

**EXHIBITS PURSUANT TO THE RATE AGREEMENT**

Exhibit B

**TERMINAL BUILDINGS RATE**  
 Los Angeles International Airport  
 Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Unified Capital Requirement (a)		
Gross debt service	[A]	\$ 311,000,000
PFC revenues	[B]	97,506,000
		<hr/>
Debt service	[C=A-B]	\$ 213,494,000
Debt service coverage	[D]	41,000,000
Amortization	[E]	83,160,000
		<hr/>
Unified Capital Requirement	[F=C+D+E]	\$ 337,654,000
Operations and Maintenance Requirement (b)		
Operations and Maintenance Expenses	[G]	\$ 335,681,000
Reserve Deposits	[H]	-
		<hr/>
Operations and Maintenance Requirement	[I=G+H]	\$ 335,681,000
Terminal Buildings Requirement	[J=F+I]	\$ 673,335,000
Tier One Terminal Buildings Concession Revenue (c)	[K]	-
		<hr/>
Net Terminal Buildings Requirement	[L=J-K]	\$ 673,335,000
Rentable Area (d)	[M]	3,002,000
		<hr/>
<b>Terminal Buildings Rate</b>	<b>[=L/M]</b>	<b>\$ 224.30</b>
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(a) See Section 2.2.1(a) of the Rate Methodology.

(b) See Section 2.2.1(b) of the Rate Methodology.

(c) See Section 4.1(a) of the Rate Agreement and Exhibit H.

(d) See Section 2.2.2 of the Rate Methodology.

## Exhibit C

### FIS RATE

Los Angeles International Airport  
Fiscal Year

	[Calc]	Hypothetical Year
Capital Costs		
Gross debt service	[A]	\$ 11,300,000
PFC revenues	[B]	-
Debt service	[C=A-B]	\$ 11,300,000
Debt service coverage	[D]	2,500,000
Amortization	[E]	1,415,000
Capital Costs	[F=C+D+E]	\$ 15,215,000
Operations and Maintenance Expenses	[G]	72,680,000
Reserve Deposits	[H]	-
Gross FIS Requirement (a)	[I=F+G+H]	\$ 87,895,000
Rental revenue of space in FIS Areas from governmental agencies	[J]	-
Tier One FIS Concession Revenue (b)	[K]	8,420,000
Net FIS Requirement (c)	[L=I-J-K]	\$ 79,475,000
Deplaned International Passengers (d)	[M]	4,947,000
<b>FIS Rate</b>	<b>[=L/M]</b>	<b>\$ 16.07</b>

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(a) See Section 2.3.1 of the Rate Methodology.

(b) See Section 4.2(a) of the Rate Agreement and Exhibit H.

(c) See Section 2.3.2 of the Rate Methodology and Section 4.2(a) of the Rate Agreement.

(d) See Section 2.3.3 of the Rate Methodology.

Exhibit D

**COMMON USE HOLDROOM RATE**  
Los Angeles International Airport  
Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Terminal Buildings Rate (a)	[A]	\$ 224.30
Common Use Holdroom space (square feet)	[B]	283,000
	[C=A*B]	\$ 63,475,618
Holdroom Requirement COVID-19 Adjustment	[D]	(27,598,000)
Holdroom Requirement (b)	[E=C+D]	\$ 35,877,618
Turns (weighted by aircraft class) (c)	[F]	34,954
<b>Common Use Holdroom Rate (c)</b>	<b>[=E/F]</b>	<b><u>\$ 1,026.42</u></b>

**Common Use Holdroom Rates (by aircraft class) (c):**

<u>Class</u>	<u>Common Use Holdroom Rate</u>	<u>Relative charge per Turn</u>	<u>Weighted Common Use Holdroom Rate</u>
	[A]	[B]	[=A*B]
<b>1</b>	\$ 1,026.42	2.75	\$ <b>2,822.67</b>
<b>2</b>	\$ 1,026.42	1.75	\$ <b>1,796.24</b>
<b>3</b>	\$ 1,026.42	1.25	\$ <b>1,283.03</b>
<b>4</b>	\$ 1,026.42	1.00	\$ <b>1,026.42</b>
<b>5</b>	\$ 1,026.42	0.80	\$ <b>821.14</b>
<b>6</b>	\$ 1,026.42	0.50	\$ <b>513.21</b>

(a) See Exhibit B.

(b) See Section 2.4.1 of the Rate Methodology.

(c) See Section 2.4.2 of the Rate Methodology.

Illustrative use of Common Use Holdrooms (by aircraft class):

<u>Class</u>	<u>Illustrative Turns</u>	<u>Relative charge per Turn</u>	<u>Illustrative Turns (weighted)</u>
1	2,034	2.75	5,594
2	715	1.75	1,251
3	10,629	1.25	13,286
4	4,360	1.00	4,360
5	17,816	0.80	14,253
6	52	0.50	26
	<u>35,606</u>		<u>38,770</u>
			(3,816)
			<u>34,954</u>

Less: Adjustment for payments over cap

Exhibit D-1

**COMMON USE HOLDROOM CAP**  
Los Angeles International Airport  
Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Terminal Buildings Rate (a)	[A]	\$ 224.30
Average Common Use Holdroom (square feet)		
Common Use Holdroom space (b)	[B]	283,000
Number of Common Use gates	[C]	50
Average Common Use Holdroom (square feet)	[D=B/C]	5,660
<b>Average Common Use Holdroom Requirement (c)</b>	<b>[=A*D]</b>	<b>\$ <u>1,269,512</u></b>

**Relative Common Use Holdroom Cap (by aircraft class) (c):**

<u>Class</u>	<u>Average Common Use Holdroom Requirement</u>	<u>Relative charge per class</u>	<u>Relative Common Use Holdroom Cap</u>
	[A]	[B]	[=A*B]
<b>1</b>	\$ 1,269,512	2.75	\$ 3,491,159
<b>2</b>	\$ 1,269,512	1.75	\$ 2,221,647
<b>3</b>	\$ 1,269,512	1.25	\$ 1,586,890
<b>4</b>	\$ 1,269,512	1.00	\$ 1,269,512
<b>5</b>	\$ 1,269,512	0.80	\$ 1,015,610
<b>6</b>	\$ 1,269,512	0.50	\$ 634,756

**Common Use Holdroom Cap with multiple aircraft classes on a single Holdroom**

<u>Example Multiple-Class CU Holdroom:</u>	<u>Unweighted Turns</u>	<u>Share of Turns</u>	<u>Relative Common Use Holdroom Cap above times share of Turns</u>
Class 1	-	0.0%	\$ -
Class 2	-	0.0%	\$ -
Class 3	700	33.3%	\$ 528,963
Class 4	400	19.0%	\$ 241,812
Class 5	1,000	47.6%	\$ 483,624
Class 6	-	0.0%	\$ -
<b>Total Example Multiple-Class CU Holdroom Cap</b>	2,100	100.0%	\$ 1,254,399

(a) See Exhibit B.

(b) See Exhibit D.

(c) See Section 7 of the Rate Agreement.

Exhibit E

**COMMON USE DOMESTIC BAGGAGE CLAIM RATE**

Los Angeles International Airport

Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Terminal Buildings Rate (a)	[A]	\$ 224.30
Common Use Domestic Baggage Claim Areas (square feet)	[B]	18,881
Common Use Domestic Baggage Claim Areas requirement (b)	[C=A*B]	\$ 4,200,000
Operations and Maintenance Expenses	[D]	7,500,000
LAWA payments for Airline-Operated Common Use Domestic Baggage Systems	[E]	-
	[F=C+D+E]	\$ 11,700,000
Common Use Domestic Baggage Claim Requirement COVID-19 Adjustment (c)	[G]	(2,446,000)
Common Use Domestic Baggage Claim Requirement (c)	[H=F+G]	\$ 9,254,000
Deplaned Domestic Passengers (d)	[I]	1,521,000
<b>Common Use Domestic Baggage Claim Rate</b>	<b>[=H/I]</b>	<b>\$ 6.08</b>

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(a) See Exhibit B.

(b) Includes the rentals due from an airline consortium leasing some or all of this space but waived by LAWA.

(c) The COVID-19 Adjustment mitigates FY 2022 CU Domestic Baggage Claim space costs per deplaned domestic passenger to be equal to the average of long term leasing airlines followed by a ramp back to full cost recovery in FY 2024.

(d) See Section 2.5.1 of the Rate Methodology.

(e) See Section 2.5.2 of the Rate Methodology.

Exhibit F

**COMMON USE OUTBOUND BAGGAGE SYSTEM RATE**

Los Angeles International Airport

Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Terminal Buildings Rate (a)	[A]	\$ 224.30
Common Use Outbound Baggage System Areas (square feet)	[B]	246,000
Common Use Outbound Baggage System Areas requirement (b)	[C=A*B]	\$ 55,200,000
Operations and Maintenance Expenses	[D]	26,000,000
LAWA payments for Airline-Operated Common Use Outbound Baggage Systems	[E]	906,000
	[F=C+D+E]	\$ 82,106,000
Common Use Outbound Baggage Claim Requirement COVID-19 Adjustment (c)	[G]	(32,092,000)
Common Use Outbound Baggage System Requirement (d)	[H=F+G]	\$ 50,014,000
Enplaned Passengers (e)	[I]	5,825,000
<b>Common Use Outbound Baggage System Rate</b>	<b>[=H/I]</b>	<b>\$ 8.59</b>

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(a) See Exhibit B.

(b) Includes the rentals due from an airline consortium leasing some or all of this space but waived by LAWA.

(c) The COVID-19 Adjustment mitigates FY 2022 CU Outbound Baggage System space costs per enplaned passenger to be equal to the average of long term leasing airlines followed by a ramp back to full cost recovery in FY 2024.

(d) See Section 2.6.1 of the Rate Methodology.

(e) See Section 2.6.2 of the Rate Methodology.

Exhibit G

**COMMON USE TICKET COUNTER RATE**

Los Angeles International Airport

Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Signatory Airline Terminal Buildings Rate (a)	[A]	\$ 224.30
Common Use Ticket Counter space (square feet)	[B]	15,000
Common Use Ticket Counter Requirement (b)	[C=A*B]	\$ 3,364,000
Enplaned Passengers (c)	[D]	3,838,000
<b>Common Use Ticket Counter Rate</b>	<b>[=C/D]</b>	<b>\$ 0.88</b>

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(a) See Exhibit B.

(b) See Section 2.7.1 of the Rate Methodology.

(c) See Section 2.7.2 of the Rate Methodology.



Exhibit H

**TIER ONE REVENUE SHARING**  
 Los Angeles International Airport  
 Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
<b>Tier One Terminal Buildings Revenue Sharing (a)</b>		
Terminal Buildings Concession Revenue	[A]	\$ 120,000,000
Terminal Buildings Concession Baseline	[B]	90,600,000
Revenues above Baseline	[C=A-B]	\$ 29,400,000
Revenue share %	[D]	50%
<b>Tier One Terminal Buildings Concession Revenue</b>	<b>[=C*D]</b>	<b><u>\$ 14,700,000</u></b>
<b>Tier One FIS Concession Revenue Sharing (b)</b>		
FIS Concessions	[E]	\$ 95,000,000
Revenue share %	[F]	25%
<b>Tier One FIS Concession Revenue</b>	<b>[=E*F]</b>	<b><u>\$ 23,750,000</u></b>

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(a) See Section 4.1 of the Rate Agreement.

(b) See Section 4.2 of the Rate Agreement.

Exhibit I

**TERMINAL RENEWAL AND IMPROVEMENT FUND (TRIF) AND  
TIER TWO REVENUE SHARING**  
Los Angeles International Airport  
Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
<b>Net Terminal Area Cash Flow (a)</b>		
Total revenues in the Terminals (net of ECPCs)	[A]	\$ 500,000,000
Terminal expenses		
Debt service (net of PFCs)	[B]	\$ 58,000,000
Operations and Maintenance Expenses	[C]	276,000,000
Reserve Deposits	[D]	2,100,000
Total Terminal expenses	[E=B+C+D]	\$ 336,100,000
<b>Net Terminal Area Cash Flow</b>	<b>[F=A-E]</b>	<b>\$ 163,900,000</b>
<b>TRIF Deposit (a)</b>		
Net Terminal Area Cash Flow Cap	[G]	\$ 139,200,000
Annual deposit to TRIF	[=if F<G, then F, otherwise G]	139,200,000
Funds in excess of the Net Terminal Area Cash Flow Cap	[H=F-G]	\$ 24,700,000
Tier Two Revenue Sharing Fund deposit	[I=H*50%]	\$ 12,350,000
City's revenue fund deposit	[J=H*50%]	12,350,000
<b>TRIF Balance (b)</b>		
TRIF Cap	[K]	\$ 556,700,000
TRIF Balance	[L]	560,000,000
Funds in excess of TRIF Cap	[M=if L>K, then L-K, otherwise \$0]	\$ 3,300,000
Tier Two Revenue Sharing Fund deposit	[N=M*50%]	\$ 1,650,000
City's revenue fund deposit	[O=M*50%]	1,650,000
<b>Tier Two Revenue Sharing Fund Distributions (c)</b>		
Tier Two Revenue Sharing Fund deposit (from Net Terminal Area Cash Flow)	[P=I]	\$ 12,350,000
Tier Two Revenue Sharing Fund deposit (from TRIF Balance)	[Q=N]	1,650,000
<b>Tier Two Credit</b>	<b>[=P+Q]</b>	<b>\$ 14,000,000</b>

**Tier Two Revenues Sharing (c) (d):**

<u>Signatory Airline</u>	<u>Total Signatory Airline Terminal charges</u>	<u>Relative share of Signatory Airline Terminal charges</u>	<u>Tier Two Credit</u>
Airline 1	\$ 30,000,000	45.5%	\$ 6,370,000
Airline 2	20,000,000	30.3%	4,242,000
Airline 3	10,000,000	15.2%	2,128,000
Airline 4	5,000,000	7.6%	1,064,000
Airline 5	1,000,000	1.4%	196,000
	<u>\$ 66,000,000</u>	<u>100.0%</u>	<u>\$ 14,000,000</u>

(a) See Section 8.1 of the Rate Agreement.

(b) See Section 8.2(a)(ii) of the Rate Agreement.

(c) See Section 8.2(b)(i) of the Rate Agreement.

(d) See Section 8.2(b)(ii) of the Rate Agreement.

Exhibit J

**EXTRAORDINARY COVERAGE PROTECTION CHARGE (ECPC)**

Los Angeles International Airport

Fiscal Year

	[Calc]	Example 1: Coverage Target Met No ECPC No NRTC	Example 2 (a): Coverage Target NOT Met With ECPC No NRTC	Example 3 (a): Coverage Target NOT Met With ECPC With NRTC
<b>Coverage Amount (b)</b>				
Pledged Revenues	[A]	\$ 2,633,000,000	\$ 2,275,000,000	\$ 2,275,000,000
LAX O&M Expenses	[B]	1,222,000,000	1,222,000,000	1,222,000,000
Net Pledged Revenues	[C=A-B]	\$ 1,411,000,000	\$ 1,053,000,000	\$ 1,053,000,000
Included CFC Revenues	[D]	\$ 36,000,000	\$ 36,000,000	\$ 36,000,000
Included PFC Revenues	[E]	200,000,000	200,000,000	200,000,000
Distributed Tier Two Credits (c)	[F]	14,000,000	14,000,000	14,000,000
Adjusted Net Pledged Revenues	[G=C+D+E-F]	\$ 1,633,000,000	\$ 1,275,000,000	\$ 1,275,000,000
Gross Annual Debt Service	[H]	\$ 888,000,000	\$ 888,000,000	\$ 888,000,000
APM Capital AP	[I]	72,000,000	72,000,000	72,000,000
ConRAC Capital AP	[J]	48,000,000	48,000,000	48,000,000
Total LAX Obligations	[K=H+I+J]	\$ 936,000,000	\$ 936,000,000	\$ 936,000,000
<b>Coverage Amount</b>	<b>[L=G/K]</b>	<b>1.74</b>	<b>1.36</b>	<b>1.36</b>
<b>ECPCs calculation (d)</b>				
Coverage Target	[M]	1.40	1.40	1.40
Coverage Target shortfall	[N=L-M, ECPC if negative]	No ECPC	(0.04)	(0.04)
ECPC	[O=K*(N)]	\$ -	\$ 35,400,000	\$ 35,400,000
NRTC (see Exhibit K, for Example 3)	[P]	No NRTC	No NRTC	5,225,000
ECPC net of NRTC	[Q=O-P]	\$ -	\$ 35,400,000	\$ 30,175,000
Revised Adjusted Net Pledged Revenues	[R=G+Q]	n/a	\$ 1,310,400,000	\$ 1,305,175,000
Total LAX Obligations	[S=K]	n/a	936,000,000	936,000,000
<b>Coverage Amount incorporating ECPC</b>	<b>[R/S]</b>	<b>n/a</b>	<b>1.40</b>	<b>1.39</b>

(a) Pledged Revenues in Examples 2 and 3 are purposefully different from Example 1, for illustrative purposes only.

(b) See Section 10.2(a-d) of the Rate Agreement.

(c) See Exhibit I.

(d) See Section 10.2(e-f) of the Rate Agreement.

Exhibit K

**NONAIRLINE REVENUE TARGET CREDIT (NRTC)**

Los Angeles International Airport

Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
<b>Eligibility for NRTC (a)</b>		
Current Fiscal Year		
Other Nonairline Revenues (ONR)	[A]	\$ 120,000,000
Enplaned Passengers (EP)	[B]	43,000,000
Current Fiscal Year ONR/EP Ratio	[C=A/B]	2.79
Immediately preceding Fiscal Year		
Other Nonairline Revenues (ONR)	[D]	\$ 250,450,000
Enplaned Passengers (EP)	[E]	43,000,000
Immediately preceding Fiscal Year ONR/EP Ratio	[F=D/E]	5.82
<b>NRTC eligibility (greater than 50% decline)</b>	<b>[G=C/F-1]</b>	<b>(52.1%)</b>
<b>Amount of NRTC (b)</b>		
ONR/EP Ratio required to produce a 50% decline	[H=F/2]	2.91
ONR/EP Ratio adjustment to achieve 50% decline	[I=H-C]	0.12
Enplaned Passengers (EP)	[J=B]	43,000,000
<b>NRTC</b>	<b>[I*J]</b>	<b>\$ 5,225,000</b>

(a) See Section 10.3(a) of the Rate Agreement.

(b) See Section 10.3(b) of the Rate Agreement.

Exhibit L

**BAD DEBT SURCHARGE**  
 Los Angeles International Airport  
 Fiscal Year

	<u>[Calc]</u>	<u>Hypothetical Year</u>
Bad Debt arising during preceding Fiscal Year	[A]	\$ 1,000,000
Bad Debt Recovery during current Fiscal Year	[B]	300,000
<b>Bad Debt Surcharge/(credit) (a)</b>	<b>[=A-B]</b>	<b><u>\$ 700,000</u></b>

**Bad Debt Surcharge/(credit) distribution:**

<u>Signatory Airline</u>	<u>Total Signatory Airline Terminal charges</u>	<u>Relative share of Signatory Airline Terminal charges</u>	<u>Bad Debt Surcharge/(credit)</u>
Airline 1	\$ 30,000,000	45.5%	\$ 318,500
Airline 2	20,000,000	30.3%	212,100
Airline 3	10,000,000	15.2%	106,400
Airline 4	5,000,000	7.6%	53,200
Airline 5	1,000,000	1.4%	9,800
	<u>\$ 66,000,000</u>	<u>100.0%</u>	<u>\$ 700,000</u>

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(a) See Section 11.2 of the Rate Agreement.