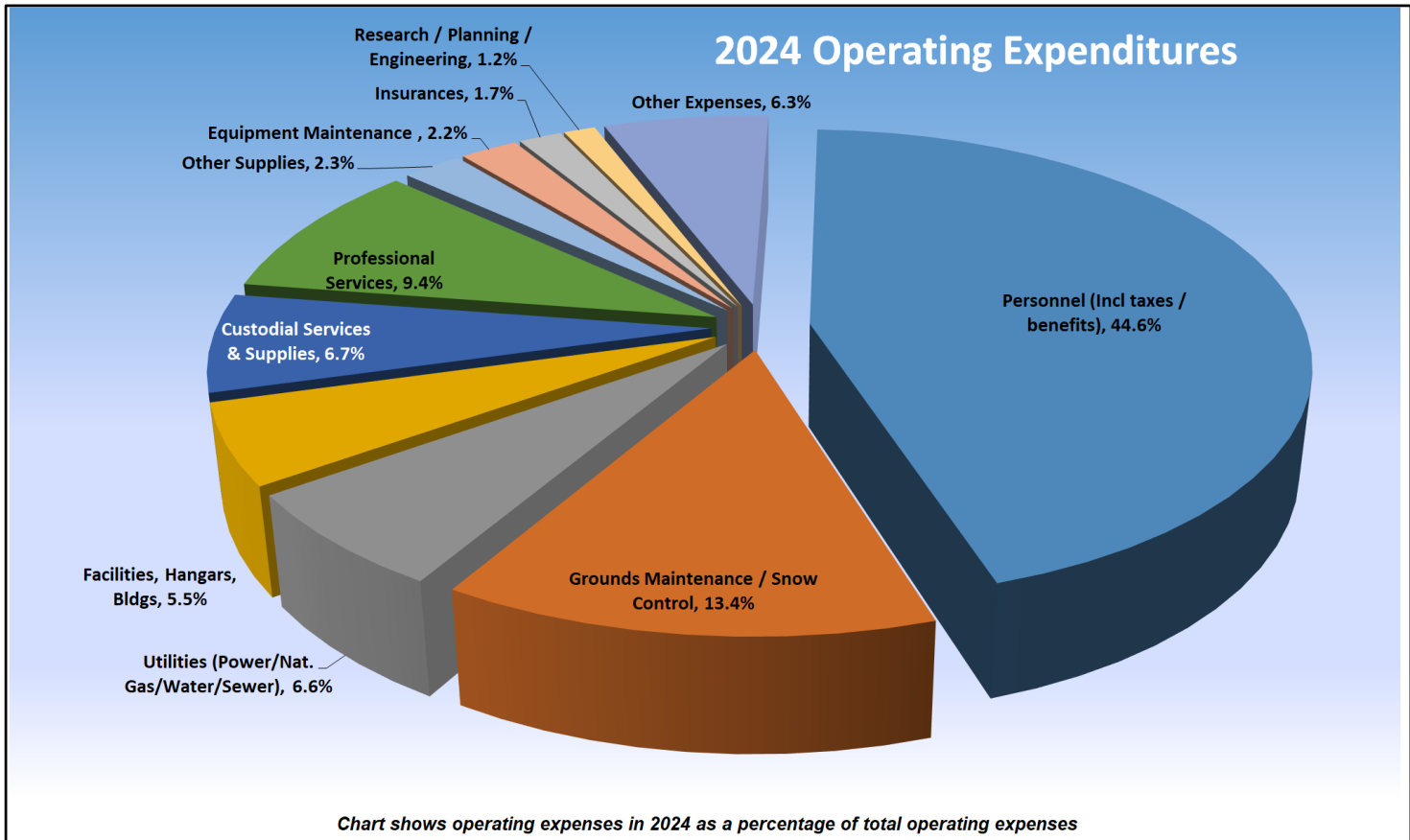
- **Personnel Compensation and Benefits** accounts for 44.6% of total operating expenses. This expense category is budgeted at 14.7% over the prior year and is related to anticipated increases in staffing levels due to passenger and construction activities.
- **Ground Maintenance and Snow Control** accounts for 13.4% of total operating expenses in 2024. This expense category is budgeted at a reduction from 2023 due in part to the forecasted seasonal outlook and the level of ground maintenance performed in 2023.
- **Utilities** accounts for 6.6% of total operating expenses in 2023 and represents a slight decrease compared to the 2023 budget.

Operating Expenditures by Rank

This table shows general categories of expenses as a percentage of total operating expenses

Rank	Description	Budgeted	FY 2023 % of	Year End	FY 2023 % of	Budgeted	FY 2024 % of	2024 vs. 2023 Budget	
		2023	Total Exp	Estimate	Total Exp	2024	Total Exp	\$ Change	% Change
1	Personnel (Incl taxes / benefits)	16,798,180	42.1%	13,468,292	42.4%	18,700,817	44.6%	1,902,637	11.3%
2	Grounds Maintenance / Snow Control	6,219,850	15.6%	3,885,659	12.2%	5,615,250	13.4%	(604,600)	-9.7%
3	Utilities (Power/Nat. Gas/Water/Sewer)	2,865,527	7.2%	2,506,862	7.9%	2,779,811	6.6%	(85,717)	-3.0%
4	Facilities, Hangars, Bldgs	2,577,676	6.5%	1,796,746	5.7%	2,313,556	5.5%	(264,121)	-10.2%
5	Custodial Services & Supplies	2,178,500	5.5%	2,049,826	6.5%	2,828,300	6.7%	649,800	29.8%
6	Professional Services	3,710,314	9.3%	2,357,569	7.4%	3,941,530	9.4%	231,216	6.2%
7	Other Supplies	913,270	2.3%	788,105	2.5%	964,621	2.3%	51,351	5.6%
8	Equipment Maintenance	869,777	2.2%	833,236	2.6%	934,893	2.2%	65,116	7.5%
9	Insurances	744,324	1.9%	446,575	1.4%	696,758	1.7%	(47,566)	-6.4%
10	Research / Planning / Engineering	443,951	1.1%	359,244	1.1%	514,205	1.2%	70,253	15.8%
	Other Operating Expenses	2,574,237	6.5%	3,258,792	10.3%	2,662,895	6.3%	88,658	3.4%
	Total Operating Expenses	\$ 39,895,607	100.0%	\$ 31,750,906	100.0%	\$ 41,952,635	100.0%	\$ 2,057,028	5.2%

Note: Minor reclassifications have been made to prior years to conform with 2023 presentation and some totals or % may not add exactly due to rounding





Section VII. Capital Improvement Program

The Capital Improvement Program (CIP) is developed annually and updated throughout the year. The purpose of the CIP process is to evaluate, prioritize, and coordinate proposed projects for a period of several years. Projects that may require FAA funding in the future are updated through annual consultation with the FAA. Funding for CIP projects typically comes from the FAA, DOT, and the TSA along with state grants, PFCs, CFCs, debt issuance and cash generated by operation of the Airport.

The primary goal of the CIP is the development of a detailed capital budget for the current fiscal year and a flexible and rolling plan for capital development for the next several years. By updating and approving the CIP, a strategy and schedule is set for budgeting and constructing facilities at SIA, ABP, and Felts Field. The Airport Board reviews and approves all major CIP projects on an individual basis.

The table below shows a summary of projects by area anticipated for 2024.

Summary of 2024 Capital Improvement Program			
Spokane Airports			
(for the 12 months ending December 31; numbers in thousands)			
	Budget 2024		Budget 2024
CIP PROJECT COSTS		SOURCES OF FUNDS	
Spokane International Airport		Spokane International Airport	
Airfield	\$ 31,709	AIP - Entitlement	\$ 5,450
Terminal - Other	68,035	AIP - Discretionary	\$ 13,000
Terminal - TREX	-	AIP - AIG	\$ 10,900
Parking / Landside Roadways	15,354	AIP - ATP	\$ 7,500
Hangars & Buildings (Incl RAC)	2,175	Federal - Other	\$ 1,288
ARFF	2,300	GARBs	\$ 14,131
IT	1,070	PFC-Supported Bonds	\$ 14,131
Police	185	State Grants	\$ 1,150
Fuel	4,050	PFC pay-as-you-go	\$ 8,673
Admin	145	CFC	\$ 6,000
		SAB	\$ 42,802
Subtotal - SIA	125,023	Subtotal - SIA	\$ 125,023
Felts Field	4,445	Felts Field	4,445
Airport Business Park	100	Airport Business Park	100
Transload	3,720	Transload	3,720
Total CIP	\$ 133,288	Total CIP	\$ 133,288

2024 (FY January - December 2024)

Project Description	Company	Cost Center	2024	2024 Federal Funds					2024 Bonds		2024 State	2024 Local Funds			
				Discretionary	Entitlement	AIG	ATP	Other	PFC/CFC	GARB	State Grants	PFC	CFC	Airport	
New Fleet Vehicle (Touring Van)	SIA	Admin	60,000												60,000
Replace Fleet Vehicle (Explorer SIA 194)	SIA	Admin	85,000												85,000
West Terminal Ramp and Taxiway Improvements - Phase 2	SIA	Airfield	6,834,000									6,834,000			-
Reconstruct Taxiway A - Phase 1	SIA	Airfield	19,900,000	13,000,000	5,000,000										1,900,000
New Fuel Island Design	SIA	Airfield	75,000												75,000
Airfield Circuits Lights and Signs	SIA	Airfield	275,000												275,000
Toro Grounds Master Mower (Replace)	SIA	Airfield	125,000												125,000
Rhino Mower Deck (Replace)	SIA	Airfield	35,000												35,000
Fleet Vehicle 988 (Replace 1999 F250)	SIA	Airfield	65,000												65,000
Fleet Vehicle 989 (Replace 1999 F250)	SIA	Airfield	65,000												65,000
Snow Equipment (Replace 903 Runway Broom with Broom/Plow Unit)	SIA	Airfield	950,000												950,000
Part 139 Fence	SIA	Airfield	250,000												250,000
Equipment Replacement, Glyvac	SIA	Airfield	650,000												650,000
SRE New/Replace MB5, Loader, MB5, MB5	SIA	Airfield	1,200,000												1,200,000
Fleet Vehicles (Ops)	SIA	Airfield	85,000												85,000
Ground Power units, air cargo	SIA	Airfield	100,000					100,000							-
Reconstruct Taxiway A - Phase 2	SIA	Airfield	500,000		450,000										50,000
Runway Intersection Pavement	SIA	Airfield	600,000												600,000
Replace ARFF Vehicle 503	SIA	ARFF	1,000,000												1,000,000
ARFF Vehicle	SIA	ARFF	1,300,000												1,300,000
Fuel Facility Lab	SIA	Fuel	50,000												50,000
Fuel Facility Improvements	SIA	Fuel	4,000,000												4,000,000
Land Acquisition	SIA	Hangars & Buildings	750,000												750,000
C Store Improvements / Gas station	SIA	Hangars & Buildings	1,250,000												1,250,000
Replace Stairs and Landings Landside, Air Cargo Facility	SIA	Hangars & Buildings	75,000												75,000
OPS Building Remodel	SIA	Hangars & Buildings	100,000												100,000
Rail - Truck Transload Facility (Phase 3)	Transload	Hangars & Buildings	870,000					800,000							70,000
Rail - Truck Transload Facility (Phase 4)	Transload	Hangars & Buildings	1,500,000								1,500,000				-
Transload Regional Sewer Lift Station	Transload	Hangars & Buildings	1,350,000												1,350,000
Administrative Network Server Upgrades	SIA	IT	50,000												50,000
Lenel Security Network Upgrades	SIA	IT	100,000												100,000
Milestone Integration and Upgrades	SIA	IT	50,000												50,000
Switch Upgrades	SIA	IT	50,000												50,000
UPS Upgrades	SIA	IT	100,000												100,000
Airline Ticket Counter TV/Computer Refresh	SIA	IT	400,000												400,000
Rotunda Video Display Panel Maintenance	SIA	IT	50,000												50,000
Fleet Vehicles (IT)	SIA	IT	65,000												65,000
New Servers for Paging System	SIA	IT	50,000												50,000
Additional/Upgrade Internet Circuits	SIA	IT	55,000												55,000
Laptop/Desktop Computer Refresh	SIA	IT	100,000												100,000
Flint Road Intersection Improvements - Design and Construction	SIA	Parking	564,000												564,000
Parking Shuttle Buses	SIA	Parking	400,000												400,000
Parking Winter Fleet Vehicle	SIA	Parking	65,000												65,000
Install air filling stations at exit plazas	SIA	Parking	100,000												100,000
Seal new garage roof	SIA	Parking	400,000												400,000
EV Charging Station Phase 3	SIA	Parking	500,000												500,000
Parking Garage Guidance System	SIA	Parking	1,000,000												1,000,000
East Parking Garage helix seal floor and lid	SIA	Parking	1,100,000												1,100,000
Garage crossover expansion joint covers replacement	SIA	Parking	50,000												50,000
Parking Fleet Vehicle replacing 442	SIA	Parking	50,000												50,000
Parking Lot Expansion - Economy 3 Lot	SIA	Parking	7,000,000												7,000,000
Install Garage Parking Stall Counters	SIA	Parking	1,625,000												1,625,000
Parking Garage Expansion - North Garage	SIA	Parking	1,000,000												1,000,000
Spotted Road Realignment and Interchange - Design & Construction	SIA	Parking	1,500,000					1,187,500							312,500
Relocate Dispatch Center - Design and Construction	SIA	Police	100,000												100,000
Fleet Vehicle	SIA	Police	85,000												85,000
Escalator Modernization - 2 at Main Terminal - ESCO	SIA	Terminal	1,800,000												1,800,000
Sanitary Sewer Improvements Project	SIA	Terminal	1,150,000								1,000,000				150,000
GTC Improvements - Design and Construction, Phase 3	SIA	Terminal	6,000,000												-
Fleet Vehicles	SIA	Terminal	85,000										6,000,000		85,000
Administrative Office Building - Design & Construction	SIA	Terminal	10,000,000												10,000,000
Concourse C TREX - Construction	SIA	Terminal	44,000,000			6,400,000	7,500,000		14,130,608	14,130,608		1,838,784			-
Central Hall TREX - Design & Construction	SIA	Terminal	5,000,000			4,500,000									500,000
Water Tower Site Fencing	ABP	ABP	100,000												100,000
Rear Steer for North Star Snow Blower	FF	Airfield	70,000												70,000
New Tie-Down Apron - Construction	FF	Airfield	200,000												200,000
Construct Child's Playground Area - Design and Construction	FF	Airfield	800,000												800,000
SRE Replace Plow Truck	FF	Airfield	300,000												300,000
Land Acquisition	FF	Airfield	400,000												400,000

2024 (FY January - December 2024)														
Project Description	Company	Cost Center	2024	2024 Federal Funds					2024 Bonds		2024 State	2024 Local Funds		
				Discretionary	Entitlement	AIG	ATP	Other	PFC/CFC	GARB	State Grants	PFC	CFC	Airport
Northeast Taxi Lane Development	FF	Airfield	1,800,000		150,000	295,000								1,355,000
New AST for AvGas Fuel (12,000 gal)	FF	Hangars & Buildings	50,000											50,000
Gateway Improvements / Terminal Parking Restoration	FF	Parking	500,000								250,000			250,000
Renovate and Expand Terminal - Preliminary Design	FF	Terminal	150,000											150,000
Replace Terminal Boiler, Windows HVAC and Roof - Phase I	FF	Terminal	175,000											175,000
TOTAL 2024 (FY January - December 2024)			133,288,000	13,000,000	5,600,000	11,195,000	7,500,000	2,087,500	14,130,608	14,130,608	2,750,000	8,672,784	6,000,000	48,221,500



Section VIII. Debt Service

Currently, the Airport has no outstanding long-term debt. The debt service calculation for 2019 through 2022, along with forecasts for 2023 and 2024, is shown below. The Airport defeased a 2008 bond and redeemed a 2005 bond in 2017 and defeased four Washington State Community Economic Revitalization Board (CERB) loans in 2021. Since the Airport does not carry any municipal bond debt, it has not been required to obtain a bond rating, however the most recent ratings in 2017 were A+ Standard & Poor's, A+ Fitch, and A-2 Moody's.

Having no outstanding debt positions the Airport is well able to pursue long-term bond financing. The Airport anticipates issuing long-term debt in 2024 to fund a portion of the Concourse C TREX construction project and potentially subsequent terminal expansion and renovation projects as well as other projects at Felts Field or in the Airport Business Park or at the new Transload Facility that will be operational in 2024. If the Airport issues long-term debt in 2024, it expects to use PFC funds to pay the eligible portion of the debt service.

Exhibit 3.0

Debt Service by Series and Cost Center

Spokane International Airport

(for the 12 months ending December 31; numbers in thousands)

	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Estimate 2023	Budget 2024
By Series						
Senior Lien						
2008 Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2010 Revenue Bonds	-	-	-	-	-	-
Total Existing Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Future PFC Debt Service	-	-	-	-	-	543
Less: PFC Revenues Pledged	-	-	-	-	-	(543)
Future GARB Debt Service	-	-	-	-	-	-
Total Senior Lien Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subordinate Lien						
2005 CERB Loan	\$ 51	\$ 51	\$ 250	\$ -	\$ -	\$ -
2006 CERB Loan	48	48	315	-	-	-
2008 CERB Loan	118	118	1,024	-	-	-
2010 CERB Loan	250	250	2,500	-	-	-
Total Subordinate Debt Service	\$ 468	\$ 468	\$ 4,089	\$ -	\$ -	\$ -
Subordinate Lien - Felts Field						
2018 City Hangar Loan	-	-	-	-	-	-
Senior Lien						
2005 Revenue Bonds - ABP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL DEBT SERVICE	\$ 468	\$ 468	\$ 4,089	\$ -	\$ -	\$ -



Section IX. Budget Summaries by Cost Center

- Spokane Airport Board Consolidated Summary
- Spokane International Operations Summary
- Business Park Operations Summary
- Felts Field Operations Summary
- Capital Improvement Program



SPOKANE AIRPORT BOARD

2024 BUDGET SUMMARY

	<u>2019 Actual</u>	<u>2020 Actual</u>	<u>2021 Actual</u>	<u>2022 Actual</u>	<u>2023 Projected</u>	<u>2024 Budget</u>	<u>% Change '24 vs '23</u>
Operations Revenues							
Spokane International	\$ 42,796,506	\$ 38,764,805	\$ 42,889,578	\$ 47,991,425	\$ 51,356,521	\$ 55,113,551	
Airport Business Park	1,395,220	1,599,815	1,448,381	1,330,432	1,299,050	1,307,255	
Felts Field	772,149	866,944	808,295	824,635	815,834	866,096	
Total Operations Revenues	<u>44,963,875</u>	<u>41,231,564</u>	<u>45,146,254</u>	<u>50,146,492</u>	<u>53,471,405</u>	<u>57,286,902</u>	7.1%
Other Sources							
Spokane International	661,122	751,506	500,658	583,285	1,250,000	1,000,000	
Airport Business Park	15,127	16,337	11,363	25,940	7,015	7,500	
Felts Field	9,855	120,629	8,581	15,424	6,929	7,500	
(To) / From Reserves	(3,942,232)	(2,443,575)	(10,565,095)	(6,393,712)	(12,109,225)	(6,706,957)	
Total Other Sources	<u>(3,256,128)</u>	<u>(1,555,103)</u>	<u>(10,044,493)</u>	<u>(5,769,063)</u>	<u>(10,845,281)</u>	<u>(5,691,957)</u>	
Total Operations / Other Sources	<u>\$ 41,707,747</u>	<u>\$ 39,676,461</u>	<u>\$ 35,101,761</u>	<u>\$ 44,377,429</u>	<u>\$ 42,626,124</u>	<u>\$ 51,594,945</u>	21.0%
Operations Expenses							
Spokane International	\$ 29,419,101	\$ 26,104,978	\$ 22,292,284	\$ 29,733,060	\$ 30,761,669	\$ 40,475,787	31.6%
Airport Business Park	614,655	568,191	543,669	987,678	358,539	598,405	
Felts Field	596,296	547,688	456,573	654,595	520,747	878,441	
Total Operations Expenses	<u>30,630,052</u>	<u>27,220,857</u>	<u>23,292,526</u>	<u>31,375,333</u>	<u>31,640,955</u>	<u>41,952,633</u>	32.6%
Debt Service							
Spokane International	-	-	-	-	-	-	
Airport Business Park	-	-	-	-	-	-	
Felts Field	-	-	-	-	-	-	
Total Debt Service	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	
Operations & Debt Service	<u>30,630,052</u>	<u>27,220,857</u>	<u>23,292,526</u>	<u>31,375,333</u>	<u>31,640,955</u>	<u>41,952,633</u>	32.6%
Non-Cash Depreciation							
Spokane International	9,649,412	9,935,178	9,290,428	10,225,608	9,074,209	7,808,515	
Airport Business Park	556,887	536,935	506,783	632,786	713,184	688,259	
Felts Field	871,395	1,983,491	2,012,024	2,143,702	1,197,776	1,145,538	
Total Non-Cash Depreciation	<u>11,077,695</u>	<u>12,455,604</u>	<u>11,809,235</u>	<u>13,002,096</u>	<u>10,985,169</u>	<u>9,642,312</u>	
Total Operations / Other Expenditures	<u>\$ 41,707,747</u>	<u>\$ 39,676,461</u>	<u>\$ 35,101,761</u>	<u>\$ 44,377,429</u>	<u>\$ 42,626,124</u>	<u>\$ 51,594,945</u>	21.0%
Capital Sources							
Spokane International	30,435,966	13,345,017	29,266,302	40,346,238	102,797,046	128,743,000	
Airport Business Park	838,943	17,727	118,297	73,853	137,000	100,000	
Felts Field	4,243,194	444,535	1,237,398	799,415	1,343,502	4,445,000	
	<u>\$ 35,518,103</u>	<u>\$ 13,807,279</u>	<u>\$ 30,621,997</u>	<u>\$ 41,219,507</u>	<u>\$ 104,277,548</u>	<u>\$ 133,288,000</u>	27.8%
Capital Expenditures							
Spokane International	30,435,966	13,345,017	29,266,302	40,346,238	102,797,046	128,743,000	
Airport Business Park	838,943	17,727	118,297	73,853	137,000	100,000	
Felts Field	4,243,194	444,535	1,237,398	799,415	1,343,502	4,445,000	
	<u>\$ 35,518,103</u>	<u>\$ 13,807,279</u>	<u>\$ 30,621,997</u>	<u>\$ 41,219,506</u>	<u>\$ 104,277,548</u>	<u>\$ 133,288,000</u>	27.8%
Consolidated Sources	<u>\$ 77,225,850</u>	<u>\$ 53,483,739</u>	<u>\$ 65,723,758</u>	<u>\$ 85,596,936</u>	<u>\$ 146,903,672</u>	<u>\$ 184,882,945</u>	25.9%
Consolidated Expenditures	<u>\$ 77,225,850</u>	<u>\$ 53,483,739</u>	<u>\$ 65,723,758</u>	<u>\$ 85,596,936</u>	<u>\$ 146,903,672</u>	<u>\$ 184,882,945</u>	25.9%

SPOKANE INTERNATIONAL AIRPORT

2024 OPERATIONS BUDGET SUMMARY

	<u>2019 Actual</u>	<u>2020 Actual</u>	<u>2021 Actual</u>	<u>2022 Actual</u>	<u>2023 Projected</u>	<u>2024 Budget</u>	<u>% Change '24 vs '23</u>
Operations Revenues							
Parking / Ground Transportation	\$ 15,353,376	\$ 8,643,334	\$ 11,973,477	\$ 18,002,014	\$ 21,784,259	\$ 23,514,342	7.9%
Airfield	6,801,313	6,701,567	5,782,285	6,188,545	6,631,822	7,008,379	
Fuel Facility	825,519	734,404	870,240	1,067,646	1,227,029	1,310,000	
Other Buildings & Grounds	2,537,884	2,576,837	2,482,758	2,835,608	2,870,451	3,068,104	
Terminal	10,744,231	11,449,488	10,161,326	11,129,316	10,574,988	11,890,289	
Rental Car Facilities	6,328,214	3,826,865	7,226,568	8,047,214	8,075,371	8,012,025	
Other Revenues	205,969	4,832,310	4,392,924	721,082	192,601	310,413	
Total Operations Revenue	\$ 42,796,506	\$ 38,764,805	\$ 42,889,578	\$ 47,991,425	\$ 51,356,521	\$ 55,113,551	7.3%
Operations Expenses							
Parking / GTC / Landside	5,556,086	4,530,348	3,791,286	4,838,277	3,671,492	7,037,904	
Airfield & Operations	5,873,452	6,014,889	4,837,799	6,126,145	7,054,418	9,148,121	
Fuel Facility	422,847	367,705	302,487	363,547	448,394	592,804	
Other Buildings & Grounds	483,123	185,152	224,322	457,493	1,432,338	417,738	
Terminal	5,666,229	4,515,796	4,712,568	5,646,996	5,614,382	7,345,768	
Rental Car Facilities	389,351	419,353	266,718	477,614	341,709	398,646	
Other Indirect Centers							
Engineering	527,494	411,935	586,042	683,532	711,502	1,200,696	
Fire	2,275,829	2,151,699	2,200,514	2,233,289	2,278,934	2,188,251	
Information Technology	580,111	575,267	618,762	754,841	1,375,331	1,483,233	
Police	1,989,129	2,053,036	2,102,398	2,204,160	1,944,751	2,179,557	
Communication	548,394	518,029	541,334	518,435	652,733	1,109,690	
General Administration	<u>5,107,056</u>	<u>4,361,769</u>	<u>2,108,054</u>	<u>5,428,731</u>	<u>5,235,685</u>	<u>7,373,379</u>	
Sub-Total Operations Expenses	29,419,101	26,104,978	22,292,284	29,733,060	30,761,669	40,475,787	31.6%
Revenues over Expenses pre Deprec	\$ 13,377,405	\$ 12,659,827	\$ 20,597,294	\$ 18,258,365	\$ 20,594,852	\$ 14,637,764	
Gross Depreciation	23,808,566	26,756,561	26,998,286	27,809,276	24,675,105	23,158,848	
Credit for Funded Assets	(14,159,154)	(16,821,383)	(17,707,858)	(17,583,668)	(15,600,896)	(15,350,333)	
Net Depreciation	9,649,412	9,935,178	9,290,428	10,225,608	9,074,209	7,808,515	
Revenues over Expenses incl Deprec	\$ 3,727,993	\$ 2,724,649	\$ 11,306,866	\$ 8,032,757	\$ 11,520,643	\$ 6,829,250	
Other Sources Available / (Used)							
Interest Income	661,122	751,506	500,658	583,285	1,250,000	1,000,000	
Debt Interest	(13,338)	(11,844)	(5,935)	-	-	-	
Total Other Sources Available	647,784	739,662	494,723	583,285	1,250,000	1,000,000	-20.0%
Available for Debt / Projects / Reserves	4,375,777	3,464,311	11,801,589	8,616,042	12,770,643	7,829,250	-38.7%
Total Debt Principal	(451,701)	(454,636)	5,935	-	-	-	
Sources over (Expenses)	\$ 3,924,076	\$ 3,009,675	\$ 11,807,524	\$ 8,616,042	\$ 12,770,643	\$ 7,829,250	

AIRPORT BUSINESS PARK
2024 OPERATIONS BUDGET SUMMARY

	<u>2019 Actual</u>	<u>2020 Actual</u>	<u>2021 Actual</u>	<u>2022 Actual</u>	<u>2023 Projected</u>	<u>2024 Budget</u>	<u>% Change</u> <u>'24 vs '23</u>
Operations Revenues							
Building / Office Leases	\$ 1,148,272	\$ 1,163,700	\$ 1,145,099	\$ 1,021,670	\$ 996,977	\$ 1,003,086	
Land Leases	239,825	299,681	303,282	307,113	302,073	304,169	
Miscellaneous	7,123	136,434	-	1,649	-	-	
Total Operating Revenues	<u>\$1,395,220</u>	<u>\$1,599,815</u>	<u>\$1,448,381</u>	<u>\$1,330,432</u>	<u>\$1,299,050</u>	<u>\$1,307,255</u>	0.6%
Operating Expenses							
Buildings	\$ 408,304	\$343,528	\$ 285,239	\$ 783,889	\$ 154,616	\$ 226,345	
Grounds	70,340	70,340	160,338	95,031	66,525	187,560	
General Administration	136,011	154,323	98,092	108,758	137,398	184,500	
Total Operating Expenses	<u>614,655</u>	<u>568,191</u>	<u>543,669</u>	<u>987,678</u>	<u>358,539</u>	<u>598,405</u>	66.9%
Revenues over Expenses (Pre Deprec)	\$ 780,565	\$ 1,031,624	\$ 904,712	\$ 342,754	\$ 940,511	\$ 708,850	
Depreciation	556,887	536,935	506,783	632,786	713,184	688,259	
Operating Revenue over (Expense)	<u>\$ 223,678</u>	<u>\$ 494,689</u>	<u>\$ 397,929</u>	<u>\$ (290,032)</u>	<u>\$ 227,327</u>	<u>\$ 20,591</u>	
Other Sources Available / Used							
Interest Income	15,127	16,337	11,363	24,291	7,015	7,500	
Interest Expense	-	-	-	-	-	-	
Other Non-Operating Income (Expense)	-	-	-	1,649	-	-	
Total Other Sources Available	<u>15,127</u>	<u>16,337</u>	<u>11,363</u>	<u>25,940</u>	<u>7,015</u>	<u>7,500</u>	
Available for Debt / Projects / Reserves	238,805	511,026	409,292	(264,092)	234,342	28,091	
Total Debt Principal	-	-	-	-	-	-	
Sources over Expenditures incl Deprec	<u>\$ 238,805</u>	<u>\$ 511,026</u>	<u>\$ 409,292</u>	<u>\$ (264,092)</u>	<u>\$ 234,342</u>	<u>\$ 28,091</u>	

FELTS FIELD

2024 OPERATIONS BUDGET SUMMARY

Operating Revenues	<u>2019 Actual</u>	<u>2020 Actual</u>	<u>2021 Actual</u>	<u>2022 Actual</u>	<u>2023 Projected</u>	<u>2024 Budget</u>	<u>% Change '24 vs '23</u>
Airfield	\$ 47,608	\$ 42,796	\$ 55,726	\$ 54,677	\$ 57,656	\$ 55,450	
Hangars/ Bldgs / Land	688,152	676,760	715,685	725,741	720,009	771,646	
Terminal	26,534	26,759	28,303	28,793	31,240	31,500	
Miscellaneous	<u>9,855</u>	<u>120,629</u>	<u>8,581</u>	<u>15,424</u>	<u>6,929</u>	<u>7,500</u>	
Total Revenues	\$ 772,149	\$ 866,944	\$ 808,295	\$ 824,635	\$ 815,834	\$ 866,096	6.2%
Operating Expenses							
Airfield	\$ 129,004	\$ 124,556	\$ 105,087	\$ 152,031	\$ 210,072	\$ 355,201	
Hangars/ Bldgs / Land	84,597	59,993	49,554	130,868	35,343	85,657	
Terminal	61,147	57,247	66,576	72,477	64,392	77,655	
General Admin	<u>321,548</u>	<u>305,892</u>	<u>235,356</u>	<u>299,219</u>	<u>210,940</u>	<u>359,928</u>	
Total Expenses	596,296	547,688	456,573	654,595	520,747	878,441	68.7%
Revenue / (Expense) Pre Depreciation	\$ 175,853	\$ 319,256	\$ 351,722	\$ 170,040	\$ 295,087	\$ (12,345)	
Depreciation	1,742,876	1,983,491	2,012,024	2,143,702	2,048,656	1,980,758	
Credit for Funded Assets	<u>(871,481)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(850,880)</u>	<u>(835,219)</u>	
Net Depreciation	871,395	1,983,491	2,012,024	2,143,702	1,197,776	1,145,538	
Revenue / (Expense) incl Depreciation	\$ (695,542)	\$ (1,664,235)	\$ (1,660,302)	\$ (1,973,662)	\$ (902,689)	\$ (1,157,883)	
Cash Available for Debt Service							
Cash Available for Debt Service	\$ 175,853	\$ 319,256	\$ 351,722	\$ 170,040	\$ 295,087	\$ (12,345)	
Interest and Other Income	<u>9,855</u>	<u>120,629</u>	<u>8,581</u>	<u>15,424</u>	<u>6,929</u>	<u>7,500</u>	
Available for Debt / Projects / Reserves	185,708	439,885	360,303	185,464	302,016	(4,845)	
Debt Service	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	
Expenses over Sources	\$ 185,708	\$ 439,885	\$ 360,303	\$ 185,464	\$ 302,016	\$ (4,845)	

SPOKANE AIRPORT BOARD						
2024 CAPITAL SUMMARY						
	2019	2020	2021	2022	2023	2024
SPOKANE INTERNATIONAL AIRPORT	Actual	Actual	Actual	Actual	Projected	Budget
SOURCES OF FUNDS						
Federal & AIP Grants	-	5,000,305	11,282,598	6,147,152	68,500,000	36,850,000
Other Federal Grants / Funds	-	-	1,980,625	17,716,669	1,650,000	2,087,500
Other State / Local Funds	-	1,260	496,260	-	10,000,000	2,650,000
Available / Used PFC Collections and Interest	16,076,555	3,618,625	6,542,293	8,069,003	4,500,000	8,672,784
Revenue Bonds / PFC Supported	-	-	-	-	-	28,261,216
Available CFC Collections	152,609	2,117,569	2,942,790	-	500,000	6,000,000
Funds From Operations, Unrestricted Cash	14,206,802	2,607,259	6,021,736	8,413,414	17,647,046	44,221,500
Total Sources	30,435,966	13,345,017	29,266,302	40,346,238	102,797,046	128,743,000
EXPENDITURE OF FUNDS						
Parking / Ground Transportation	3,742,347	18,831	438,344	3,206,311	6,693,817	15,354,000
Landside Roadways	985,259	4,552,564	4,765,301	2,439,057	3,402,867	-
Airfield / Ops / Fuel	4,503,841	567,626	8,502,025	2,651,169	32,574,273	35,759,000
Other Buildings & Grounds	2,322,115	1,526,074	3,314,349	86,158	1,400,000	2,175,000
Terminal	13,739,848	5,136,024	7,813,138	23,703,963	54,563,459	68,035,000
ARFF	56,079	734,982	-	-	-	2,300,000
I.T.	3,832,340	132,941	-	51,076	1,954,485	1,070,000
Police / Security	918,876	-	-	-	180,145	185,000
Admin	-	46,255	32,906	52,871	378,000	145,000
Transload	-	613,273	4,360,828	8,155,633	1,650,000	3,720,000
Land Acquisitions	335,261	16,447	39,411	-	-	-
Total Expenditures	30,435,966	13,345,017	29,266,302	40,346,238	102,797,046	128,743,000
AIRPORT BUSINESS PARK						
	2019	2020	2021	2022	2023	2024
AIRPORT BUSINESS PARK	Actual	Actual	Actual	Actual	Projected	Budget
SOURCES OF FUNDS						
Funds From Operations & Unrestricted Cash	838,943	17,727	118,297	73,853	137,000	100,000
Total Sources	838,943	17,727	118,297	73,853	137,000	100,000
EXPENDITURE OF FUNDS						
Total Capital Projects	838,943	17,727	118,297	73,853	137,000	100,000
Total Expenditures	838,943	17,727	118,297	73,853	137,000	100,000
FELTS FIELD						
	2019	2020	2021	2022	2023	2024
FELTS FIELD	Actual	Actual	Actual	Actual	Projected	Budget
SOURCES OF FUNDS						
Federal & AIP Grants	-	150,275	801,821	90,000	918,117	445,000
Other Grants	-	-	-	492,000	-	250,000
Debt or Other Funds	-	-	-	-	-	-
Funds From Operations & Unrestricted Cash	4,243,194	294,260	435,577	217,415	425,385	3,750,000
Total Sources	4,243,194	444,535	1,237,398	799,415	1,343,502	4,445,000
EXPENDITURE OF FUNDS						
Airfield	52,226	268,046	1,207,641	379,455	1,293,502	3,670,000
Other Buildings / Grounds	4,096,106	176,489	29,757	50,587	50,000	50,000
Terminal	15,355	-	-	369,373	-	325,000
Land Acquisitions	79,507	-	-	-	-	400,000
Total Expenditures	4,243,194	444,535	1,237,398	799,415	1,343,502	4,445,000
Current Year Transfers (To) / From SIA	\$ 4,243,194	\$ -	\$ -	\$ -	\$ -	\$ -
Note: Cumulative amount due (to) / from SIA & ABP =	(12,116,392)	(2,957,906)	(12,551,969)	(12,769,384)	(13,194,769)	(16,944,769)
Note: The expenditures noted above do not necessarily represent specific projects, rather a variety of projects in a category that will be individually vetted by the Airport Board through the Committee process prior to authorization of expending of funds.						



Section X. Selected 2024 Rates & Charges List

Space rates shown on a square foot per annum basis

Other rate basis are noted

(This list is not meant to be all inclusive.)

Change from 2023

Spokane International Airport	Signatory	Cargo Exempt*	w/ Use Agreement	Itinerant
Class 1 Space				
Airline Ticket Counters	\$ 66.11			
Airline Ticket Office (ATO)	66.11			
Queuing Areas	66.11			
Instant Travel Machines	66.11			
Concourse Hold Areas	66.11			
Baggage Claim	66.11			
Class 2 Space				
Baggage Service (BOS)	\$ 49.58			
Upper Concourse Office	49.58			
Ops Office	49.58			
Communications Office	49.58			
Baggage Make-Up	49.58			
Baggage Delivery	49.58			
Lower Concourse Office	49.58			
Storage Room	49.58			
Maintenance Office	49.58			
Baggage Cabinet	49.58			
Triturator Building	49.58			
Loading Bridge / mo	\$ 2,326.57			
Aircraft Parking / mo	\$ 500.00			
Boarding Walkway	\$ 11.25			
Ramp GSE Storage	\$ 5.02			
Glycol Pad	\$ 5.02			
Outside Storage	\$ 0.93			
Landing Fee / 1,000 lbs	\$ 2.35	\$ 2.47	\$ 2.70	\$ 3.53
Non Leased Loading Bridge / full turn	362.00		362.00	362.00
{Includes NON Leased Loading Bridge, A/C Parking, Concourse holding area}				
Non Leased Baggage System / turn	128.00		128.00	128.00
{Includes both baggage make-up for outbound AND baggage claim for inbound}				
Non Leased Ticketing / use	42.00		42.00	42.00
{Includes NON Leased Ticket Counter Only}				
Non Leased Aircraft Parking / use	125.00	131.00	144.00	187.00
{Includes NON Leased Aircraft Parking area away from a Bridge}				
Fuel Flowage Fee / Gallon	0.050	0.050	0.060	0.075

*Cargo Exempt: Cargo Carriers with on-airfield ramp & operation facilities



Section X. Selected 2024 Rates & Charges List

Space rates shown on a square foot per annum basis

Other rate basis are noted

(This list is not meant to be all inclusive.)

Change from 2023

Spokane International General Aviation	
Non Lease Aircraft Parking / day	
Single Engine Aircraft	\$ 25.00
Multi Engine / Small Jet	35.00
Q-400 / EJ / RJ or Greater	50.00

Use Agreement / month	
SIA	\$ 100.00
Felts Field	40.00

Felts Field Rates	
Landing Fee / 1000 lbs	\$ 2.50
Non Lease Aircraft / day	25.00
T-Hangar / mo	325.00
Tie-Down / mo	35.00
Fuel Flowage / Gallon	0.075

Miscellaneous Items (not incl. applicable taxes)	
Security Badge Only	\$ 30.00
Badge Renewal or Fingerprinting	40.00
New Badge & Fingerprinting	60.00
1st Lost Badge	30.00
2nd Lost Badge	40.00
3rd Lost Badge	60.00
Telephone Line / mo	12.00
GTC Conf room / 4 hrs	75.00
Room Setup (if necessary)	50.00
Event or Conference Center / day	200.00
GTC Trip Fee / Trip - Tier I	2.50
GTC Trip Fee / Trip - Tier III	3.00
GTC Trip Fee / Trip - Tier III	7.00

Force Account Rates	
Materials	Cost + 10%
Labor / hr.	\$ 75.00

ALL VEHICLE PARKING LOT RATES INCLUDE WA STATE SALES TAX					
Parking (Sales Tax Included)	Covered		Outside		Hourly
	Garage	Surface	C-Lot	Economy	
Length of Stay					
0 - 2 HR	\$ 5.00	\$ 5.00	\$ 5.00	\$ 6.00	\$ 2.00 / HR
2 - 3 HRS	7.00	7.00	7.00		
3 - 4 HRS	9.00	9.00	9.00		
4 - 5 HRS	11.00				
5-24 HRS	15.00				
DAILY MAX.	\$ 15.00	\$ 9.00	\$ 9.00	\$ 6.00	

Miscellaneous Vehicle Parking	
Employee Lots / mo	\$ 30.00
Employee Surface Lot / mo	130.00
Employee Garage Parking / mo	200.00
Passport / Executive / mo	250.00
Vendor / Contractor Parking / veh / year	50.00
Transponder Replacement	50.00
ALL VEHICLE PARKING INCLUDES WSST	

Notes: Certain other terminal and leasehold rental rates are set in conjunction with the Airline Operating Agreement (AOA) provisions while others are set by Fair Market Value appraisals. Rental Car and Concession rates are determined through negotiation and Request for Proposal (RFP) processes. Equipment rentals and other rates are available upon request.

Spokane Airports 2024 Budget

Spokane International Airport / Airport Business Park / Felts Field



www.spokaneairports.net

Approved:
Spokane Airport Board, October 19, 2023