

Spokane Airports 2025 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 2025 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 2025 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, 2024. Management proposed a one-year extension of the agreement with a modification to the amount of cash amount retained by the Airport and modifications related to debt service.

The Airport Airline Affairs Committee (AAAC) convened on October 7, 2024 to discuss the 2025 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 2025 budget 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.

The proposed agreement continues 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 2024 passenger activity will exceed 2023 levels by 3.0%. 2025 passenger activity is forecast to increase over estimated 2024 levels by 2.4%. In developing the 2025, the goal is to maintain reasonable rates and charges, considering the inclusion of debt service, to the airlines that will allow the Airport to continue to invest in airport facilities. Similarly, the budget supports efforts to maintain current airline seat capacity and frequencies 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 year.

FINANCIAL SUMMARY

The table below summarizes the 2025 consolidated Spokane Airport Board budget. Subsequent sections and exhibits throughout this document will focus on the individual details of the summary shown.

2025	Operating	Capital	Total
GEG	\$ 63,699,908	\$ 144,949,247	\$ 208,649,155
ABP	1,199,946	1,000,000	2,199,946
Felts Field	2,022,119	2,810,000	4,832,119
2025 Consolidated	\$66,921,973	\$148,759,247	\$215,681,220
% Change vs 2024	29.7%	11.6%	16.7%
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 2024	\$ 15,327,028	\$ 15,471,247	\$ 30,798,275

The total Spokane Airport Board 2025 budget presented for approval is \$215,681,220 representing a 16.7% increase over the 2024 budget. This change is due to a 29.7% increase in the operating budget, which includes debt service, and a 11.6% increase in the capital budget. The increase in the operating budget is related to continued growth in passenger activity, and therefore operating expenses, debt service and inflationary impacts on wages, materials and supplies. The increase in the capital budget reflects the planned delivery of projects with the most notable projects being the continued construction of the Concourse C Terminal Renovation and Expansion (TREC) project, the Administration building as well as the addition of a 500,000-gallon Jet-A fuel storage tank at Spokane International Airport.

Consolidated Operating Revenues are forecasted to increase to \$65.8 million, an increase of 14.9% compared to the 2024 budget. SIA operating revenues are forecast to increase by 14.7% from the 2024 budget, due to the increase in forecasted passenger activity, which affects revenues from airline landing fees, concessions and rental car activity. Included in the 2025 revenue increase is a 5.1% increase in the 2025 landing fee rate and a 7.5% increase in rental rates for terminal tenants.

The **Parking / Ground Transportation** cost center is forecast to increase revenue due to parking demand associated with increased passenger activity and an increase to the daily rates for the garage, outside and economy lots. The 2025 parking revenue budget is expected to increase by 14.2% compared to the 2024 forecast. The parking rate increase is outlined in Section X along with the trip fee schedule for commercial vehicles.

Consolidated Operating Expenses, including debt service, are projected to increase 15.3% to \$54.3 million. Operating expenses, not including depreciation and debt service, are projected to increase 12.2% over the 2024 budget of \$47.1 million. This increase corresponds

to passenger activity levels and the Airport's CIP, therefore, driving the need for additional staffing and inflationary impacts to recurring operating expenses.

The 2025 Capital Improvements Program budget represents a 11.6% increase from the 2024 Capital Program budget. The total planned capital expenditures in 2025 are \$148.8 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 2025 capital improvements projects are, or will be, funded for the upcoming year through AIP Grant applications, DOT BUILD and RAISE grants, Bipartisan Infrastructure Law (BIL) grants, pre-collected PFCs, Customer Facility Charges (CFCs) and debt proceeds for 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 2025 capital improvements projects at SIA include increasing parking capacity, Concourse C TREX construction, taxiway reconstruction, aviation fuel facility improvements, elevator and escalator modernization, administration building and Ground Transportation Center Phase III improvements. Airport Business Park capital projects are anticipated to include a roadway improvement project. Felts Field anticipated projects include phase I development of the northeast taxiway, new snow removal equipment, 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 proceeds. The DOT and AIP grants contain a matching provision from the Airport's cash. Replacement of aging equipment and vehicles is planned in 2025 and will be funded with current year operating funds or those funds designated in prior years for projects that will be carried over to 2025.



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. For budgeting purposes, the Airport takes a conservative approach regarding the passenger activity forecast. For 2025, the budget assumes enplaned passengers will increase 2.4% over estimated 2024 levels.

The following table shows actual passenger activity by airline for 2022 and 2023 with estimates for 2024 and 2025, which are incorporated into the 2025 budget. The table also shows the current breakdown of passengers traveling out of the two terminals.

Traffic Activity				
Spokane International Airport				
(for the 12 months ending December 31; numbers in thousands)				
	Actual 2022	Actual 2023	Estimate 2024	Budget 2025
Enplaned Passengers				
Alaska	643	655	675	691
Allegiant (non-sig)	41	42	43	44
Delta	520	561	578	592
Frontier (non-sig)	13	-	-	-
Southwest	469	482	497	509
American	109	141	145	149
United	161	182	187	192
Sun Country	6	4	4	4
Others	3	0	0	0
Total	1,965	2,068	2,130	2,181
Enplaned Passengers	1,965	2,068	2,130	2,181
% Change YoY	19.6%	5.2%	3.0%	2.4%
By Terminal				
Terminal C	752	796	820	840
Terminal A&B	1,214	1,272	1,310	1,341
Total	1,965	2,068	2,130	2,181

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 passenger 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 currently in place with the airlines.

The following table shows actual passenger and cargo landed weight for 2022 and 2023 along with forecasts for 2024 and 2025, which have been incorporated into the 2025 budget. 2025 landed weight is forecasted to be above 2024 levels by 2.0% due to a continued increase in passenger carrier landed weight. Cargo landed weight assumes a minor increase compared to 2024.

Traffic Activity				
Spokane International Airport				
(for the 12 months ending December 31; numbers in thousands)				
	Actual 2022	Actual 2023	Estimate 2024	Budget 2025
Landed Weight (per 1,000 lbs.)				
Passenger Airlines				
Alaska	725	756	756	773
Allegiant (non-sig)	41	38	48	50
Delta	586	672	648	662
Frontier (non-sig)	14	-	-	-
Southwest	478	511	556	569
American	116	151	163	166
United	177	194	210	214
Sun Country (non-sig)		3	5	5
Others	13	-	0	0
Subtotal - Passenger	2,148	2,326	2,386	2,439
% Change YoY	3.0%	8.3%	2.6%	2.2%
Cargo				
Signatory	446	429	343	346
Non-signatory	136	182	145	147
Subtotal - Cargo	583	610	488	493
Total	2,730	2,936	2,873	2,931
% Change YoY	3.7%	7.5%	-2.1%	2.0%



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

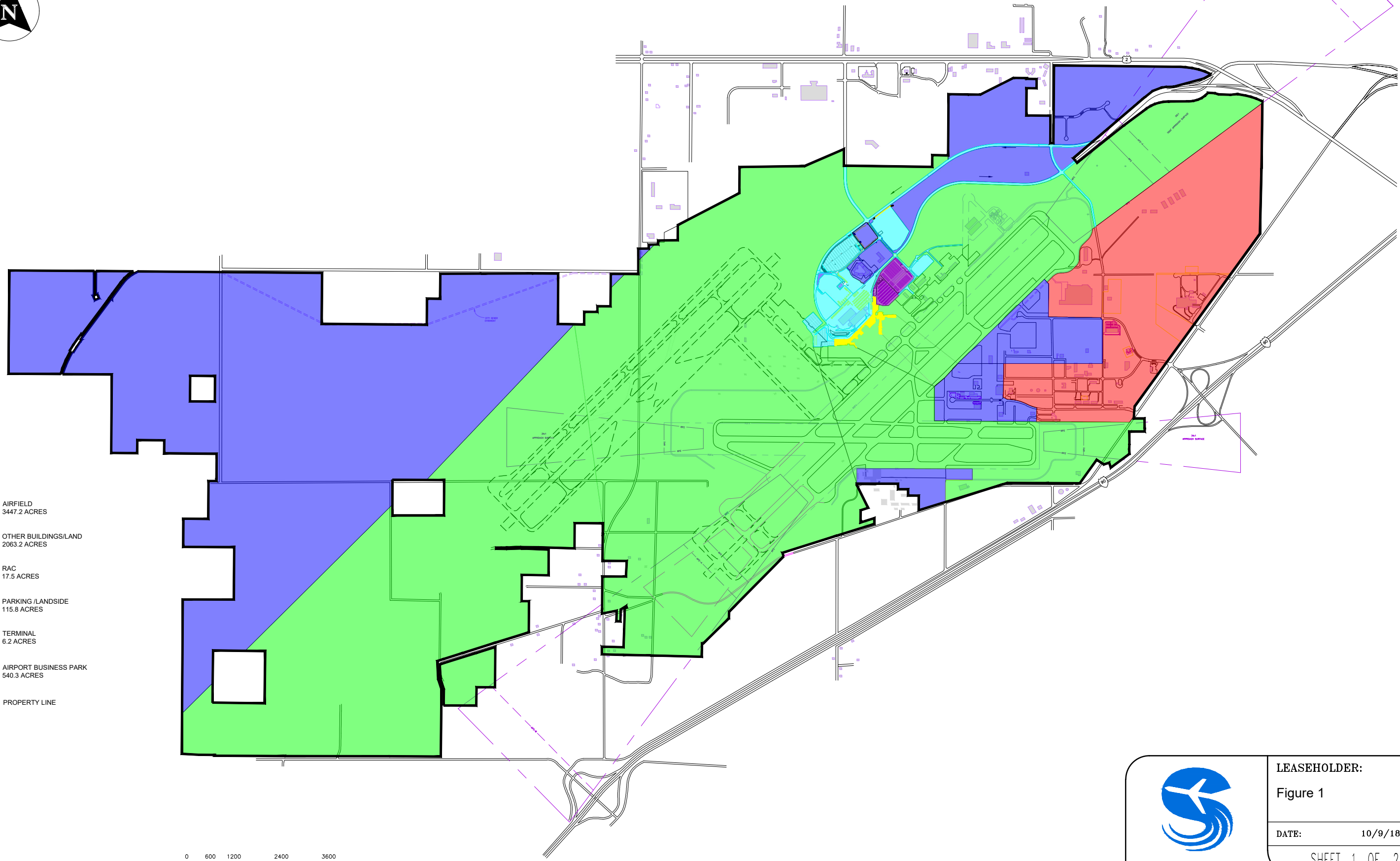
COST CENTERS

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), 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



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



LEASEHOLDER:

Figure 1

DATE: 10/9/18

SHEET 1 OF 2

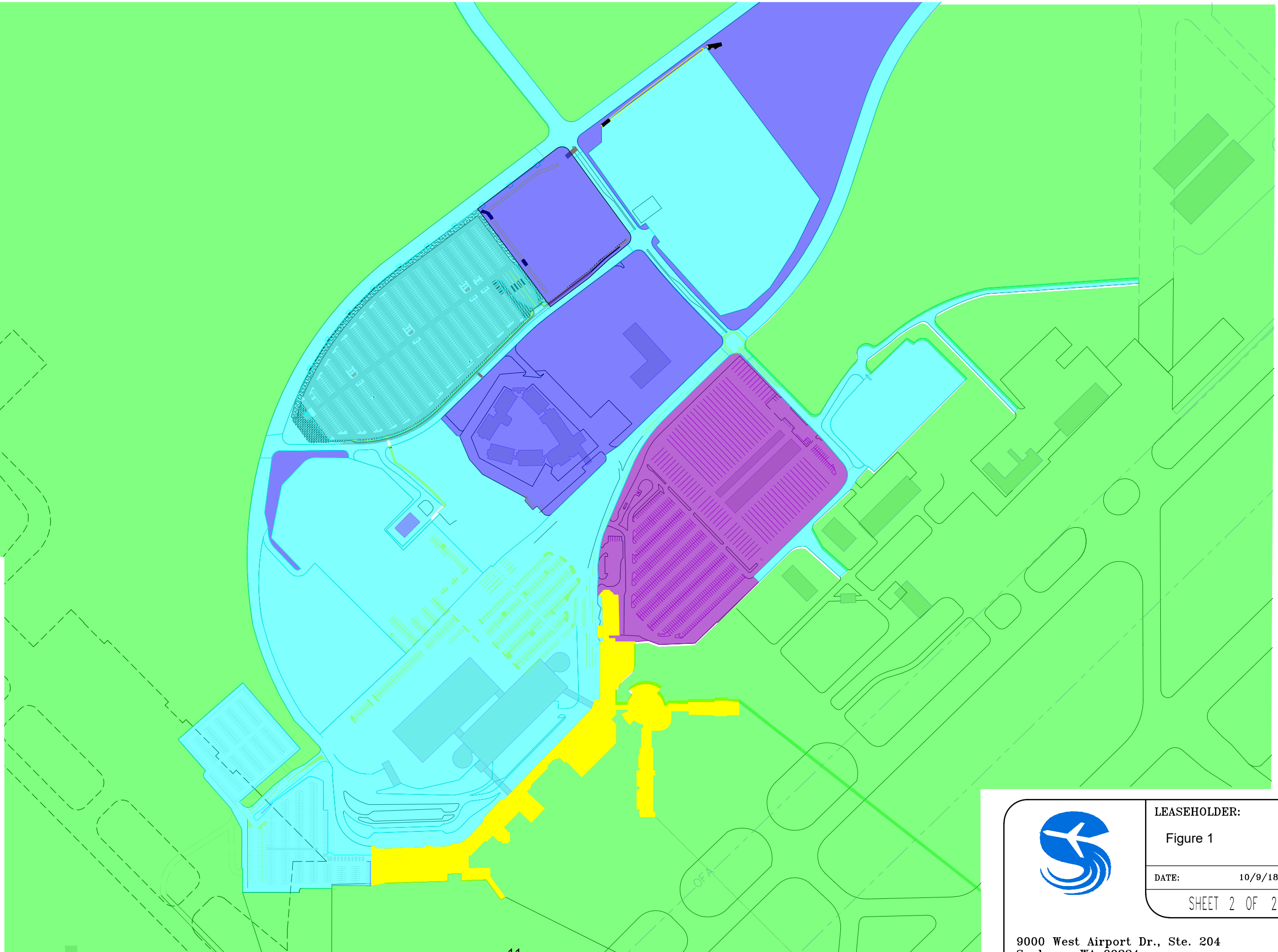
9000 West Airport Dr., Ste. 204
Spokane, WA 99224



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

LEGEND:

- AIRFIELD
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LEASEHOLDER:

Figure 1

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 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 Operation and Maintenance (O&M) Expenses, debt service (net of allocable PFC or CFC revenues), debt service coverage, depreciation charges (net of bond-funded projects, grants, and PFC revenues), and O&M 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 2025 terminal rental rate for Class 1 space (generally public areas) is \$71.08 per square foot per annum (sfpa), an increase of 7.5% from \$66.11 sfpa in 2024. 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 O&M Expenses, debt service, debt service coverage, depreciation charges (net of grants and PFC revenues), reserves for renewal and replacement and environmental liability, and the O&M 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 2025 signatory landing fee rate is \$2.47 per 1,000 pounds of landed weight, an increase of 5.1% from the 2024 rate of \$2.35 / 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 2022 and 2023 along with forecasts for 2024 and 2025. The 2024 estimated CPE is \$6.22 compared to a budgeted CPE of \$6.32, which was presented in the 2024 Budget. The 2025 budgeted CPE is \$7.18. The CPE increase relates to increased operating expenses, including depreciation & debt service, that results in a slightly higher CPE despite growth in passenger activity. The Airport's CPE remains very competitive compared to other commercial service airports, especially compared to other airports going through a large terminal expansion project.

Airline Cost per Enplaned Passenger Spokane International Airport (for the 12 months ending December 31; numbers in thousands except rates)				
	Actual 2022	Actual 2023	Estimate 2024	Budget 2025
Passenger Airline Payments				
Passenger Airline Signatory Landing Fees	\$ 4,494	\$ 5,103	\$ 5,481	\$ 5,878
Terminal Building Rent	6,627	6,737	7,122	9,130
Loading Bridge Fees	286	297	307	307
RON and Airfield Fees	190	181	192	192
Subtotal	\$ 11,598	\$ 12,318	\$ 13,102	\$ 15,507
Nonsignatory Passenger Landing Fees	\$ 169	\$ 107	\$ 144	\$ 155
Total Airline Revenues	\$ 11,766	\$ 12,425	\$ 13,246	\$ 15,662
Enplaned Passengers	1,965	2,068	2,130	2,181
Airline Cost per Enplaned Passenger	\$ 5.99	\$ 6.01	\$ 6.22	\$ 7.18



Section V. Terminal Rent Rate and Landing Fee Calculations

The tables below show the actual calculation of the average terminal rent rate and airfield landing fees 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 2022	Actual 2023	Estimate 2024	Budget 2025
TERMINAL BUILDING COST				
O&M Expenses	\$ 10,931	\$ 10,388	\$ 14,285	\$ 17,818
O&M Reserve Fund Requirement	435	287	949	2,018
Debt Service (net of PFCs)	-	-	800	3,579
Debt Service Coverage	-	-	200	895
Net Depreciation Charges	1,198	2,327	2,829	2,901
Terminal Building Cost	\$ 12,564	\$ 13,002	\$ 19,064	\$ 27,210
Less: Terminal Non-Airline Revenues Associated With Rented Space				
Terminal Concession Revenues	\$ (2,124)	\$ (2,693)	\$ (2,530)	\$ (2,956)
Nonairline Terminal Rentals	(640)	(652)	(746)	(875)
Share of Parking Surplus	(2,994)	(6,409)	(8,547)	(12,553)
Other Terminal Payments	(1,452)	(1,634)	(1,658)	(1,716)
Federal Relief Grants	(32)	-	-	-
Loading Bridge Fees	(286)	(297)	(307)	(307)
Subtotal: Non-Airline Revenues Associated with Rented Space	<u>(7,528)</u>	<u>(11,685)</u>	<u>(13,788)</u>	<u>(18,408)</u>
Net Terminal Building Requirement	\$ 5,036	\$ 1,317	\$ 5,276	\$ 8,803
Weighted Rented Space	96	96	96	124
Charged Average Terminal Rental Rate (per sq ft per year)	\$ 60.70	\$ 63.02	\$ 66.11	
Calculated Average Terminal Rental Rate (per sq ft per year)	\$ 52.55	\$ 13.74	\$ 55.04	\$ 71.08
Rented Space	96	96	96	124
Subtotal	\$ 5,818	\$ 6,040	\$ 6,336	\$ 8,803
Other Airline Terminal Payments ¹	327	327	327	327
Airline Terminal Rentals	\$ 6,146	\$ 6,368	\$ 6,664	\$ 9,130
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 2022	Actual 2023	Estimate 2024	Budget 2025
Landing Fee Requirement				
O&M Expenses (SIA)	\$ 30,864	\$ 30,059	\$ 35,036	\$ 45,658
Net Depreciation				
Total SIA Depreciation - Existing Assets	28,995	25,448	27,572	27,571
Less Grant, PFC and Bond Funded Assets	(19,559)	(15,777)	(17,070)	(17,481)
Net SIA Depreciation - Existing Assets	9,436	9,671	10,502	10,090
Future SAB Funded Assets (Net of AIP/PFC)	-	-	-	8
Return on Investment in Land	990	1,002	942	942
Additional Discretionary Cash Flow	1,800	2,500	4,000	7,000
Debt Service				
Debt Service - Future GARBs (net of PFCs)	-	-	800	3,993
Debt Service Coverage (25% of Revenue Supported)	-	-	-	998
R&R Reserve Deposit	-	-	-	2,000
O&M Reserve Deposit	1,229	831	2,328	5,170
Subtotal	\$ 44,319	\$ 44,064	\$ 53,608	\$ 75,860
Less:				
Airline Terminal Building Rent	(6,627)	(6,737)	(7,122)	(9,130)
Other Airline Revenues	(1,370)	(1,628)	(1,933)	(2,272)
Total Nonairline Revenues	(33,931)	(36,500)	(40,248)	(44,362)
Subtotal	\$ 2,390	\$ (801)	\$ 4,305	\$ 20,095
Less Non-Operating Revenues				
Interest Income	\$ (583)	\$ (1,653)	\$ (2,010)	\$ (1,457)
Federal Relief Grants for Debt Service	-	-	-	-
TOTAL LANDING FEE REQUIREMENT	\$ 1,807	\$ (2,454)	\$ 2,295	\$ 18,638
Plus Unfunded Pension Liability	-	-	4,000	(4,000)
Plus Environmental Liability	-	10,000	-	(2,000)
Prior Year Carry Over (Surplus)/Deficit ¹	(1,652)	(5,844)	(4,974)	(5,168)
Net Landing Fee Requirement	\$ 154	\$ 1,702	\$ 1,321	\$ 7,470
Landing Fees Paid	\$ 5,998	\$ 6,676	\$ 6,489	
		<u>Weighting</u>		
Signatory Landed Weight (millions/lbs)	2,081	2,285	2,332	2,384
Signatory Cargo Landed Weight (adjusted for premium)	105%	469	450	360
Non-Signatory Use Agmt Landed Weight (adjusted)	115%	78	48	61
Itinerant Landed Weight (adjusted)	150%	204	272	218
Adjusted Total Landed Weight	2,831	3,055	2,971	3,030
Calculated Signatory Airline Landing Fee Rated (per 1000 lbs)¹	\$ 0.05	\$ 0.19	\$ 0.44	\$ 2.47
Charged Signatory Airline Landing Fee Rate ¹	2.16	2.24	2.35	2.47
Charged Signatory Cargo Airline Landing Fee Rate	105%	2.27	2.36	2.47
Non-Signatory Use Agmt Landing Fee Rate	115%	2.48	2.58	2.70
Itinerant Landing Fee Rate	150%	3.24	3.37	3.53

1. Amounts over or under collected are carried forward to next year.



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, 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.

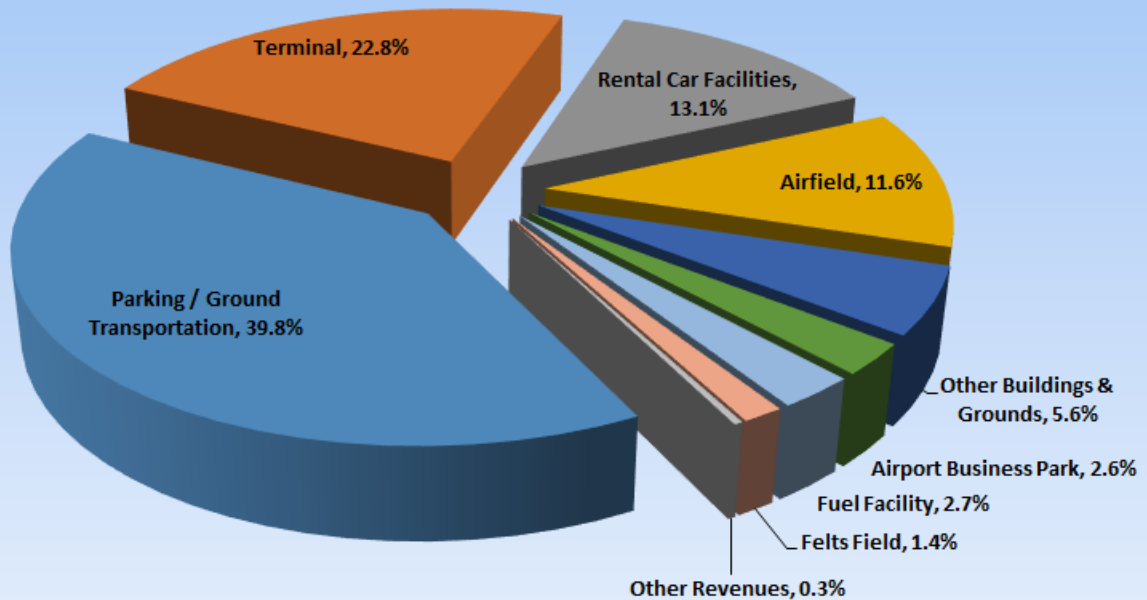
Highlights:

- **Parking and Ground Transportation** revenue is estimated to increase 11.4% compared to 2024 budget. Parking and Ground Transportation comprises 39.8% 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 22.8% of SIA's operating revenue.
- **Rental Car Facilities** represents 13.1% of total revenue and is estimated to increase 7.5% over the prior year budget.

This table and the chart on the next page shows the main revenue sources for 2024 and 2025.

Sources of Operating Revenue									
<i>This table shows general categories of revenues as a percentage of total operating revenues</i>									
Rank	Description	Budgeted	FY 2024 % of	Year End	FY 2024 % of	Budgeted	FY 2025 % of	2025 vs. 2024 Budget	
		2024	Total Rev	Estimate	Total Rev	2025	Total Rev	\$ Change	% Change
1	Parking / Ground Transportation	23,514,342	41.0%	19,426,601	36.0%	26,200,165	39.8%	2,685,823	11.4%
2	Terminal	11,890,289	20.8%	12,012,770	22.3%	15,004,503	22.8%	3,114,214	26.2%
3	Rental Car Facilities	8,012,025	14.0%	8,559,586	15.9%	8,611,845	13.1%	599,820	7.5%
4	Airfield	7,008,379	12.2%	6,857,174	12.7%	7,662,084	11.6%	653,705	9.3%
5	Other Buildings & Grounds	3,068,104	5.4%	3,251,583	6.0%	3,708,715	5.6%	640,611	20.9%
6	Airport Business Park	1,307,255	2.3%	1,330,432	2.5%	1,715,715	2.6%	408,460	31.2%
7	Fuel Facility	1,310,000	2.3%	1,373,905	2.5%	1,773,373	2.7%	463,373	35.4%
8	Felts Field	866,096	1.5%	824,635	1.5%	928,823	1.4%	62,727	7.2%
9	Other Revenues	310,413	0.5%	283,329	0.5%	195,347	0.3%	(115,066)	-37.1%
Total Operating Revenues		\$ 57,286,903	100.0%	\$ 53,920,015	100.0%	\$ 65,800,570	100.0%	\$ 8,513,667	14.9%

2025 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:

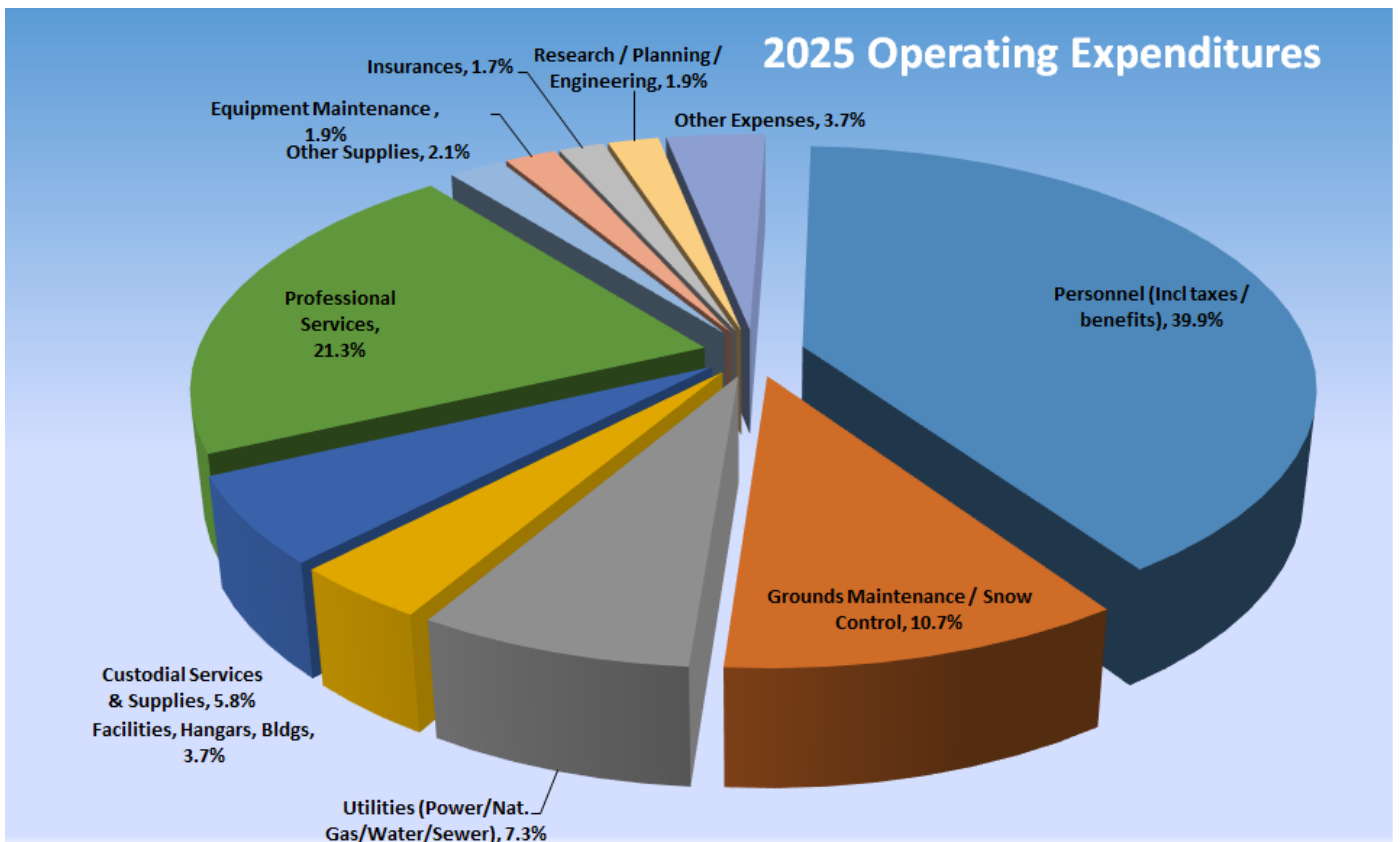
- **Personnel Compensation and Benefits** accounts for 39.9% of total operating expenses. This expense category is budgeted at 2.4% over the prior year's budget and is related to anticipated increases in staffing levels.
- **Ground Maintenance and Snow Control** accounts for 10.7% of total operating expenses in 2025. This expense category is budgeted at a reduction from 2024 related mostly to a reduction in ground maintenance scheduled in 2025.
- **Utilities** accounts for 7.3% of total operating expenses in 2025 and represents an increase of 26.5% compared to the 2024 budget due in part to the increase in square footage of Concourse C.

Operating Expenditures by Rank

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

Rank	Description	Year End		Year End		2025 vs. 2024 Budget			
		Budgeted 2024	FY 2024 % of Total Exp	Estimate 2024	FY 2024 % of Total Exp	Budgeted 2025	FY 2025 % of Total Exp	\$ Change	% Change
1	Personnel (Incl taxes / benefits)	18,700,817	44.6%	14,467,583	40.0%	19,155,335	39.9%	454,518	2.4%
2	Grounds Maintenance / Snow Control	5,615,250	13.4%	3,616,390	10.0%	5,137,117	10.7%	(478,133)	-8.5%
3	Utilities (Power/Nat. Gas/Water/Sewer)	2,779,811	6.6%	3,402,443	9.4%	3,515,258	7.3%	735,447	26.5%
4	Facilities, Hangars, Bldgs	2,313,556	5.5%	1,509,580	4.2%	1,779,121	3.7%	(534,435)	-23.1%
5	Custodial Services & Supplies	2,828,300	6.7%	2,520,868	7.0%	2,786,853	5.8%	(41,447)	-1.5%
6	Professional Services	3,941,530	9.4%	5,863,780	16.2%	10,195,424	21.3%	6,253,894	158.7%
7	Other Supplies	964,621	2.3%	713,169	2.0%	986,489	2.1%	21,868	2.3%
8	Equipment Maintenance	934,893	2.2%	685,928	1.9%	915,738	1.9%	(19,155)	-2.0%
9	Insurances	696,758	1.7%	769,256	2.1%	816,394	1.7%	119,636	17.2%
10	Research / Planning / Engineering	514,205	1.2%	943,974	2.6%	913,581	1.9%	399,376	77.7%
	Other Operating Expenses	<u>2,662,895</u>	<u>6.3%</u>	<u>1,668,291</u>	<u>4.6%</u>	<u>1,772,067</u>	<u>3.7%</u>	<u>(890,828)</u>	<u>-33.5%</u>
	Total Operating Expenses	\$ 41,952,636	100.0%	\$ 36,161,261	100.0%	\$ 47,973,377	100.0%	\$ 6,020,741	14.4%

Note: Minor reclassifications have been made to prior years to conform with 2024 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 proceeds 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 2025.

Summary of 2025 Capital Improvement Program			
Spokane Airports			
(for the 12 months ending December 31; numbers in thousands)			
	Budget 2025		Budget 2025
CIP PROJECT COSTS		SOURCES OF FUNDS	
Spokane International Airport		Spokane International Airport	
Airfield	\$ 33,304	AIP - Entitlement	\$ 5,450
Terminal - Other	12,435	AIP - Discretionary	22,655
Terminal - TREX	45,339	AIP - AIG	4,926
Parking / Landside	12,161	AIP - ATP	2,000
Hangars & Buildings (Incl RAC)	460	Federal - Other	2,000
ARFF	1,600	GARBs	54,151
IT	2,665	PFC-Supported Bonds	12,735
Police	85	State Grants	3,200
Fuel	9,300	PFC pay-as-you-go	5,050
Admin	20,730	CFC	8,500
		SAB	17,413
Subtotal - SIA	138,079	Subtotal - SIA	\$ 138,079
Felts Field	2,810	Felts Field	2,810
Airport Business Park	1,000	Airport Business Park	1,000
Transload	6,870	Transload	6,870
Total CIP	\$ 148,759	Total CIP	\$ 148,759

Spokane Airports Capital Improvement Program

Project Description	Company	Cost Center	2025	2025 Federal Funds					2025 Bonds		2025 State	2025 Local Funds				
				Discretionary FY25	Entitlement FY25	AIG FY25	ATP FY25	Other Fed FY25	PFC/CFC FY25	GARB FY25	State Grants FY25	PFC paygo FY25	CFC Total FY25	Other Local FY25	Airport FY25	
Concourse C TREX - Construction	SIA	Terminal	35,000,000			2,134,439	2,000,000			11,998,328	18,367,511	499,723				-
Central Hall TREX - Design & Construction	SIA	Terminal	10,339,252			2,500,000				736,174	4,603,078		2,500,000			-
Concourse C Upgrades	SIA	Terminal	3,600,000													3,600,000
Parking Garage Expansion - North Garage	SIA	Parking	2,000,000								2,000,000					-
Administrative Office Building - Design & Construction	SIA	Admin	20,580,000								20,580,000					-
Replace Fleet Vehicle (Explorer SIA 194)	SIA	Admin	85,000													85,000
Fleet Vehicles (P&D)	SIA	Admin	65,000													65,000
Reconstruct Taxiway A - Phase 1	SIA	Airfield	10,542,132	9,227,239												1,314,894
Airfield Circuits Lights and Signs	SIA	Airfield	288,750													288,750
Part 1542 Fence (TSA)	SIA	Airfield	315,000													315,000
Equipment Replacement, Glyvac	SIA	Airfield	600,000										600,000			-
SRE New/Replace MB5/Loader	SIA	Airfield	1,155,000													1,155,000
Fleet Vehicles (Ops)	SIA	Airfield	85,000													85,000
Ground Power units, air cargo	SIA	Airfield	200,000													200,000
Reconstruct Taxiway A - Phase 2	SIA	Airfield	18,300,000	12,370,000	4,100,000											1,830,000
Runway 3/21 & 8/26 Intersection Reconstruction	SIA	Airfield	1,500,000		1,350,000											150,000
Fleet Vehicles - Airfield	SIA	Airfield	68,250													68,250
Equipment Replacement (Loader, Backhoe, Lifts)	SIA	Airfield	250,000													250,000
ARFF Vehicle (Replace Vehicle 503)	SIA	ARFF	1,450,000										1,450,000			-
ARFF HVAC Piping Replacement	SIA	ARFF	150,000													150,000
Fuel Facility Lab	SIA	Fuel	600,000													600,000
Fuel Facility HVAC	SIA	Fuel	100,000													100,000
Fuel Facility Tank Addition Project	SIA	Fuel	8,600,000								8,600,000					-
Land Acquisition	SIA	Hangars & Buildings	285,000													285,000
Replace Stairs and Landings Landside, Air Cargo Facility	SIA	Hangars & Buildings	75,000													75,000
OPS Buidling Parking Area	SIA	Hangars & Buildings	100,000													100,000
Rail - Truck Transload Facility (Phase 4) - rail and spur	Transload	Hangars & Buildings	4,720,000									3,200,000				1,520,000
Transload Regional Sewer Lift Station (Craig Road)	Transload	Hangars & Buildings	2,150,000												1,970,000	180,000
Meeting Room A/V System Enhancements	SIA	IT	150,000													150,000
Administrative Network Server Upgrades	SIA	IT	50,000													50,000
Lenel Security Network Upgrades	SIA	IT	50,000													50,000
Lenel Security Network Replacement	SIA	IT	200,000													200,000
Admin Network Switch Replacements	SIA	IT	300,000													300,000
UPS Upgrades	SIA	IT	250,000													250,000
Airline Ticket Counter TV/Computer Refresh	SIA	IT	250,000													250,000
Rotunda Video Display Panel Maintenance	SIA	IT	200,000													200,000
MDF Server Replacements (ACM Network)	SIA	IT	100,000													100,000
Camera Upgrades	SIA	IT	500,000													500,000
VPN Upgrade	SIA	IT	250,000													250,000
Fleet Vehicles (IT)	SIA	IT	65,000													65,000
New Servers for Paging System	SIA	IT	50,000													50,000
Network Certification	SIA	IT	50,000													50,000
Firewall Upgrades	SIA	IT	200,000													200,000
Parking Shuttle Buses	SIA	Parking	920,862													920,862
Parking Winter Fleet Vehicle	SIA	Parking	65,000													65,000
Install air filling stations at exit plazas	SIA	Parking	100,000													100,000
EV Charging Station Phase 3	SIA	Parking	500,000													500,000
East Parking Garage helix seal floor and lid	SIA	Parking	1,100,000													1,100,000
Parking Lot Expansion - McFarlane Rd. Extension	SIA	Parking	5,000,000													5,000,000
Parking Lot Consolidation and Entry Improvements	SIA	Parking	250,000													250,000
Parking Fleet Vehicle	SIA	Parking	65,000													65,000
Spotted Road Realignment and Interchange - Design & Construction	SIA	Parking	2,000,000					2,000,000								-
Main Exit Plaza Upgrade	SIA	Parking	160,000													160,000
Fleet Vehicles - Police	SIA	Police	85,000													85,000
GTC Improvements - Design and Construction	SIA	Terminal	8,500,000										8,500,000			-
Fleet Vehicles - Terminal Maintenance	SIA	Terminal	85,000													85,000
Carpet Replace, Terminal, A and B	SIA	Terminal	250,000													250,000
Roadway Improvements (Flightline Blvd, Pilot Drive, BP Sidewalks) - Design and Construction	ABP	ABP	1,000,000													1,000,000
Gateway Improvements (Terminal area)	FF	Airfield	300,000													300,000
SRE Replace Plow Truck	FF	Airfield	400,000													400,000
Land Acquisition (Felts Field)	FF	Airfield	400,000													400,000
Northeast Taxilane Development - Phase 1	FF	Airfield	1,500,000	1,058,000		292,000										150,000
Replace Terminal Boiler, Windows HVAC - ESCO Phase II	FF	Terminal	210,000													210,000
TOTAL Spokane Airports Capital Improvement Program			148,759,247	22,655,239	5,450,000	4,926,439	2,000,000	2,000,000	12,734,502	54,150,589	3,200,000	5,049,723	8,500,000	1,970,000	26,122,756	



Section VIII. Debt Service

Prior to 2024, the Airport had no outstanding long-term debt. The Airport issued long-term debt in October 2024 to pay for certain CIP projects noted in the exhibit below. The Airport obtained credit ratings from Standard & Poor's (S&P) and Moody's in September 2024 and received a rating of 'A' from S&P and 'A2' from Moody's, both with stable outlooks.

Debt service for 2022 and 2023, along with forecasts for 2024 and 2025, is shown below. The Airport expects to use PFC funds to pay a portion of the annual debt service associated with the 2024 issuance.

Debt Service by Series and Cost Center				
Spokane International Airport				
(for the 12 months ending December 31; numbers in thousands)				
	Actual 2022	Actual 2023	Estimate 2024	Budget 2025
Senior Bonds				
Annual Debt Service				
Revenue Supported Debt Service				
Concourse C TREX	\$ -	\$ -	\$ -	\$ 3,579
Administration Office Building	-	-	-	-
New Fuel Tank	-	-	-	-
Surface Parking Lot Expansion	-	-	-	414
Total Revenue-Supported	-	-	-	3,993
PFC-Supported Debt Service	-	-	-	2,323
Total Annual Debt Service	\$ -	\$ -	\$ -	\$ 6,317
Less: PFCs Available for Debt Service	-	-	-	(2,323)
Annual Debt Service (net of PFCs)	\$ -	\$ -	\$ -	\$ 3,993
County Loan Accrued Interest				
			\$ 800	
Total Debt Service	\$ -	\$ -	\$ 800	\$ 6,317
Revenue Supported Bond Debt Service By Cost Center				
Airfield	\$ -	\$ -	\$ -	\$ -
Fuel	-	-	-	-
Terminal	-	-	800	3,579
Parking	-	-	-	414
Other Buildings & Grounds	-	-	-	-
QTA	-	-	-	-
Airport Business Park	-	-	-	-
Felts Field	-	-	-	-
Total	\$ -	\$ -	\$ 800	\$ 3,993



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

2025 BUDGET SUMMARY

	<u>2022 Actual</u>	<u>2023 Actual</u>	<u>2024 Projected</u>	<u>2025 Budget</u>	<u>% Change '25 vs '24</u>
Operations Revenues					
Spokane International	\$ 47,991,425	\$ 51,764,948	\$ 56,628,442	\$ 63,156,032	
Airport Business Park	1,330,432	1,367,992	1,626,218	1,715,715	
Felts Field	824,635	901,047	881,995	928,823	
Total Operations Revenues	<u>50,146,492</u>	<u>54,033,987</u>	<u>59,136,655</u>	<u>65,800,570</u>	11.3%
Other Sources					
Spokane International	583,285	1,652,846	2,010,274	1,250,000	
Airport Business Park	25,940	39,076	40,569	40,000	
Felts Field	15,424	27,154	27,953	30,000	
(To) / From Reserves	(7,044,053)	(8,315,261)	(12,830,143)	(198,597)	
Total Other Sources	<u>(6,419,404)</u>	<u>(6,596,185)</u>	<u>(10,751,347)</u>	<u>1,121,403</u>	
Total Operations / Other Sources	<u>\$ 43,727,088</u>	<u>\$ 47,437,802</u>	<u>\$ 48,385,308</u>	<u>\$ 66,921,973</u>	38.3%
Operations Expenses					
Spokane International	\$ 29,733,060	\$ 30,837,079	\$ 34,295,002	\$ 46,800,445	36.5%
Airport Business Park	987,678	524,450	483,989	491,298	
Felts Field	654,595	534,194	602,826	681,634	
Total Operations Expenses	<u>31,375,333</u>	<u>31,895,723</u>	<u>35,381,817</u>	<u>47,973,377</u>	35.6%
Debt Service					
Spokane International	-	-	-	6,316,541	
Airport Business Park	-	-	-	-	
Felts Field	-	-	-	-	
Total Debt Service	<u>-</u>	<u>-</u>	<u>-</u>	<u>6,316,541</u>	
Operations & Debt Service	<u>31,375,333</u>	<u>31,895,723</u>	<u>35,381,817</u>	<u>54,289,917</u>	53.4%
Non-Cash Depreciation					
Spokane International	10,514,863	14,500,712	11,005,668	10,582,923	
Airport Business Park	632,786	258,789	718,446	708,648	
Felts Field	1,204,106	782,577	1,279,377	1,340,485	
Total Non-Cash Depreciation	<u>12,351,755</u>	<u>15,542,079</u>	<u>13,003,491</u>	<u>12,632,056</u>	
Total Operations / Other Expenditures	<u>\$ 43,727,088</u>	<u>\$ 47,437,802</u>	<u>\$ 48,385,308</u>	<u>\$ 66,921,973</u>	38.3%
Capital Sources					
Spokane International	40,346,238	102,797,046	128,543,000	144,949,247	
Airport Business Park	73,853	137,000	100,000	1,000,000	
Felts Field	799,415	1,343,502	4,445,000	2,810,000	
Total Capital Sources	<u>\$ 41,219,507</u>	<u>\$ 104,277,548</u>	<u>\$ 133,088,000</u>	<u>\$ 148,759,247</u>	11.8%
Capital Expenditures					
Spokane International	40,346,238	102,797,046	128,543,000	144,949,247	
Airport Business Park	73,853	137,000	100,000	1,000,000	
Felts Field	799,415	1,343,502	4,445,000	2,810,000	
Total Capital Expenditures	<u>\$ 41,219,506</u>	<u>\$ 104,277,548</u>	<u>\$ 133,088,000</u>	<u>\$ 148,759,247</u>	11.8%
Consolidated Sources	<u>\$ 84,946,595</u>	<u>\$ 151,715,350</u>	<u>\$ 181,473,308</u>	<u>\$ 215,681,220</u>	18.9%
Consolidated Expenditures	<u>\$ 84,946,595</u>	<u>\$ 151,715,350</u>	<u>\$ 181,473,308</u>	<u>\$ 215,681,220</u>	18.9%

SPOKANE INTERNATIONAL AIRPORT

2025 OPERATIONS BUDGET SUMMARY

	<u>2022 Actual</u>	<u>2023 Actual</u>	<u>2024 Projected</u>	<u>2025 Budget</u>	<u>% Change '25 vs '24</u>
Operations Revenues					
Parking / Ground Transportation	\$ 18,002,014	\$ 19,426,601	\$ 22,932,644	\$ 26,200,165	14.2%
Airfield	6,188,545	6,857,174	6,977,733	7,662,084	
Fuel Facility	1,067,646	1,373,905	1,434,331	1,773,373	
Other Buildings & Grounds	2,835,608	3,251,583	3,578,033	3,708,715	
Terminal	11,129,316	12,012,770	12,547,386	15,004,503	
Rental Car Facilities	8,047,214	8,559,586	8,807,949	8,611,845	
Other Revenues	721,082	283,329	350,366	195,347	
Total Operations Revenue	<u>\$ 47,991,425</u>	<u>\$ 51,764,948</u>	<u>\$ 56,628,442</u>	<u>\$ 63,156,032</u>	11.5%
Operations Expenses					
Parking / GTC / Landside	4,838,277	4,833,741	4,473,842	7,267,030	
Airfield & Operations	6,126,145	6,756,524	6,894,624	7,706,616	
Fuel Facility	363,547	509,443	452,615	591,899	
Other Buildings & Grounds	457,493	587,048	298,749	1,045,684	
Terminal	5,646,996	6,176,755	7,595,074	9,066,604	
Rental Car Facilities	477,614	467,089	480,266	508,182	
Other Indirect Centers					
Engineering	683,532	766,357	1,528,587	3,907,967	
Fire	2,233,289	2,337,749	2,506,322	2,180,099	
Information Technology	754,841	1,155,322	1,083,823	1,073,726	
Police	2,204,160	1,819,388	1,783,552	2,900,660	
Communication	518,435	700,348	914,666	1,514,837	
General Administration	5,428,731	4,727,315	6,282,882	9,037,141	
Sub-Total Operations Expenses	<u>29,733,060</u>	<u>30,837,079</u>	<u>34,295,002</u>	<u>46,800,445</u>	36.5%
Revenues over Expenses pre Deprec	<u>\$ 18,258,365</u>	<u>\$ 20,927,869</u>	<u>\$ 22,333,440</u>	<u>\$ 16,355,587</u>	
Gross Depreciation	28,182,577	25,705,138	28,065,425	28,064,018	
Credit for Funded Assets	<u>(17,667,714)</u>	<u>(11,204,426)</u>	<u>(17,059,757)</u>	<u>(17,481,094)</u>	
Net Depreciation	<u>10,514,863</u>	<u>14,500,712</u>	<u>11,005,668</u>	<u>10,582,923</u>	
Revenues over Expenses incl Deprec	<u>\$ 7,743,502</u>	<u>\$ 6,427,157</u>	<u>\$ 11,327,772</u>	<u>\$ 5,772,664</u>	
Other Sources Available / (Used)					
Interest Income	583,285	1,652,846	2,010,274	1,250,000	
Debt Interest	-	-	-	-	
Total Other Sources Available	<u>583,285</u>	<u>1,652,846</u>	<u>2,010,274</u>	<u>1,250,000</u>	-37.8%
Available for Debt / Projects / Reserves	8,326,787	8,080,003	13,338,046	7,022,664	-47.3%
Total Debt Principal	-	-	-	(6,316,541)	
Sources over (Expenses)	<u>\$ 8,326,787</u>	<u>\$ 8,080,003</u>	<u>\$ 13,338,046</u>	<u>\$ 706,124</u>	

AIRPORT BUSINESS PARK

2025 OPERATIONS BUDGET SUMMARY

Operations Revenues	<u>2022 Actual</u>	<u>2023 Actual</u>	<u>2024 Projected</u>	<u>2025 Budget</u>	% Change '25 vs '24
Building / Office Leases	\$ 1,021,670	\$ 1,000,049	\$ 1,127,828	\$ 1,190,758	
Land Leases	307,113	367,943	498,390	524,957	
Miscellaneous	1,649	-	-	-	
Total Operating Revenues	<u>\$ 1,330,432</u>	<u>\$ 1,367,992</u>	<u>\$ 1,626,218</u>	<u>\$ 1,715,715</u>	25.4%
Operating Expenses					
Buildings	\$ 783,889	\$ 243,898	\$ 210,719	\$ 203,351	
Grounds	95,031	112,970	96,480	97,397	
General Administration	108,758	167,582	176,790	190,550	
Total Operating Expenses	<u>987,678</u>	<u>524,450</u>	<u>483,989</u>	<u>491,298</u>	-6.3%
Revenues over Expenses (Pre Deprec)	\$ 342,754	\$ 843,542	\$ 1,142,229	\$ 1,224,417	
Depreciation	632,786	258,789	718,446	708,648	
Operating Revenue over (Expense)	<u>\$ (290,032)</u>	<u>\$ 584,753</u>	<u>\$ 423,783</u>	<u>\$ 515,769</u>	
Other Sources Available / Used					
Interest Income	24,291	39,076	40,569	40,000	
Interest Expense	-	-	-	-	
Other Non-Operating Income (Expense)	1,649	-	-	-	
Total Other Sources Available	25,940	39,076	40,569	40,000	
Available for Debt / Projects / Reserves	(264,092)	623,829	464,352	555,769	
Total Debt Principal	-	-	-	-	
Sources over Expenditures incl Deprec	<u>\$ (264,092)</u>	<u>\$ 623,829</u>	<u>\$ 464,352</u>	<u>\$ 555,769</u>	

FELTS FIELD

2025 OPERATIONS BUDGET SUMMARY

Operating Revenues	<u>2022 Actual</u>	<u>2023 Actual</u>	<u>2024 Projected</u>	<u>2025 Budget</u>	% Change '25 vs '24
Airfield	\$ 54,677	\$ 60,928	\$ 57,672	\$ 57,960	
Hangars/ Bldgs / Land	725,741	784,172	770,747	815,108	
Terminal	28,793	28,793	25,623	25,755	
Miscellaneous	<u>15,424</u>	<u>27,154</u>	<u>27,953</u>	<u>30,000</u>	
Total Revenues	\$ 824,635	\$ 901,047	\$ 881,995	\$ 928,823	3.1%
Operating Expenses					
Airfield	\$ 152,031	\$ 171,075	\$ 123,685	\$ 191,304	
Hangars/ Bldgs / Land	130,868	33,830	80,320	55,500	
Terminal	72,477	64,826	66,754	71,997	
General Admin	<u>299,219</u>	<u>264,463</u>	<u>332,067</u>	<u>362,833</u>	
Total Expenses	<u>654,595</u>	<u>534,194</u>	<u>602,826</u>	<u>681,634</u>	27.6%
Revenue / (Expense) Pre Depreciation	\$ 170,040	\$ 366,853	\$ 279,169	\$ 247,189	
Depreciation	2,143,702	1,646,053	2,192,177	2,253,284	
Credit for Funded Assets	<u>(939,596)</u>	<u>(863,476)</u>	<u>(912,800)</u>	<u>(912,799)</u>	
Net Depreciation	<u>1,204,106</u>	<u>782,577</u>	<u>1,279,377</u>	<u>1,340,485</u>	
Revenue / (Expense) incl Depreciation	<u>\$ (1,034,066)</u>	<u>\$ (415,724)</u>	<u>\$ (1,000,208)</u>	<u>\$ (1,093,296)</u>	
Cash Available for Debt Service	\$ 170,040	\$ 366,853	\$ 279,169	\$ 247,189	
Interest and Other Income	<u>15,424</u>	<u>27,154</u>	<u>27,953</u>	<u>30,000</u>	
Available for Debt / Projects / Reserves	185,464	394,007	307,122	277,189	
Debt Service	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	
Expenses over Sources	<u>\$ 185,464</u>	<u>\$ 394,007</u>	<u>\$ 307,122</u>	<u>\$ 277,189</u>	

SPOKANE AIRPORT BOARD
2025 CAPITAL SUMMARY

	2022 Actual	2023 Actual	2024 Projected	2025 Budget
SPOKANE INTERNATIONAL AIRPORT				
SOURCES OF FUNDS				
Federal & AIP Grants	6,147,152	68,500,000	36,850,000	35,031,677
Other Federal Grants / Funds	17,716,669	1,650,000	1,288,000	3,970,000
Other State / Local Funds	-	10,000,000	950,000	6,400,000
Available / Used PFC Collections and Interest	8,069,003	4,500,000	8,673,000	5,049,723
Revenue Bonds / PFC Supported	-	-	28,262,000	66,885,091
Available CFC Collections	-	500,000	6,000,000	8,500,000
Funds From Operations, Unrestricted Cash	8,413,414	17,647,046	46,520,000	19,112,756
Total	40,346,238	102,797,046	128,543,000	144,949,247

EXPENDITURE OF FUNDS				
Parking / Ground Transportation	3,206,311	6,693,817	15,354,000	10,160,862
Landside Roadways	2,439,057	3,402,867	-	2,000,000
Airfield / Ops / Fuel	2,651,169	32,574,273	35,759,000	42,604,132
Other Buildings & Grounds	86,158	1,400,000	2,175,000	460,000
Terminal	23,703,963	54,563,459	67,835,000	57,774,252
ARFF	-	-	2,300,000	1,600,000
I.T.	51,076	1,954,485	1,070,000	2,665,000
Police / Security	-	180,145	185,000	85,000
Admin	52,871	378,000	145,000	20,730,000
Transload	8,155,633	1,650,000	3,720,000	6,870,000
Land Acquisitions	-	-	-	-
Total Expenditures	40,346,238	102,797,046	128,543,000	144,949,247

	2022 Actual	2023 Actual	2024 Projected	2025 Budget
AIRPORT BUSINESS PARK				
SOURCES OF FUNDS				
Funds From Operations & Unrestricted Cash	73,853	137,000	100,000	1,000,000
Total Sources	73,853	137,000	100,000	1,000,000

EXPENDITURE OF FUNDS				
Total Capital Projects	73,853	137,000	100,000	1,000,000
Total Expenditures	73,853	137,000	100,000	1,000,000

	2022 Actual	2023 Actual	2024 Projected	2025 Budget
FELTS FIELD				
SOURCES OF FUNDS				
Federal & AIP Grants	90,000	918,117	445,000	1,350,000
Other Grants	492,000	-	250,000	-
Debt or Other Funds	-	-	-	-
Funds From Operations & Unrestricted Cash	217,415	425,385	3,750,000	1,460,000
Total Sources	799,415	1,343,502	4,445,000	2,810,000

EXPENDITURE OF FUNDS				
Airfield	379,455	1,293,502	3,670,000	2,600,000
Other Buildings / Grounds	50,587	50,000	50,000	-
Terminal	369,373	-	325,000	210,000
Land Acquisitions	-	-	400,000	-
Total Expenditures	799,415	1,343,502	4,445,000	2,810,000

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 2025 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 2024

Spokane International Airport	Signatory	Cargo Exempt*	w/ Use Agreement	Itinerant
Class 1 Space				
Airline Ticket Counters	\$ 71.08			
Airline Ticket Office (ATO)	71.08			
Queuing Areas	71.08			
Instant Travel Machines	71.08			
Concourse Hold Areas	71.08			
Baggage Claim	71.08			
Class 2 Space				
Baggage Service (BOS)	\$ 53.31			
Upper Concourse Office	53.31			
Ops Office	53.31			
Communications Office	53.31			
Baggage Make-Up	53.31			
Baggage Delivery	53.31			
Lower Concourse Office	53.31			
Storage Room	53.31			
Maintenance Office	53.31			
Baggage Cabinet	53.31			
Triturator Building	53.31			
Loading Bridge / mo	\$ 2,419.63			
Aircraft Parking / mo	\$ 500.00			
Boarding Walkway	\$ 11.25			
Ramp GSE Storage	\$ 5.22			
Glycol Pad	\$ 5.22			
Outside Storage	\$ 0.96			
Landing Fee / 1,000 lbs	\$ 2.47	\$ 2.59	\$ 2.84	\$ 3.70
Non Leased Loading Bridge / full turn	419.00		419.00	419.00
{Includes NON Leased Loading Bridge, A/C Parking, Concourse holding area}				
Non Leased Baggage System / turn	138.00		138.00	138.00
{Includes both baggage make-up for outbound AND baggage claim for inbound}				
Non Leased Ticketing / use	46.00		46.00	46.00
{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	0.060	0.060	0.070	0.085

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



Section X. Selected 2025 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 2024

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	0.085

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 Trip Fee / Trip - Tier I	2.50
GTC Trip Fee / Trip - Tier II	3.00
GTC Trip Fee / Trip - Tier III	7.00

Force Account Rates	
Equipment Rentals	Cost + 10%
Materials	Cost + 10%
Labor / hr.	\$ 80.00

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	\$ 7.00	\$ 2.00 / HR
2 - 3 HRS	8.00	8.00	8.00		
3 - 4 HRS	11.00	10.00	10.00		
4 - 5 HRS	14.00				
5-24 HRS	17.00				
DAILY MAX.	\$ 17.00	\$ 10.00	\$ 10.00	\$ 7.00	

Miscellaneous Vehicle Parking	
Employee Lots / mo	\$ 30.00
Employee Surface Lot / mo	130.00
Employee Garage Parking / mo	200.00
Passport / Executive / mo	300.00
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 2025 Budget

Spokane International Airport / Airport Business Park / Felts Field



www.spokaneairports.net

Approved:
Spokane Airport Board, October 29, 2024