

ADDENDUM NO. 11

BY AND BETWEEN

GREATER ORLANDO AVIATION AUTHORITY

AND

VEOVO, INC.

TO

W-375 RESOURCE MANAGEMENT SYSTEM CONTRACT

This Addendum No. 11 ("Addendum 11") is made and entered into, as of the day of _____ 2022, subject to, and incorporated by reference into the above referenced Contract entered into between Greater Orlando Aviation Authority ("Owner" or "Aviation Authority") and Veovo, Inc. ("Contractor", together with Owner, the "Parties"), dated as of August 20, 2018. The Parties acknowledge and confirm that this Addendum and activities hereunder are bound by the Contract.

WITNESSETH:

WHEREAS, on August 15, 2018, the Aviation Authority Board approved the Contract between Owner and Contractor; and,

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 1 that set forth the process through which the Parties would design the Solution, which Solution will involve the use by Owner of certain Contractor Software; and,

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 2, that set forth the process through which such Solution was designed, configured, tested, and implemented and through which Owner's staff was trained to use the Solution; and,

WHEREAS, Owner and Contractor have entered into that certain Amendment No. 1 to Addendum No. 2 that set forth additional deliverables in reporting and Revenue Management features of the Solution; and

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 3 under which the Contractor made its Software available to Owner as set forth therein; and

WHEREAS, Owner and Contractor have entered into that certain Addendum No. 4 Contract to incorporate Contractor's provision of additional Solution deliverables and modifications in order to provide Solution functionality desired by the Owner, including twenty (20) Post Implementation Reports that assist Finance and Operations Departments in the tracking of Airlines Billable usage of Aviation Authority facilities and a modification of PROPworks statistical export programs for passenger and landings; and

WHEREAS, Owner proceeded with an Addendum No. 5 for licenses and support seNices and had same approved at the October 21, 2020, Aviation Authority Board meeting, however it was subsequently discovered that Addendum No. 3 had previously approved and authorized the licenses and support seNice rendering Addendum No. 5 superfluous; and

WHEREAS, Addendum No. 5 was not executed by the Parties, but for continuity it remains as part of the record; and

WHEREAS, Owner and Contractor have entered into that certain Amended and Restated Addendum No. 6 that combines both inbound and outbound AIDX interfaces into one scope and updated the quote for said work for the VRC as more particularly described therein; and

WHEREAS, Owner and Contractor have entered into that certain Addendum 7 to add the necessary interface of an AIDX with the Baggage Handling System ("BHS") to add Pre-Cleared Flight Status to Arrivals; and

WHEREAS, Owner and Contractor have entered into that certain Addendum 8 to add a AIDX Representational State Transfer (REST) Inbound and Outbound Push Adapter interface between the Veovo RMS and the Aviation Authority's Visual Docking Guidance System (VDGS) with ADB Safegate; and

WHEREAS, Owner and Contractor entered into that certain Addendum 9 for design workshops and the creation of design documentation for the South Terminal Complex; and

WHEREAS, Owner and Contractor entered into that certain Addendum 10 for implementation of certain Go-Critical portions of the solution with the RMS and Reporting Solution Design Documents at the South Terminal Complex; and

WHEREAS, Owner and Contractor desire to enter into this Addendum 11 for implementation of the Solution at the South Terminal Complex, pursuant to the scope attached hereto as Exhibit "A" and as further detailed herein (the "Addendum 11 Scope").

NOW, THEREFORE, for and in consideration of the premises and mutual covenants herein contained, the Parties hereby amend the Contract as follows:

A. General Provisions:

Capitalized words not defined herein shall have the meanings ascribed to them in the above referenced Contract. In accordance with Section 1.8 of the above referenced Contract, in the event of a conflict between this Addendum and the General Conditions of Contract set forth in the Contract referenced above or any other addendum under the Contract, with respect to the Addendum 11 Scope, this Addendum shall control.

This Addendum and the pricing set forth herein are specific and applicable to Contractor's and may be amended or modified only by written agreement in accordance with the Contract. Each Party represents and warrants that it is authorized to execute this Addendum as a binding obligation; by executing this Addendum, each Party confirms that no further requirements or processes are required in order to authorize commitment to proceed.

B. Scope of Services:

The Work to be provided under this Addendum 11 shall consist of the following:

1. Effective Date: The effective date of this Addendum 11 shall be the date listed above.

2. Scope of Services Summary: The Contractor shall provide all services required for the development and implementation required to project manage, factory test, deploy to quality assurance, train, provide UAT support and Go Live Support for the Solution specified in the approved Design Submittals for the integration of the South Terminal Complex into the Resource Management Solution. The approved Design Submittals are attached hereto as Exhibit "B" and incorporated herein by reference. The approved design submittals attached to Addendum 10 as Exhibit "B" are also incorporated by reference. The Scope is broken into two (2) phases as detailed in the approved design submittals. The Scope includes the Phase 1 (Go-Live Critical) set forth within the Revenue Management Design Documents for the integration of the South Terminal Complex into the Resource Management Solution. Contractor will use commercially reasonable efforts to complete said scope on or before August 31, 2022, to allow the Owner to process billing for the month of July 2022. The Phase 2 Scope for the South Terminal Complex is for items that are required for the full implementation but are not critical to the opening of the South Terminal Complex and the AODB Design Solution. Contractor will use commercially reasonable efforts to complete said scope on or before December 1, 2022. During both Phase 1 and Phase 2, additional time may be required for Professional Services for the Southern Terminal Implementation project, covering the following areas: (1) APEX Functionality, (2) Preproduction to Test/Development Environments, (3) Data Sync, and (4) General / System Configuration. As such, a not to exceed amount of \$115,200, or 720 hours at \$160 per hour is included in the approved Addendum 11 Scope. This time portion is only to be utilized as directed by the Owner. Upon approval of said work, the work is to be invoiced to the Owner monthly as time is expended, not to exceed in total \$115,200.00.

3. Compensation: In consideration of the Work to be performed pursuant to Addendum 11, the compensation payable to Contractor is a lump sum of \$231,680.00 and a not to exceed fees of \$115,200.00 or 720 hours at \$160.00 per hour, paid pursuant to the milestones set forth below.

[Intentionally Blank - Next Section to Follow]

Contractor may submit an invoice in the following amounts upon achieving the following payment milestones:

(a) South Terminal Implementation - Terminal Opening - Phase 1 - Revenue Management Fixed Fee

		Description of Payment Milestones	Payment
50%	Upon Order	South Terminal Opening Scope - Professional Services - Initiate the following: MCO STC - SDD - Revenue Management Solution Design	Lump Sum of \$58,320.00
50%	Upon Completion and Acceptance by the Authority	South Terminal Opening Scope - Professional Services - Complete the Following: MCO STC - SDD - Revenue Management Solution Design: 100% Complete and Accepted	Lump Sum of \$58,320.00
Total		Phase 1 Addendum 11 Scope - Fixed Fee	\$116,640.00

(b) South Terminal Implementation - Phase 2 - Fixed Fee - AODB Fixed Fee

		Description of Payment Milestones	Payment
50%	Upon Order	South Terminal Full Implementation Scope - Professional Services - To Initiate the following: All remaining MCO - STC - SDD - Tasks and AODB Design Solution	Lump Sum of \$57,520.00
50%	Upon Completion and Acceptance by the Authority	South Terminal Full Implementation Scope - Professional Services All remaining MCO - STC - SDD Tasks and AODB Design Solution: 100% Complete and Accepted.	Lump Sum of \$57,520.00
Total		Phase 2 Addendum 11 Scope - Fixed Fee	\$115,040.00

(c) South Terminal Implementation - Not to Exceed Fees

*The Professional Services pricing for the Not to Exceed Fees is based on a time estimate. Only actual hours pre-approved by the Owner and utilized will be invoiced.

Description of Milestone Payment	Hourly Rate	Max Hours	Invoice	Not Exceed to
Not to Exceed Fees - Profession Services for the Southern Terminal Implementation project, covering the following areas: (1) APEX Functionality, (2) reproduction to test/Development Environments, (3) Data Sync, and (4) General/ System Configuration	\$160.00	720	Invoiced Monthly	\$115,200.00
			Total*	\$115,200.00

Payment shall be made accordance with the terms of the Contract. The Aviation Authority and Contractor negotiated the foregoing fixed fee and not to exceed fee arrangement and agree that this ADDENDUM 11 does not materially alter the original Contract such that a cardinal or constructive change to the original Contract has occurred.

4. Continuing Effect of Contract Provisions. Except as amended by Addendum No. 1, Addendum No. 2, Amendment No. 1 to Addendum No. 2, Addendum No. 3, Addendum No. 4, Addendum 5, Amended and Restated Addendum 6, Addendum 7, Addendum 8, Addendum 9, Addendum 10, and this Addendum 11, the Contract shall continue in full force and effect in accordance with its terms and conditions.

5. The Exhibits attached hereto are hereby acknowledged to be true and accurate reflections of the intent of the Parties, are intended as guidelines for the prosecution of the Work and are subject to change during the prosecution of the Work upon mutual written agreement of the Parties, which may be evidence by e-mail communication. The Exhibits are hereby incorporated into this Addendum and made a part hereof.

[Intentionally Blank - Signature Page to Follow]

a.

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Exhibit A - ADDENDUM 11 Scope



Veovo Inc
Level 5, Suite 566
100 E Pine Street, Orlando, FL 32801
Ph: +1 (321) 206 9030
Email: info@veovo.com

Tuesday, April 5, 2022

Greater Orlando Aviation Authority
Orlando International Airport
One Jeff Fuqua Boulevard Orlando
Orlando, FL 32827-4392
United States

Attention: Bob DeBaere

Dear Bob

Reference: Southern Terminal Implementation Revenue Management (Phase 1), complete Phase 2 and Contingency Hours

Veovo is very pleased to present the Greater Orlando Aviation Authority (GOAA) with our Indicative Investment Summary proposal for the Southern Terminal Implementation Revenue Management (Phase 1), complete Phase 2 and Contingency Hours at Orlando International Airport. This Indicative Investment Summary is based on the Design phase of the Southern Terminal Implementation project jointly conducted by GOAA and Veovo subject matter experts.

We thank you for the opportunity of responding to your requirements and look forward to discussing how we can continue to assist Greater Orlando Aviation Authority (GOAA) in the future.

Please don't hesitate to contact me should you have any questions.

Best Regards

Simon A. Sli

Business Development Manager

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Indicative Investment Summary

Southern Terminal Implementation - Terminal Opening
- Phase 1 (Revenue Management)

Fixed Price quotation

Description	Ext Total
Professional Services for the Southern Terminal Implementation project • Including: - o Project Management - o Configuration, Build and Factory testing - o Deployment to QA - o Training - o UAT Support - o Deployment to Production - o Go Live/ Support The Southern Terminal Implementation project is outlined in the following mutually agreed and signed off Design documents, including: • MCG STC • SDD • Revenue Management Solution Design	\$116,640
Total	\$116,640

Project Payment Milestones

Milestone & Invoice may be issued	Payment
On Order – 50%	\$58,320
On Completion- 50%	\$58,320
Total	\$116,640

Southern Terminal Implementation - Phase 2

Fixed Price quotation

Description	Ext Total
Profession Services for the Southern Terminal Implementation project • Including: - o Project Management - o Configuration, Build and Factory testing - o Deployment to QA - o Training - o UAT Support - o Deployment to Production - o Go Live / Support The Southern Terminal Implementation project is outlined in the following mutually agreed and signed off Design documents, including: • M'CO STC-SOD - AODB Solution Design • <u>M'CO STC SOD-Reporting</u> Solution Design	\$115,040
Total	\$115,040

Project Payment Milestones

Milestone & Invoice may be issued	Payment
On Order – 50%	\$57,520
On Completion- 50%	\$57,520
	\$115,040

Southern Terminal Implementation - Contingency Hours

Time and Materials (limited to the Units (Hours) stated)

Description	Units (Hours)	Unit Price	Ext Total
ContingencyHours - Professional Services for the Southern Terminal Implementation project, covering the following areas - APEX Functionality - Preproduction to Test Development environments Data Sync - General System Configuration	720	\$160	\$115,200
Total			\$115,200

The Professional Services pricing for the ContingencyHours is based on a time and materials estimate. Therefore, only actual hours utilized will be charged.

Project Payment Milestones

Milestone & Invoice may be issued	Payment
Time and Materials Professional Services will be invoice monthly as time is consumed.	Up to the value of \$115,200

Pricing notes

- All work will be performed remotely.
- The currency used for the pricing is United States Dollars, excluding taxes, import duties and customs clearance.
- This quote is valid for 60 days from the quotation date.

Exhibit "B"

[Design Documents]

AODB

SOLUTION DESIGN DOCUMENT

04-Apr-2022 - Version 1.03



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Document History

		Blair Duncan	Initial Version
1.00	02-Mar-2022	Blair Duncan	Initial Version
1.01	11-Mar-2022	Blair Duncan	Updates and responses based on GOAA feedback
1.02	14-Mar-2022	Blair Duncan	Update to introduction to indicate the items in this document are not considered go-live critical for the Southern Terminal Complex
1.03	04-Apr-2022	Fook-Weng Chan	Removed timelines from Introduction Updated Document Acceptance.

Table 1

Related Documents


MCO STC - SDD - Revenue Management Solution Design.docx
MCO STC - SDD - RMS Solution Design.docx
Veovo As-Built Documents available on GOM SharePoint ... LINK HERE

Table 2

Document Acceptance

This document Flight Management & Integration Solution Design 1.03 is hereby accepted by the signatories below as the Veovo Flight Management & Integration solution design to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO) for the Greater Orlando Aviation Authority (GOM) Project.

For the GOM

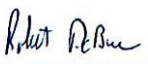
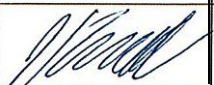
Name and Title	Signature	
Bob DeBaere Assistant Director, Airport Operations		4/5/2022
James Knusalla Assistant Director, Business Applications		4-5-22

Table 3

Definitions

ilmi:l	ilmi:l
AODB	Airport Operational Database
GOAA	Greater Orlando Aviation Authority
MCO	Orlando Airport
STC	Southern Terminal Complex

Table 2

1. Introduction

This document MCO STC - SOD - Flight Management & Integration Solution Design, specifies the Flight Management & Integration solution to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO).

This document becomes the specification and supplementary site guide for use by GOA.A and Veovo for the maintenance and support of the Veovo Flight Management & Integration solution.

All information In this document:

- Has been compiled during design workshops and subsequent correspondence between GOA.A and Veovo.
- Unless stated otherwise retains existing design and configuration as per the documents referenced in Table 2 and subsequent configuration jointly deployed between GOA.A and Veovo.

It is required that the information contained in this document and *any* associated files is signed-off by GOA.A as being confirmed requirements for the Veovo Flight Management & Integration solution.

2. Flight Management

2.1 Census Checks

2.1.1 PAX Census Check

GOAA require flights to have airline self-reported passenger numbers before they are swept from the live schedule to the historic schedule. The existing MCO_CENSUS_PAX_EXIST_INT census check currently holds International arrival flights in the live schedule until they have received either airline self-reported passenger numbers or SITA type B passenger numbers. This census check will be updated to not look at SITA Type-B passenger number counts when determining whether the flight needs to be held in the live schedule.

Additionally, this census check will be updated to allow flights to be swept if they have received auto-populated passenger numbers from the process outlined in section 2.2.

2.2 CR#34 Passenger Count Data

To encourage airlines to enter self-reported passenger numbers into the AODB, a process will be developed to auto-populate passenger numbers based on aircraft seat capacities if the flight does not have an airline self-reported passenger count greater than zero by the cut-off date. The aircraft seat capacity numbers will be derived from the aircraft registration or aircraft type.

This process will use the following hierarchy when auto-populating passenger numbers:

1. Aircraft registration
2. Aircraft type

Where the aircraft registration is used, the process will use the effective dated version that was active at the time of the flight's operation. These seat capacity numbers will be used to populate a total passenger count only. No adult/child/infant breakdown will be available when using the auto-populated counts from the configured seat capacities.

Similarly, crew numbers will be auto-populated based on defaults configured against aircraft type and aircraft size category reference data. Additionally, default values can be configured against aircraft size categories using an application configuration maintenance item.

This process will use the following hierarchy when auto-populating crew counts:

1. Aircraft type
2. Aircraft size category

2.2.1 Reference Data

2.2.1.1 Aircraft Capacity

The AODB supports configuring default seat capacities against aircraft registrations and aircraft types. These defaults will be used to auto-populate passenger numbers on the flight record.

To configure default seat capacities against aircraft registrations, the Aircraft Registration form in the Veovo Portal can be used (see Figure 1). All three numbers in the "Scheduledseats" row will be summed and added to the flight as adult passengers.

Aircraft Registration records are already effective dated. Therefore, it is possible to effective date aircraft registration seat capacities.

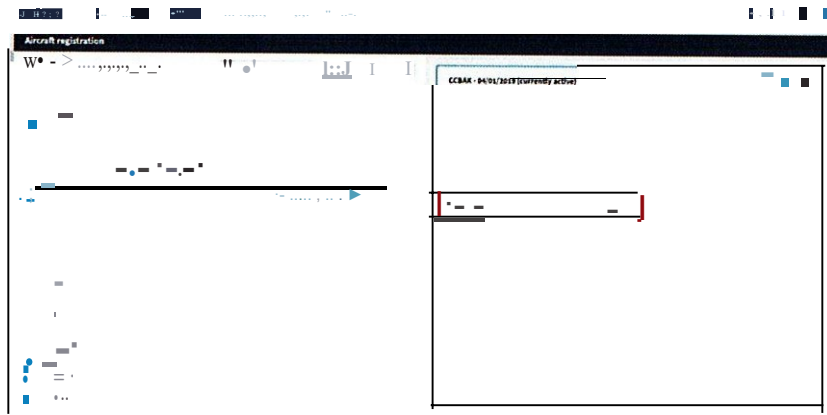


Figure 1

To configure default seat capacities against aircraft types, the Aircraft Maintenance form in the '20/20 Desktop Client can be used (see Figure 2). The value found in the "SCH Seats" field will be used to auto-populate the adult passenger count against the flight.

The Aircraft Type seal capacity counts will not be effective dated. However, this data is already being audited, so it is possible to gain visibility over *any* changes to these counts via the aircraft type audit report referred to in section 2.2.7.7.

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Transaction Log | Timestamps

Figure 2

2.2.1.2 .2 Crew Members

Default crew member counts will also be able to be configured against aircraft types as well as aircraft size categories.

To allow crew member counts to be configured against aircraft types, the "CrewCount" property will be used. This will be accessible from the Aircraft Maintenance form in the '20/'20 Desktop Client (see Figure 3). Alternatively, the crew counts values can be updated via the batch upload process outlined in section 2.2.6.2.

These aircraft type crew counts will not be effective dated. Aircraft data is however audited and therefore it is possible to gain visibility over any changes to these counts.

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Figure 3

To allow crfflmember counts to be configured against aircraft size categories, an Application Configuration Maintenance item will be made available. This item will be viewable and editable by administrator users from the Application Configuration Maintenance form. The value of this item will use '+' and '=' delimiters and abbreviated aircraft size categories i.e., $W=5+J=7+SJ=10$ means:

- Wide (W) body aircraft have a default crew count of 5
- Jumbo (J) aircraft have a default crew count of 7
- Super Jumbo (SJ) aircraft have a default crew count of 10

The aircraft size category crew counts will not be effective dated or audited.

2.2.2 Configuration

2.2.2.1 Flight Type Restrictions

An Application Configuration Maintenance item will be implemented to control the flight types the passenger number auto population functionality applies to. This will be a list of service types delimited by the '+' symbol i.e., J+G+C. This configuration item will be viewable and editable by users with access to the Application Configuration Maintenance form.

2.2.3 Scheduled Jobs

The key requirement specified in CR#34 is to auto-populate passenger numbers for flights without airline self-reported passenger numbers by 0600 on the 3rd of each month. This is to be achieved with a scheduled job that runs at 0600 on the 3rd of each month. The execution date/time of this process will be viewable and editable from the "Job Scheduler" form in the 20120 Desktop Client.

This scheduled Job will auto-populate adult passenger and crew numbers for flights from the previous month using the reference data outlined in section 2.2.1. Additionally, this scheduled job will set the PAX_LOCK flag as outlined in section 2.2.5.1 to indicate that default capacity values are being used as passenger numbers.

2.2.4 Portal Write Trigger

To ensure airlines cannot enter self-reported passenger counts after the cut-off date, a write trigger will be configured in the Veovo Portal. This will restrict all users from updating airline self-reported passenger numbers on flights that have the PAX_LOCK flag set (see section 2.2.5.1). Users (all roles) who try to update airline self-reported passenger numbers for flights with the PAX_LOCK flag set, will receive a message in the Portal to indicate the update was rejected.

If GOAA wish to allow an airline to enter self-reported passenger numbers to a flight that already has the aircraft seat capacity flag set, an authorized user will need to delete the PAX_LOCK event on the flight. Once the event has been removed, users will be able to update the airline self-reported passenger numbers.

2.2.6 Veovo Portal Display

2.2.5.1 Aircraft Seat Capacity Flag

To assist in identifying flights where passenger numbers have been auto populated based on aircraft seat capacities, an event code flag will be used. This event code will be PAX_LOCK. When PAX_LOCK is present on a flight, users will not be able to update airline self-reported passenger numbers due to the Portal write trigger described in section 2.2.4.

This event code can be updated from the "Events" tab in the full flight details form in the Veovo Portal. The event description/value will not be processed by the auto-population process.

When PAX_LOCK is set on the flight, the airline will be billed based on the auto-populated passenger counts derived from aircraft seat capacities. When PAX_LOCK is not set, the airline will be billed based on the airline self-reported passenger counts.

2.2.5.2 Operational Schedule

A new filter view with a new column will be added to the operational schedule. The new column will show the presence of the PAX_LOCK event code. If the event code is present on the flight, the column will display "True", otherwise it will display "False".

Additionally, a new flight load type will be available from the dropdown option in the "Load" tab in the full flight details form. This will display the auto-populated passenger count based on

aircraft seat capacity as well as the auto-populated crew count. There will be no distinction between adult and child passenger types for this new flight load type.

2.2.5.3 Change History

To provide visibility of updates to the PAX_LOCK event, a new column will be added to the change history window. This new column will display the status of the PAX_LOCK event in the same way as described for the operational schedule column.

The Audit Change History SSRS report will also be updated with the column displaying the status of the PAX_LOCK event.

2.2.6 Apex Jobs

2.2.6.1 Aircraft Registration Capacity Batch Upload

To assist in managing aircraft capacity values configured against aircraft registrations, an apex job will be created to import a .csv file and update the appropriate registrations in the AODB. The .csv file will have 5 columns:

- Registration - the registration to be updated
- Effective Date - effective date of the registration
- First - number of first-class seats
- Business - number of business class seats
- Economy - number of economy class seats

This batch upload process will only match and update existing records where the value in the registration and effective date columns match a registration record in the AODB. It will not create new registration records. It will be possible clear the First, Business and/or Economy values of a registration record by clearing the associated cell in the .csv file and performing the batch upload. The batch upload process will output a simple report to indicate:

- Registrations that were updated
- Registrations that could not be matched

It is recommended the output of the report specified in 2.2.7.5 is used as a template for this batch upload process to ensure the correct registration and effective date is used.

2.2.6.2 Aircraft Type Capacity & Crew Count Batch Upload

To assist in managing aircraft capacity values configured against aircraft types, an apex job will be created to import a csv file and update the appropriate aircraft types in the AODB. The .csv file will have 3 columns:

- Aircraft Type ID
- Seat Capacity
- CrewCount

This batch upload process will only match and update existing records where the aircraft type ID matches the ID in the AODB. It will not create new aircraft type records. It will be possible clear the crew count value of a aircraft type record by clearing the associated cell in the .csv

file and performing the batch upload. The batch upload process will output a simple report to indicate:

- Aircraft Types that were updated
- Aircraft Types that could not be matched

It is recommended the output of the aircraft type capacity & crew count report specified in section 2.2.7.4 is used as a template for this batch upload process.

2.2.6.3 Passenger Count Auto-Population

The passenger count auto-population scheduled job process as specified in section 2.2.3 will also be available to run manually through an Apex job with several input parameters. This Apex job will function the same as the scheduled job.

The Apex job will have the following input parameters available:

- Date from (actual block date/time)
- Date to (actual block date/time)
- Report mode

2.2.7 Reports

2.2.7.1 Billing Run Report

This report will be available as an SSRS report and will provide a list of all flights where the aircraft type or registration seat capacity has been used for billing purposes. This report will exclude cancelled flights.

This report will have the following input parameters to control the output of the report:

- Airline - all by default
- Date from (actual block date/time) - optional parameter
- Date to (actual block date/time) - optional parameter
- Vector - all by default
- Flight type - only passenger flights by default
- Sector
- Billing run

Both "Date from" and "Date to" parameters are not required if the "Billing run" parameter is provided. If the "Billing run" parameter has been provided, provide all flights included in the specified billing run regardless of the dates provided in the "Date from" and "Date to" parameters

This report will have the following columns:

- Airline
- Vector
- Flight number
- Actual block date
- Actual block time

- Registration
- Sector
- Flight type
- Aircraft type
- Airline self-reported passenger count total
- Airline self-reported crew count
- Airline self-reported adult passenger count
- Airline self-reported child passenger count
- Maximum seat capacity by registration
- Maximum seat capacity by aircraft type
- Crew members by aircraft type or aircraft size category
- Linked flight data (same columns above for linked flight)

This report will be ordered by airline, scheduled block date and scheduled block time by default.

2.2.7.2 Missing Self-Reported Numbers Report

This report will be available as an SSRS report and will provide a list of all flights without airline self-reported passenger numbers. This report will exclude cancelled flights.

This report will have the following input parameters to control the output of the report:

- Airline
- Date from (actual block date/time)
- Date to (actual block date/time)
- Flight type (passenger flights only by default)
- Vector
- Sector

The report will have the following columns:

- Airline
- Vector
- Flight number
- Actual block date
- Actual block time
- Registration
- Sector
- Flight type
- Aircraft type
- Airline self-reported passenger count total
- Maximum seat capacity by registration
- Maximum seat capacity by aircraft type
- Crew members
- Flight status
- Linked flight data (same columns above for linked flight)

This report will be ordered by airline, scheduled block date and scheduled block time by default.

2.2 . 7.3 Self-Reported vs Capacity Threshold Report

This report will be available as an SSRS report and will provide a list of all flights where the self-reported passenger count is below a certain percentage of the maximum capacity by registration or aircraft type. This report will utilise the hierarchies specified in section 2.2. *Only* flights with airline self-reported numbers will appear in this report.

This report will have the following input parameters to control the output of the report:

- Airline
- Date from (actual block date/time)
- Date to (actual block date/time)
- Variation percentage
- Variation setting (equal or greater than, or equal or less than)
- Variation based on (registration, aircraft type, both. When both is selected, flight will appear if the condition is met for either registration or aircraft type)
- Flight type (passenger flights only by default)
- Vector
- Sector

The report will have the following columns:

- Airline
- Vector
- Flight number
- Actual block date
- Actual block time
- Registration
- Sector
- Flight type
- Aircraft type
- Airline self-reported passenger count total (excludes crew)
- Maximum seat capacity by registration
- Variation percentage (registration)
- Maximum seat capacity by aircraft type
- Variation percentage (aircraft type)
- Flight status
- Linked flight data (same columns as above for the linked flight)

This report will be ordered by airline, scheduled block date and scheduled block time by default.

2274 Aircraft Type Capacity & Crew Count Report

This report will be available as an SSRS report and will provide a list of all aircraft types in the AODB along with their configured seat capacities and crew counts. Where the seat capacity or crew count is not populated in the AODB, the cell will be left empty. Filtering can be used to identify all aircraft types with missing seat capacity or crew count numbers.

This report will not have *any* input parameters. The report will have the following columns:

- Aircraft typeID
- Seat capacity
- CrfNlcount

This matches the format required for the aircraft type capacity & crew count batch upload process as specified in section 2.2.6.2.

This report will be ordered by aircraft type ID by default.

2275 AircraftRegistrationCapacity Report

This report will be available as an SSRS report and will provide a list of all aircraft registrations in the AODB along with their configured seat capacities. Where the seat capacity is not populated in the AODB, the cell will be left empty. Filtering via csv readers can be used to identify all aircraft registrations with missing seat capacity numbers.

This report will not have any input parameters. The report will have the following columns:

- Registration - the registration to be updated
- Effective date - effective date of the registration
- First - number of first-class seats
- Business - number of business class seats
- Economy - number of economy class seats

This matches the format required for the aircraft registration capacity batch upload process as specified in section 2.2.6.1.

This report will be ordered by registration and effective date by default.

2276 Crew Count Deviation Report

This report will be available as an SSRS report and will provide a list of all aircraft types where the configured crew count against the aircraft type does not match the crew count specified against the aircraft type's aircraft size category (see section 2.2.1.2). This report will not include aircraft types where the:

- Crew count has not been configured
- Body type configured is not W, J or SJ

This report will not have *any* input parameters. The report will have the following columns:

- Aircraft typeID
- Crew count as configured against the aircraft type
- Aircraft size category (W, J, SJ)
- Crew count as configured against the aircraft size category

This report will be ordered by aircraft type ID by default.

2.2. 7.7 Aircraft Type Audit Report

This report will be available as an SSRS report and will display the change history for the selected aircraft type record. The only input parameter available for this report will be the aircraft type ID (presented as a dropdown list).

The report will have the following columns:

- Update date/time
- Update user
- Aircraft typeID
- Wingspan
- Length
- IATAcode
- ICAOcode
- Seat capacity
- Crewcount

This report will be ordered by update date/time by default.

2278 Aircraft Registration Audit Report

This report will be available as an SSRS report and will display the change history for the selected aircraft type record. The report will accept the following input parameters to control the output of the report:

- Registration
- Effective date

The report will have the following columns:

- Update date/time
- Update user
- Registration
- Effective date
- Ownercode
- Aircraft type
- First classseats
- Business class seats
- Economy classseats
- Debtor ID
- Inactive flag

This report will be ordered by update date/time by default.

2279 9 Passenger Billing Summary Report

This report will be available as an SSRS report and will provide a list of ail flights (and linked flights) for a given billing run. This report will require a billing run number as an input parameter. This report will have the following columns:

- Airline
- Flight number
- Scheduled block date/time
- Vector
- Sector

- Airside/Terminal
- Number of passengers billed (baggage)
- Max default used (baggage) - PAX_LOCK flag (see section 2.2.5.1)
- Number of passengers billed (FIS)
- Max default used (FIS) - PAX_LOCK flag (see section 2.2.5.1)
- Airline self-reported passenger numbers (excluding crew)
- Airline self-reported crew numbers
- Maximum default passenger count
- Maximum default crew count
- Linked flight number
- Linked flight vector
- Linked flight sector
- Linked flight scheduled block date/time
- Linked flight status

3. Integration

3.1 Com-Net Outbound

3.1.1 CR#20 - Public Flag

The Com-Net outbound interface will be updated to send the status of the public flag in the AODB to Com-Net. This will allow GOAA to set whether flights are set to public or non-public via the Veovo Portal.

This will be achieved by utilising the "SpecialAction" element in the AIDX 16.1 schema. If the flight is set to be non-public, the SpecialAction element will be included in the AIDX payload with the "DoNotDisplay" value. If the flight is set to be public, the SpecialAction element will not be included in the AIDX payload.

3.1.2 CR#16 - "P" Service Type

The Com-Net outbound interface needs to be updated to send flights with the service type "P". This is to ensure these flights show on the Customs FIDS page. This will be done by utilising an existing configuration item. This configuration item currently restricts the interface to only send "J" type flights. This will be extended to send both "J" and "P" type flights.

CR#16 must be implemented with or after CR#20.

3.2 SITA LVI & CUPPS

3.2.1 Process Changes

To support the use of the SITA LVI interface, several process changes will be required to ensure ticket counter usage is billed correctly:

1. Airlines will only be able to log into ticket counter workstations if the associated ticket counter has an RMS allocation for the airline on the ticket counter resource. As a result, GOAA will be required to both create new counter allocations and extend existing counter allocations via RMS to enable airlines to log into ticket counter workstations.
 - a. To create new counter allocations via RMS, the "Update Schedule" function is to be used as normal. The ADHOC_PUCK event will be added automatically.
 - b. To extend existing counter allocation usage, the "Update Task Times" function is to be used. However, instead of updating the scheduled times, the "Latest" checkbox is to be selected and "estimated" is to be selected. For example, in Figure 4, AMX has been given the ability to login 30 minutes early and log out 15 minutes late. Scheduled start and end times are not to be adjusted manually as these will be used to compare against the actual usage imported by the SITA CUPPS interface. Estimated times are to be adjusted to allow airlines to log in early or log out late but will not be used in the billing calculation.

C.. EdrtTuk Times □ X

Aloe., 6onScheDo-----

It # lion onW0 2/2022 c. • AMX435W0 2/1022 5:31

Aloe., 6onT

	Start Date	Scheduled	Latest	Type	End Date	Scheduled	Latest	Type
1	24/02/2022	11:31			24/02/2022	14:31		
2	24/02/2022	11:31			24/02/2022	14:31		
3	24/02/2022	11:31			24/02/2022	14:31		
4	24/02/2022	11:31			24/02/2022	14:31		

□ Maintain duration, editing start □ Edit start/end independently □ Maintain duration, editing end

St-i Jinet

h

jli3t

F7 Lolast

12/2/2022 fil:iiJ Now

1- ed

r P Lot..t

12/2/2022 Now

1- ed

Apply

Preview

Cancel

Figure 4

- "Update Resource Demand" is not to be used across a date range in online mode in the passenger processing domain. Running this function *CNer* a date range runs the risk of resetting pucks that have been extended or deleting adhoc pucks. "Update Resource Demand" can be run across a specific set of pucks where necessary but is not to be run across pucks that have been manually updated. "Update Resource Demand" is never to be run for any pucks in the past. If a reset of adhoc pucks is needed, "Update Resource Demand" should be used, but it should only be run across the pucks that need the reset i.e., right click the puck you want to reset.

3.2.2 SITALVI

3.2.2.1 LOA Carrier Configuration

The current SITALVI process determines whether a counter is an LOA counter by configuring the "LOA" property key against each LOA counter. As this is difficult to maintain, the SITAL VJ process will be updated to determine whether a counter is an LOA counter by using the same process as SITA CUPPS.

This process involves looking for resources with RMS rules with condition template names that start with "LOA-". If there is a rule that starts with "LOA-", the counter is considered an LOA desk.

3.2.2.2 RPMNG_UPDATE_RESOURCE_DEMAND *Update*

An update to the RPMNG_UPDATE_RESOURCE_DEMAND background process is required to replace the need of users manually running "UpdateResource Demand" through RMS. *With* SITALVI, the "Update Resource Demand" functions should not be run in the live system across a date range as this will clear the ADHOC_PUCK event code. "Update Resource Demand" should also not be run on *any* historical dates.

Instead, the RPMNG_UPDATE_RESOURCE_DEMAND update will adjust the times of passenger processing pucks automatically based on changes in flight schedule. RPMNG_UPDATE_RESOURCE_DEMAND will not consider estimated, actual or chocks times for these puck time recalculations. It will also not affect allocation profiles that no longer match the demand rules used to create them i.e., they have been adjusted manually.

3223 *RMS Write Trigger*

A new RMS write trigger will be configured to set the "ADHOC_PUCK" event code on pucks that have been manually created via RMS. This will ensure any additional usage added via RMS to allow airlines to log into workstations is correctly billed as additional usage. Extending pucks to allow airlines to log in early or log out late (via the method described in section 3.2.1) will not add the ADHOC_PUCK to the puck.

In Terminal C, LOA airlines will sometimes be provided with additional counters at no additional charge. From the RMS write trigger perspective, this will be handled no differently than other terminals; the ADHOC_PUCK event code will still be applied to these pucks if they are created manually via RMS. This will ensure these pucks are visually represented in RMS as additional pucks. The exclusion of additional charges for these LOA counters will be handled by billing processes - refer to MCO STC - SOD - Revenue Management Solution Design.docx for more information.

3224 *RMS Client Update*

To support entering estimated start and end times for RMS pucks, an RMS client update will be needed. These updates will focus on the "Update Task" window to ensure entering/updating estimated start and end times is a user-friendly experience.

3225 *RMS Graphical Configuration Updates*

To support the visualisation of ticket counter usage in RMS, there will be RMS graphical configuration updates required. These updates will assist in identifying adhoc usage (pucks with the ADHOC_PUCK event code - see section 3.2.2.3) as well as actual vs scheduled usage. Refer to MCO STC - SOD - RMS Solution Design.docx for more information.

3.2.3 SITACUPPS

3231 *1 File Format*

The format of the SITA CUPPS file that is loaded into the AODB has changed. In the "UserName" column, the file used to contain the IATA airline code e.g. "AA" or "B6". However, this column has been updated include "-MCO" after the IATA airline code e.g. "AA-MCO" or

"86-MCO". The SITACUPPS process will be updated to strip the "-Meo" from the "userName" column when retrieving the airline code.

Revenue Management

SOLUTION DESIGN DOCUMENT

04-Apr-2022 - Version 1.06

GREATER ORLANDO
AVIATION AUTHORITY

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Document History

		Imm	
1.00	14-Mar-2022	Teddy Quan	Initial Version
1.01	16-Mar-2022	Teddy Quan	Updates based on discussions with GOAA
1.02	24-Mar-2022	Teddy Quan	Updates based on feedback from GOAA Scenarios 26, 27, 28 added for remote and apron parking
1.03	28-Mar-2022	Teddy Quan	Update CR#54 figures based on feedback from GOAA
1.04	30-Mar-2022	Teddy Quan	Update Event Code IDs for Operations and BHS Admin fees per GOAA's feedback from the Reporting SDD
1.05	01-Apr-2022	Teddy Quan	Extract flights with diversion flight status. Update charge instance criteria for terminal facility fees to use service type in place of diversion flight status. Update Service Code IDs for Operations and BHS Admin fees per GOAA's feedback from the Reporting SDD
1.06	04-Apr-2022	Fook-Weng Chan	Removed timelines from Introduction. Updated Document Acceptance.

Table 1

Related Documents


MCOSTC • SOD-AODB Solution Design.docx
MCO STC • SOD - Revenue Management Solution Design.docx
MCOSTC • SOD • RMS Solution Design.docx
Veovo As-Built Documents available on GOAA SharePoint ... LINK HERE

Table 2

Document Acceptance

This document Revenue Management Solution Design 1.06 Is hereby accepted by the signatories below as the Veovo Revenue Management solution design to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO) for the Greater Orlando Aviation Authority (GOAA) Project.

For the GOAA

Signature	Name	Title
	Bob De Baere	Assistant Director, Airport Operations
	James Knusalla	Assistant Director, Business Applications

Table 3

Definitions

Table 4	
Aeronautical Billing Events	Transactional data records in Airport 20/20 Revenue Management (Billing) pertaining to arrival flights, aircraft parking and departure flights
AODB	Airport Operational Database
GOAA	Greater Orlando Aviation Authority
MCO	Orlando International Airport
MGLW	Maximum Gross Landing Weight
Non-Aeronautical Billing Events	Transactional data records in Airport 20/20 Revenue Management (Billing) that are not aeronautical events, e.g. training room usage
NTC	Northern Terminal Complex
STC	Southern Terminal Complex

Table 4

1. Introduction

This document MCO STC • SOD-Revenue Management Solution Design, specifies the Revenue Management solution to be implemented for the Southern Terminal Complex (STC) at Orlando Airport (MCO).

This document becomes the specification and supplementary site guide for use by GOAA and Veovo for the maintenance and support of the Veovo Revenue Management solution.

All information in this document:

- Has been compiled during design workshops and subsequent correspondence between GOAA and Veovo.
- Unless stated otherwise retains existing design and configuration as per the documents referenced in Table 2 and subsequent configuration jointly deployed between GOAA and Veovo.

It is required that the information contained in this document and any associated files is signed-off by GOAA as being confirmed requirements for the Veovo Revenue Management solution.

Notes:

- For the purposes of the identifying changes within a table, the red color will indicate a deletion, while the yellow color will indicate an addition. No color (white) will indicate no change.

As an example, the following table will indicate Airside AS3 as a deletion and Airside ASC as an addition.

Airside
AS1
AS2
AS3
AS4

2. Inwards

2.1 Aeronautical Billing Events

2.1.1 Extraction

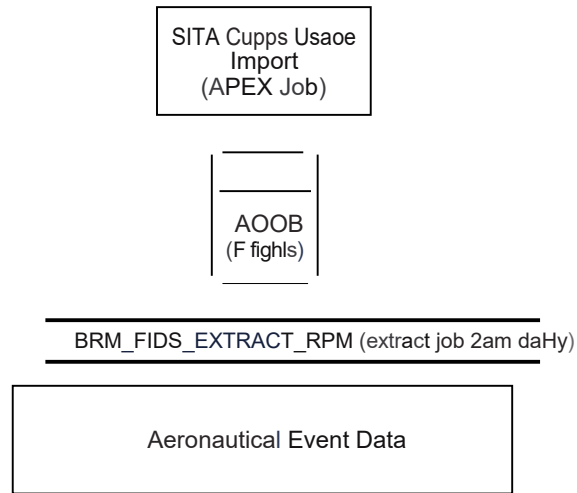
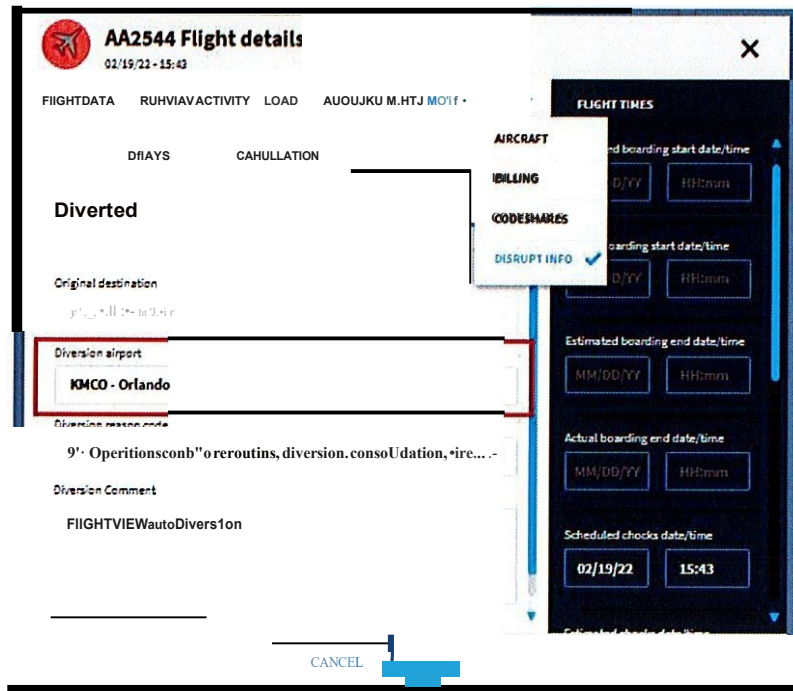


Fig 1

2.1.1.1 Diversion Flights

A change will be made to the extraction program such that any flight in history with a flight status of diversion (OV) will be extracted from the ACOB into the revenue management system as an aeronautical billing event. Previously, flights with a diversion flight status were not extracted into the revenue management system.



21.12 C-Outer and Piers/Make-ups

A change to the extraction to include the territoriality in the billing event property attribute list. This is to help facilitate the billing rules in Section 3.1.2 and Section 3.1.3.

2.2 Non-Aeronautical Billing Events

2.2.1 Passenger statistics

2211 Revenue and Non-Revenue stats Import APEX Execution

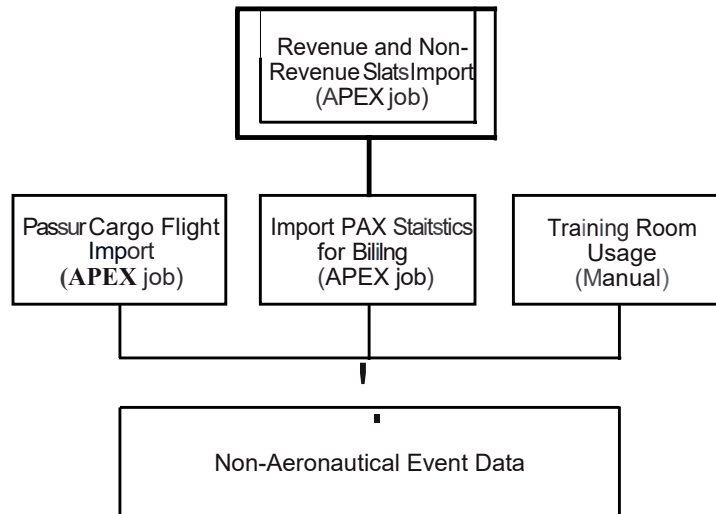


Figure 3

Airline self-reported passenger (PAX) numbers and maximum gross landing weight (MGLV) values are imported into AOOB via the Revenue and Non-Revenue Stats Import APEX Execution job.

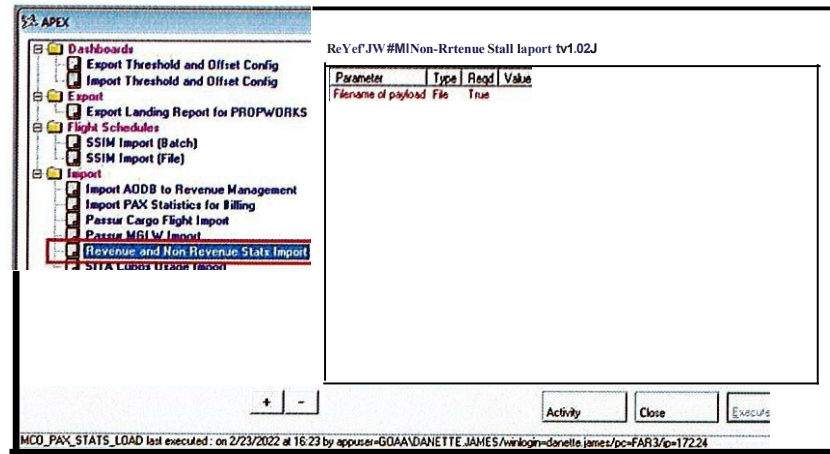


Figure 4

As part of the execution job, validation is run on each line of the imported file. An update will be made to the terminal and airside combination check for the STC.

It\mll	
AS1	A
AS2	A
AS3	B
AS4	B
ASC	C

Table 5

3. Billing

3.1 Billing Rules

3.1.1 Terminal Facility Fees

3.1.1.1 Event Codes

The current EXEMPT_FAC event code excludes both arrival and departure facility fees. To provide more flexibility, two additional event codes will be configured for Terminal Facility Fees. The new event codes will allow for users to exclude arrival or departure facility fees.

Event Code	Description
EXEMPT_JAC	Exempt Joint Airline Facility Fee
EXEMPT_FTR	Exempt Facility Fee for Arrival
EXEMPT_FOE	Exempt Facility Fee for Departure

Table 6

Event Date/Time	
03/10/11 11:12	
MNTCOOF (21)	
EXEMPT_CNT - Exempt Add Ticketing Pos Fee	EXEMPT_CNT
EXEMPT_FAC - Exempt Terminal Facility Fee	EXEMPT_FAC
EXEMPT_GAT - Exempt Ext Gate Occupancy Fee	EXEMPT_GAT
EXEMPT_MAK - Exempt Add Bag Make-up Fee	EXEMPT_MAK
EXEMPT_PRK - Exempt Remote Parking Fee	EXEMPT_PRK
EXEMPT_RON - Exempt RON On Gate Fee	EXEMPT_RON
FAC_ACSIZE - Oversize Aircraft for LOA Gate	FAC_ACSIZE

Figure 5

3.1.2 Charge Fee Updates

Terminal facility fees for participating airlines will be charged differently in the STC compared to the NTC. An arrival flight for a Participating Airline will be assessed an Arrival Only fee (based on aircraft size category) when the number of planes parked at a gate at the time of on-block exceeds the number of Annual Access Gates for the carrier. Similarly, a departure flight for a Participating Airline will be assessed a Departure Only fee (based on aircraft size category) when the number of planes parked at a gate at the start of the departure window exceeds the number of Annual Access Gates for the carrier. This differs from the NTC where

Airside Only fees would be charged for Participating Airlines when the flight exceeds the number of Annual Access Gates for the carrier.

The following highlighted changes will be made to the current FACILITY charge type.

FACILITY			
Short Description	Terminal Facility Fee		
Charge Basis	Fixed Charge Facility (Terminal Facility Charge)		
Charge Assessment	1 x rate		
Effective Dates	2022-05-01 to 2022-09-30		
Charge Header	FACILITY		
Charge Header Criteria	No Exempt Terminal Facility Fee Event Code (EXEMPT_FAC) applied - Not Cancelled flight leg - Vehicle Is A (arrival) or D (departure) - Terminal Is A, B, C or D		
Tax Rate	Exempt (0%)		
Description		ID	Rate
Private Only Fee (NB Non-Participating)	- Vectex Is A (Inval) - Aircraft type size category Is C (canmuter), N (narrow-body) or W (wide-body) - Delta Is A (Inval) 00000056 • Aerowlas de Mexico - SA de CV 00002631 • ...Canada 00003531 • Nnencan ...lines Inc 00000150 • Bahamasair Holdings Limited, Inc 00000175 • British f, Jrways 00000250 • Cq, a Airlines 00002579 • Delta, ...Lines 00002932 • Frontier Airlines 00001312 • JetBlue f, Jrways Cap, 00003455 • Silver Airways Cap 00000792 • Southwest Airlines Co 00000800 • Spirit Airlines	\$200.00	AJROPS

Mr1val Only Fee(JB Non-Participating)	00001945 • United Airlines Inc 00002651 • Westjet an Allerta Partnership No Exempt Terminal Facility Arrival Fee Event CQdo(EXEMPT_FAR) applied c• TypeIs not P(Positioning) and X(Technical Slcp) Vector Is A (Ilrtval) Aircraft type size category Is J O,mbo) Detlor Is not 00000056 • Aerolias de Mexico SAdeCV 00002631 • />Ir Canada 00003531 • Mnerican />irlines I nc 00000150 • Bahamasair Holdings Lml ed , Inc 00000175 • British />irwWfS 00000250 • Ccpa A'llines 00002579 • Delta />Ir Lines 00002932 • Frontier AJrines 00001312 • JetBlue,;,rways Corp. 00003455. Sliver Airways Cap 00000792 • Southwest,;,rines Co 00000800 • Spirl />irtines 0000 1945 • United A'llines Inc 00000905 • Illrgln Allantic />irways Lid 00002651 • Westjet an All erta Partnership No Exempt Terminal Facility Arrival Fee Event C<Ide (EXEMPT_FAR) applied ce TypeIs not P (Positioning) and X(Technical Slcp)	\$300.00	AIROPS
	Arrival Only Fee (SJB Non-Participating) Vector Is A (Ilrtvai) Aircraft type size category Is SJ (superJumbo) Oebta is not 00000056 • Aerolias de Mexico SAdeCV		

	▪ 00002631 • Air Canada 00003531 • American Airlines Inc ▪ 00000150 • Bahamasair Holdings Limited, Inc ▪ 00000175 • British Airways • 00000250 • Copa Airlines 00002579 • Delta Air Lines ▪ 00002832 • Frontier Airlines • 00001312 • JetBlue Airways Corp. ▪ 00003455 • Silver Airways Corp ▪ 00000782 • Southwest Airlines Co ▪ 00000800 • Spirit Airlines ▪ 00001945 • United Airlines Inc 00000905 • Virgin Atlantic Airways Ltd ▪ 00002631 • Westjet Airlines - Partnership - No Exempt Terminal Facility Arrival - Fee Event Code (EXEMPT) • applied • Since T is not P (Passenger) • and X (Technical Stop)		
Departure Only Fee (NB Non-Participant)	Vector is D (departure) Aircraft type size category is C (narrow-body) or W (wide-body) Deblor is nd • 00000056 • Aeromexico S de CV 00002631 • Air Canada 00003531 • American Airlines Inc ▪ 00000150 • Bahamasair Holdings Limited, Inc • 00000175 • British Airways 00000250 • Copa Airlines ▪ 00002579 • Delta Air Lines ▪ 00002932 • Frontier Airlines ▪ 00001312 • JetBlue Airways Corp. 00003455 • Silver Airways Corp ▪ 00000792 • Southwest Airlines Co 00000800 • Spirit Airlines 00001945 • United Airlines Inc	\$467.00	AJROPS

	00000905 • Trigr, Atlantic Airways Ltd 000 02651 • Westjet an Allena - Partnership - NoExempt Terminal Facility - Fee Event Code (EXEMPT_FDE) - applied - Service Types not P (Positioning) - and X (Technical Stop)		
Departure Only Fee (JB Non-Participating)	- Vector Is D (departure) - Aircraft size category Is JB (Jumbo) - Debtor Is not 00000056 • Aerolíneas de México SA de CV 00002631 • Air Canada 00003531 • American Airlines Inc 00000150 • Bahamasair Holdings Limited, Inc 00000175 • British Airways 00000250 • Copa Airlines 00002579 • Delta Air Lines 000 02932 • Frontier Airlines 00001312 • JetBlue Airways Corp. 00003455 • Silver Airways Corp 00000792 • Southwest Airlines Co 00000800 • Spirit Airlines 00001945 • United Airlines Inc 00000905 • Trigr, Atlantic Airways Ltd 00002651 • Westjet an Allena - Partnership - NoExempt Terminal Facility - Fee Event Code (EXEMPT_FDE) - applied - Service Types not P (Positioning) - and X (Technical Stop)	\$700.50	AIROPS
Departure Only Fee (SJB Non-Participating)	- Vector Is D (departure) - Aircraft size category Is SJ (super Jumbo) - Debtor Is not 00000056 • Aerolíneas de México SA de CV	\$934.00	AIROPS

	00002031 • Air Canada 00003531 • American Airlines Inc 00000150 • Bahamasair Holdings 00000175 • British Airways 00000250 • Copa Airlines 00002579 • Delta Air Lines 00002932 • Frontier Airlines 00001312 • JetBlue Airways Corp. 00003455 • Silver Airways Corp 00000792 • Southwest Airlines Co 00000800 • Spirit Airlines 00001945 • United Airlines Inc 00000905 • Wiggins Airways Ltd 00002651 • Westjet an Alberta - Partnership - No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FDE) - applied - Service Type Is not P (Positioning) and X (Technical Stop)		
Inside Only • Arrival Fee (NB Participating)	- Vector is A (arrival) - Aircraft type size category is C (commuter), N (narrow-body) or W (wide-body) - Debtor Is either 00000056 • Aeromexico - SAde CV 00002631 • Air Canada 00003531 • American Airlines Inc 00000150 • Bahamasair Holdings 00000175 • British Airways 00000250 • Copa Airlines 00002579 • Delta Air Lines 00002932 • Frontier Airlines 00001312 • JetBlue Airways Corp. 00003455 • Silver Airways Corp 00000792 • Southwest Airlines Co 00000800 • Spirit Airlines 00001945 • United Airlines Inc	\$199.50	AIOPS

	00000905 • Vector Airways, Ltd. 00002651 • Westjet an Airberla Partnership - Terminal IsA or B - NoExempt Terminal Facility Arrival Fee Event Code(EXEMPT_FAR) applied - Serial Fee Type Isnot P(Positioning) and X(Technical Stop)		
Airside Only • Arrival Fee (JB Participating)	- Vector IsA (wrrival) - Aircraft Type size category JB (Jumbo) - Debtor Is either 00000056, AerC>llas de MeJdco SAde CV 00002631 • Air Canada 00003531 • I'met1can Airlines Inc 00000150 • Bahamasllr Hold ngs - Lini led, Inc 00000175 • Brilish Airways 00000250 • Copa Ai'llnes 00002579 • Della Air Unes 00002932 • Frontier Airl nes 00001312 • JetBlue Airways Corp. 00003455 • Sliver Airways Ccrp 00000792 • Southwest Airill esCo 00000800 • Splrl Airlines 00001945 • United Ai'llnes Inc 00000905 • I. IrAllanlic Airways LI 00002651 • Westjet an Airberla Partnership - Terminal Is A or B - NoExempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied - Serial Fee Type Isnot P (Positioning) and X(Technical Stop)	\$299.25	AJROPS
Airside Only • Arrival Fee (SJB Participating)	- Vector Is A (Wrrival) - Aircraft Type size category Is SJ (super-Jumbo) - Debtor Is either	\$399.00	AJROPS

	00000056 • Aeta,,ies de Mexico - SAdCV 00002631 • Air Canada 00003531 • American Airlines Inc 00000150 • Bahamas Air Holdings Limited, Inc 00000175 • British Airways 00000250 • Copa Airlines 00002579 • Delta Air Lines 00002932 • Frontier Airlines 00001312 • JetBlue Airways Corp. 00003455 • Silver Airways Corp 00000792 • Southwest Airlines Co 00000800 • Spirit Airlines 00001945 • United Airlines Inc 00000905 • Virgin Atlantic Airways Ltd 00002651 • Westjet Airlines Partnership - Terminal Is Aor 8 - No Exempt Terminal Facility Annual Fee Event Code (EXEMPT_FAR) - applied - Stoppage Type 11 and P (Positive/Stop) - and X (Technical stop)		
Airside Only • Departure Fee (NB Participating)	Vector Is D(departure) - Aircraft type size category Is C (commuter), N (narrow-body) or W (wide-body) - Debit Is either 00000056 • Aerolias de Mexico - SAdCV 00002631 • Air Canada 00003531 • American Airlines Inc 00000150 • Bahamas Air Holdings Limited, Inc 00000175 • British Airways 00000250 • Copa Airlines 00002579 • Delta Air Lines 00002932 • Frontier Airlines 00001312 • JetBlue Airways Corp. 00003455 • Silver Airways Corp 00000792 • Southwest Airlines Co	\$199.50	AJROPS

	00000800 • Splrl/ljrlineJ 00001945- UnHedAl1ines Inc 00000905 • Wgil Allantie Jlj,ways Lid 00002651 • Wesjel an Al:let1e Partnership • Terminal Is Aer B • No Exempt Tennlnal Facility Alltval • Fee Evenl CCde(EXEMPT_FOE) • applied • Sen,lee Typels n01P (Positioning) • and X(Technleal Slop) •		
Airside Only • Departure Fee (JB Participating)	Veetcr Is O (departure) • A.rctaft type size eal0901Y Is J (jumbo) ▪ Oeillcr Is either 00000056 • Ae<c,,,ias de Mexico ▪ ▪ SAde CV 00002631 - f,l,r Canada ▪ 00003531 •et1ean f,lrlinesInc 00000150 • Bahamasair Hol dnngs Lm ited , Inc 00000175 • British AlrwWfs 00000250 • Cepa Al-lines 00002579 • Oetta /ljr Lines 00002932• Frontier Alrines ▪ 00001312 • JetBlue Airways Ccrp. ▪ 00003455 • Sliver Airways Cap ▪ 00000792 • Southwest f,lrlines Co 00000800 • Splrl f,lrlines ▪ 00001945 • Untted A,rines Inc • 00000905 • Wgil AllanHc f,l,rways Lid 00002651 • Wesjel an Alberta Partne<shp • Terminal Is Aer B • No Exempt Tennlnal Facility Alltval • Fee Evenl Code (EXEMPT_FOE) • applied • Sen,lee Typels n01P (Positioning) • and X(Technleal Slop) •	\$299.25	AIROPS
Airside Only• Departure Fee (SJBParticipating)	Vecta Is O(departure) A.rcraft type size calegcris SJ • (super-Jumbo) •	\$399.00	AIROPS

	Ocellor Is either 00000056 • MCMH de Me,dco SAde CV 00002631 • Air Cenada 00003531 • Amencen Airtin.. Inc 00000150 • Bahnasair Hcling, Limited. Inc 00000175. British Airways 00000250 • Cq>a Ai'tln.. 00002579 • Defta Air un .. 00002932 • Frootler Airl nes 00001312 • JetBlue>jrways C orp. 00003455 • SIIYer ~>ysCorp 00000792 • Southwest Airtiles Co 00000800 • Spirll>jrtines 00001945 • UnitedAi'tin.. Inc 00000905 • \1rglnAllatlncAirways Ltd 00002651 • Wesljet an Al>erta PMnership Terminal Is A or B NoExempt TerminalFacilityArrival Fee Event <u>Code EXEMPT_FDE</u> a lie SenAce Type Is not P (Positiooling) and X(Technical Slop)		
Airside Only - Departure Fee (NB Virgin)	• Vector is D (departure) • Aircraft type size category is C (commuter), N (narrow-body) or W (wide-body) • Debtor is 00000905 - Virgin Atlantic Airways Ltd	\$199.50	AIOPS
Airside Only - Departure Fee (JB Virgin)	• Vector is D (departure) • Aircraft type size category is JB (jumbo) • Debtor is 00000905 - Virgin Atlantic Airways Ltd	\$299.25	AIOPS
Airside Only - Departure Fee (SJB Virgin)	• Vector is D (departure) • Aircraft type size category is SJ (super-jumbo) • Debtor is 00000905 - Virgin Atlantic Airways Ltd	\$399.00	AIOPS

...rival Only Fee (NB Participating)	■ Vector IsA (wrlvll) • Aa-cr1ft type size category Is C (ccrmute-), N (narro,r er W (wide-bod')) ■ Dehtcr Is either 00000056 • h<<Mas deMexico ■ SA de CV ■ 00002631 • Air Canada • 00003531 • ""erican Airlines Inc • 00000150 • Baharnaseir Holding, l l m ed, Inc 00000175 • British Airw"fs ■ 00000250 • Cq,a A,l ines 00002579 • Della>jr lines ■ 00002932 • Frontier Airlines ■ 00001312 • JetEluoAirwaysCcrp. 00003455 • Sliver Airways Ccrp ■ 00000792 • Southwestl>jrflinesCo ■ 00000800 • Splrl>jrflines ■ 00001945 • UnitedA,l ines Inc 00000905 • Virgin Atlantic>jrways ■ lnd 00002651 • Westjet an Alberta P81fnership • Terrinal IsC • NoExempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied • SerlAco Typels not P (Positioning) and X (Technical Stop) •	5200.00	AIROPS
...rival Only Fee (JB Participating)	- Vector IsA (arrival) • Ai'craft type size category Is J (jumbo) • Dehtcr Is Hher 00000056 • Ae<<Mas deMeldco ■ SAdeCV ■ 00002631 • Air Conada ■ 00003531 • ""erican>jrflines Inc 00000150 • Baharnasair Hotdngs ■ l imited, Inc ■ 00000175 • Britishl>jrways ■ 00000250 • Copa A,l ines 00002579 • Della "4r lines ■	\$300.00	AIROPS

	• 00002932 - Frontier Airlines ▪ 00001312 - JetBlue Airways, Corp. • 00003455 - Silverjetway, Corp • 00000792 - Southwest Airlines Co ▪ 00000800 - Spirit Airlines ▪ 00001945 - United Airlines Inc ▪ 00000905 - Trans Atlantic Airways Ltd ▪ 00002651 - Westjet an Alberta ▪ PartnerShip • Terminal is C • No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied • Screen Type (not P (Positioning) and X (Technical Stop))		
Arrival Only Fee (SJ B Participating)	• Vector 11A (arrival) • Aircraft type size category is SJ (super-jumbo) • Debtor Is eligible • 00000056 - Aeroflot de Mexico S de CV • 0000263 - Air Canada • 00003531 - American Airlines Inc • 00000150 - Bahamas Holdings Ltd, Inc • 00000175 - British Airways, ▪ 00000250 - Copa Airlines ▪ 00002579 - Delta Air Lines ▪ 00002932 - Frontier Airlines • 00001312 - JetBlue Airways Corp. ▪ 00003455 - Silverjetways Cap ▪ 00000792 - Southwest Airlines Co ▪ 00000800 - Spirit Airlines ▪ 00001945 - United Airlines Inc ▪ 00000905 - Trans Atlantic Airways Ltd • 00002651 - Westjet an Alberta • PartnerShip • Terminal is C • No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied	\$400.00	AIOPS

	Service Type Isnot P (Positioning) and X(Technical Stop)		
Departure OnlyFee (NB Participating)	Vedcor Is D(departure) - Ao-craft type size category Is C (canmute),N(narrow-body)orW (wide-b - DebCor Is either 00000056 • Aer<>lias de Mexico - SA de CV 00002631 • "4r Canada 00003531 - Penncan "4rlines Inc 00000150 - Bahamasair Holdings - Lin tted. Inc 00000175- British "4rways 00000250 - Cope Ao-lines 00002579 • Delta "4r Unes 00002932 • Frontie,Airlines 00001312 - JetBlue"4rways Corp. 00003455 • Silver Ao-ways Cap 00000792 • Southwest "4rlines Co 00000600 • Spirit"4rlines 00001945 - UnitedAirlines Inc 00000905 - VirginAtlantic Airways 00002651 - Westjet an Allena - Partnership - Terminal is C - NoExempt Terminal Facility Arrival Fee Event Code(EXEMPT_FDE) applied - Service Type Isnot P (Positioning) and X(Technical Stop)	\$467.00	AJROPS
Departure OnlyFee (JB Participating)	Vedcor Is D(departure) - Ao-craft type size category Is J (Imbo) - DebCor Is either 00000056 • Aer<>lias de Mexico - SA de CV 00002631 • "4r Canada 00003531 - Penncan "4rlines Inc 00000150 - Bahamasair Holdings - Lin tted Inc 00000175 - British "4rways	\$700.50	AJROPS

	• 00000250 • Copamnes 00002579 • 0. «1/Nr Unes ▪ 00002932 • FronUer Air1 nes • 00001312 • JetBlue Airways Corp. • 00003455 • S' - Airways Cap • 00000792 • SouthwHI Aiflines Co • 00000800 • SI>irl I'l rlines • 00001945 • UnitedAil'lines Inc 00000905 • 4rgin AllanUc Airways ▪ - lid 00002651 • Westjet an Abella ▪ - Partnffihlp • Terrinel Is C - NoExempt Terminal Facility Arrival - Fee Evenl Code (EXEMPT_FDE> ▪ - applied - Sen Ace Typels pol P(PostHioning) - andX (Technical Slop) ▪		
Departure Only Fee(SJB Participating)	- Vector IsD (departure) ▪ Aircraft type size category is SJ (super-jumbo) • Debtor is either ▪ 00000056 • ilel'C>lias de Meldco - S AdeCV ▪ 00002631 • Air Canada • 00003531 • American Airtines Inc 00000150 • Bahamasen Hcldngs • limited. Inc • 00000175. British/Ilrways 00000250 • Copa A#lines 00002579 • Delta t.r lines ▪ 00002932 • Frontier Air1 nes 00001312 • JetBlue Airways Corp. • 00003455 • S' - Airways Corp ▪ 00000792 • Southwest Airtines Co • 00000800 • Splrl Alritnes • 00001945 • UnitedAil'lines Inc 00000905 • 4rgin AllanUc Airways • - lid 00002651 • Westjet an A. berta ▪ Partnership • Terrinell Is C	\$934.00	AIROPS

	- No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FOE) applied - Service Type other than P (Positioning) and X (Technical stop)		
Airside Only - Arrival Fee (NB Diverted/PIX)	- Vehicle It A (Level) - Aircraft type size category 11C (narrow-body) or W (wide-body) - No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied - Service Type other than P (Positioning) or X (Technical stop)	\$199.50	AJROPS
Airside Only - Arrival Fee (JB Diverted/PIX)	- Vehicle Is A (Arrival) - Aircraft type size category Is J (Jumbo) - No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied - Service Type other than P (Positioning) or X (Technical stop)	\$299.25	AJROPS
Airside Only - Arrival Fee (JB Diverted/PIX)	- Vehicle Is A (Arrival) - Aircraft type size category Is SJ (super-Jumbo) - No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied - Service Type other than P (Positioning) or X (Technical stop)	\$399.00	AJROPS
Airside Only - Departure Fee (NB Diverted/PIX)	- Vehicle O (departure) - Aircraft type size category 11C (narrow-body) or W (wide-body) - No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied - Service Type other than P (Positioning) or X (Technical stop)	\$199.50	AJROPS
Airside Only - Departure Fee (JB Diverted/PIX)	- Vehicle O (departure) - Aircraft type size category Is J (Jumbo) - No Exempt Terminal Facility Arrival Fee Event Code (EXEMPT_FAR) applied - Service Type other than P (Positioning) or X (Technical stop)	\$299.25	AJROPS

Airside Only- Departure Fee (SJB Diverted/PIX)	- Vector Is D (departure) - Aircraft size category Is SJ (super-)#nbo - No Exempt Terminal Facility Fee Event Code (EXEMPT_FAR) - applied - Service Types either P (Positioning) or X (Technical)	1399.00	AIROPS
--	--	---------	--------

Table 7

313 Diversion Flights

Diversion flights which utilize either the NTC or STC will be updated to apply the following terminal facility charges.

		Participating Carrier Charges	Non-Participating Carrier Charges
Narrow Body	Less than a full hour at gate.	Airside Only Arrival	Airside Only Arrival
Narrow Body	Less than a full hour at gate, but less than two hours.	Airside Only Arrival Airside Only Departure / Airside Only Departure	Airside Only Arrival
Jumbo Mid Size per Jumbo	less than a full hour to 90 minutes at gate.	Airside Only Half	Airside Only Arrival
Jumbo Mid Size per Jumbo	Greater than or equal to 90 minutes, but less than three hours	Airside Only Half Airside Only Departure / Airside Only Departure	Airside Only Arrival

Table 8

New FACILITY charge instances will be configured to accommodate the terminal facility charge updates. Refer to the Airside Only - Arrival Fee (NB Diverted/PIX), Airside Only - Arrival Fee (JB Diverted/PIX), Airside Only - Arrival Fee (SJ Diverted/PIX), Airside Only - Departure Fee (NB Diverted/PIX), Airside Only - Departure Fee (JB Diverted/PIX) and Airside Only - Departure Fee (SJ Diverted/PIX) in Section 3.1.4.1.

For specific scenarios, please refer to Section 3.2.22, Section 3.2.24 and Section 3.2.26.

314 Service Type P or X

Facility charges for flight sequences which include a service type of P (Positioning Non-Revenue) or X (Technical Shop) will follow the same rules as Diversion Flights.

For specific Service Type P scenarios, please refer to Section 3.2.15, Section 3.2.16, Section 3.2.17, Section 3.2.18 and Section 3.2.19.

For specific Service Type X scenarios, please refer to Section 3.2.20, Section 3.2.21, Section 3.2.23 and Section 3.2.25.

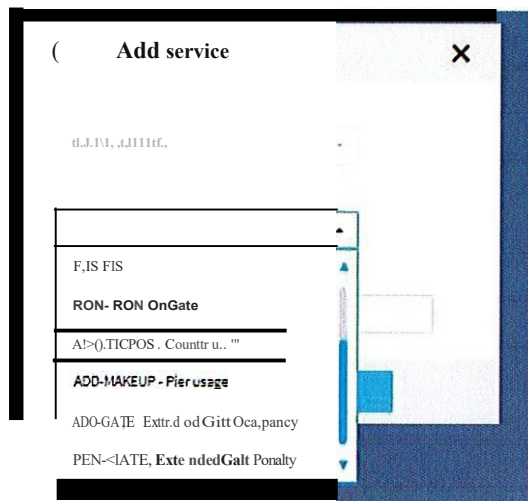
3.1.2 Counter Usage

3.1.2.1 Non-Participating Carriers

Billing specific counter rules for Non-Participating carriers will remain the same in the STC as in the NTC.

3.1.2.2 Participating Carriers

No overage counter charges for Participating carriers will be charged in the STC automatically. Instead, counter usage charges within the STC will be added on an ad-hoc basis via a flight specific service code (AOO-ICPOS- Counter Usage).



3.1.3 PierUsage

Charges related to the usage of piers will be calculated differently from the current NTC billing setup. All Pier related charges for both Participating and Non-Participating carriers operating in the STC will be added on an ad-hoc basis via a flight specific Service Code (ADD-MAKEUP - Pier usage). Pier related charges will not be based on counter usage in the STC.

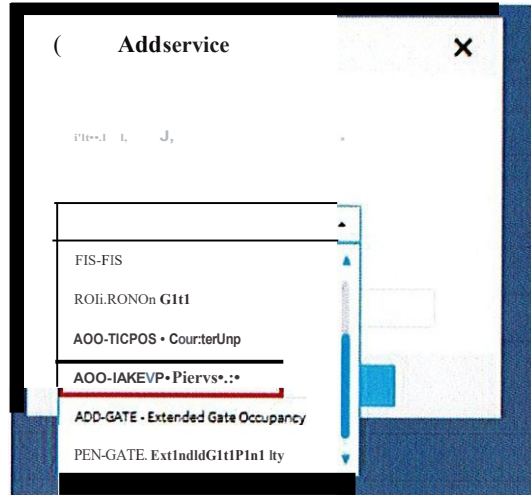


Figure 7

3.1.4 Parking (CR#53 New Charge Type -Terminal Apron vs Remote Parking)

3.1.4.1 Bridge Resource Type Descriptions

Resource type distinctions are determined within the Stand (Billing) Maintenance under the Bridge Details Type.

Stand (Billing) Maintenance	
Headline	Bridge IOIC0:7 25 (Effective: 2019-09-01) • Edit code
Key: IKMC0:725	
Effective Dates	Bridge Details
2019-09-01	AI Code <u>Designation (Common Use, Private Use)</u> <u>Terminal</u> <u>Time</u> <u>PLJgN <mbe1</u>

Figure 8

An update to the Bridge Type "2" description from "Hardstand" to "Terminal Apron Parking" will be made.

3.1.4.2 Charge Fee Updates

The REMOTEPARK charge type will be separated into two charge types for terminal apron parking (APRONPARK) and remote parking (REMOTEPARK). Parking duration will be aggregated based on consecutive resource types and charged in 12-hour blocks. Terminal Apron Parking resource types will be associated to the APRONPARK charge type, while remote parking resource types will be associated to the REMOTEPARK charge type.

For specific scenarios, please refer to Section 3.2.30, Section 3.2.31 and Section 3.2.32.

1W			
Short Description	Remote Parking		
Charge Basis	ParkingSeqRemoteParkingTdal (Remote Parking Tdal Per Sequence)		
Charge Assessment	Parking duration (12-hour blocks) x rate		
Effective Dates	2022-05-01 to 2022-09-30		
Charge Header	REMOTEPARK		
Charge Header Criteria	No Exempt XXXXXXXXXX Parking Fee Event Code (EXEMPT_PRK) applied Vector is D (departure)		
Tax Rate	RON & NorthWest Ramps (6.5%)		
Narrow Body	Aircraft 1-10 size category is C (commuter), N (narrow-body) or W (wide-body)	\$78.00	WESTRAMP
Jumbo	Aircraft 1-10 size category is J (jumbo)	\$117.00	WESTRAMP
& per Jumbo	Aircraft 1-10 size category is SJ (super-Jumbo)	\$156.00	WESTRAMP

Table 9

Short Description	Terminal Apron Parking
Charge Basis	ParkingSeqTerminalApronParkingTdal (Terminal Apron Parking Tdal Per Sequence)
Charge Assessment	Parking duration (12-hour blocks) x rate

Effective Date	2022-05-01 to 2022-09-30		
Charge Headline	APRON PARK		
Charge Header Criteria	NoExempt Vector Is D (departure) Parking Fee Event Code (EXEMPT_PRK) applied		
Tax Rate	RON & North Miami Ramps (6.5%)		
		GLM	
Narrow Body	Vehicle type size category is C (commuter), N (narrow-body) or W (wide-body)	\$76.00	TERMAPRON
Jumbo	Vehicle type size category is J (Jumbo)	\$117.00	TERMAPRON
Super Jumbo	Vehicle type size category is SJ (super-Jumbo)	\$156.00	TERMAPRON

Table 10

3.1.4.3 New Parking Resource Report

A new report will be created to identify all active parking resources which are type Hardstand (Terminal Apron Parking) or Remote Parking.

The report will have one input parameter:

		Default	Order	Optional	Type
Resource Type	Resource Type - Gate, Hardstand, Remote Parking, HM gar, Other	Hardstand, Remote Parking		Yes	Dropdown CheckboxList

Table 11

The report columns will follow the below specification:

Column	Order	Example
Resource ID		709
Effective From	2	2016-01-01 00:00:00
Resource Type	3	Remote Parking
Description		Common-Use Parking only

Table 12

3.1.4.4 Parking Fee Report

The parking fee report currently pulls from REMOTEPARK charges. This report will be updated to pull from REMOTEPARK and APRONPARK charge types.

3.1.4.5 Pre-Invoice Specific Reports

The Post-Invoice Report, Pre-Invoice Report, Pre-Invoice Report Customized, Pre-Invoice Report Customized and Grouped, Revenue Management - Adjustments Report retrieve any charge types associated to the billing run selected. The Charge Type parameter dropdown values display the charge header descriptions. For the cases of this CR, it will either display Remote Parking or Terminal Apron Parking as a Charge Type option.

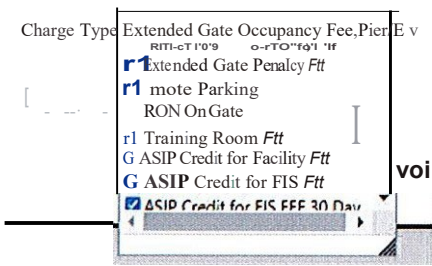


Fig1J'e 9

3.1.4.6 PROWorks Export

The added mapping associated for the TERMAPRON charge code is specified as part of Section 4.1.1.1.

3.1.4.7 Event Code and Service Code

Both the remote parking and terminal apron parking charges will be exempt when the EXEMPT_PRK event code is applied to the departure flight in the sequence. Two new event codes will be configured to exempt remote parking (EXEMPT_PRM) and terminal apron parking (EXEMPT_PAP) fees individually.

	ffit-
EXEMPT_PRK	E,snp PtingFee
EXEMPTJ' RM	f,sn p Remele Pll'l'.ing Fee
EXEMPT_p,ap	E"" it Tennln.,f,'PonPerl'"1gFee

Table13

A new service code will be created to enable users to apply terminal apron specific service quantities. Remote parking will continue to use the REMOTEPARK service code.

REMO TE PARK	Rema e Pa,Idng
APRON PARK	Tenninll Apon Pa1dng

Table14

3.1.6 Operations Admin Penalty Fee

A new charge type will be configured to allow the user to apply an Operations Admin Penalty fee. A flight where this fee is applied will need to have both the OPS_ADMIN event code and ADD-OPSADM service code added.

511011 Description	Operations Admin Penalty Fee		
Charge Basis	ServiceOpsPen (Operations Penalty Fee by Service Code)		
Charge Assessment	(Jlanliy x rate NOTE: (JlanliywiA be del aul ed to 0 if no service code (Jlanliy is applied		
Effective Dates	2022-05-01 to 2022-09-30		
Charge Header	OP&PEN		
Charge Header Criteria	Operations Admin Penalty Fee Event Code (OPS.,AOMIN) applied • Veda-Is A(-rtwl) a-0 (d-1 Vfe) Terminal Is A,B Ca- 0		
TH Rate	Exempt (0%)		
OperationsPenaltyFee•I'll	None	\$1 000.00	OPSAOMFEE

Table 15

3.1.6 BHS Admin Penalty Fee

A new charge type will be configured to allow the user to apply a BHS Admin penalty fee. A flight where this fee is applied will need to have both the BHS_ADMIN event code and ADD-BHSADM service code added.

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511011 Description	BHS Admin Penalty Fee		
Charge Basis	BHSOp, Pen (BHS Penalty Fee by Service Code)		
Charge Assessment	quantity x rate NOTE- quantity will be defaulted to 0 if no service code quantity is provided		
Effective Dates	2022-05-01 to 2022-09-30		
Charge Header	BHS-PEN		
Charge Header Criteria	BHS Admin Penalty Fee Event Code (BHS_ADMIN) applied • Vehicle is A (arrival) or D (departure) Terminal is A, B, C or D		
Tax Rate	Exempt (0%)		
		Quantity	
BHS Penalty Fee-All	None	\$1000.00	OPSADM FEE

Table 16

3.2 Billing Scenarios

3.2.1 Scenario 1A

Participating airline with 2 Manual Access Gates All flights belong to same participating airline All flights are domestic All planes are narrow body B737-800 (MTOW: 144,000 lbs) All movements occur at STC					
Flight ID	Gate				
1	11	2022-04-30 20:16	2022-05-01 08:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	11	2022-05-01 09:16	2022-05-01 10:22	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	11	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56

Fljgill 3 Tcal	\$234.56
GrandTotal	\$703.68
Notes: No additional fees for any or these flights because the number of lights at a gate (f) does not exceed the number of Annual Access Gates(2).	

Table 17

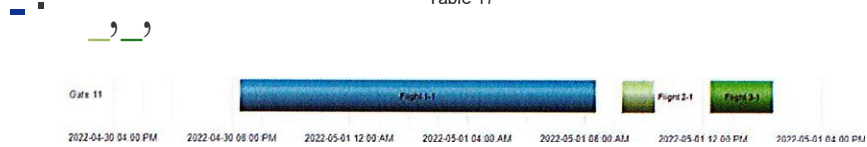


Figure 10

322 Scenario 18

- Non-participating airline (0 Annual Access Gates) - All flight segments belong to same non-participating airline All flights are domestic - All planes are narrowbody B737-800 (MGLW = 144000 lbs) - All movements occur at STC					
	ff	2022-04-30 20:16	2022-05-01 08:22	Landing Fee Arrival Only Fee (2022-04-30 20:16 - 2022-04-30 21:16) Extended Gate Fee x 1 (2022-04-30 21:16 - 2022-04-30 22:16) RON x f (2022-04-30 22:16 - 2022-05-01 07:22) Departure Only Fee (2022-05-01 07:22 - 2022-05-01 08:22)	\$234.56 \$200.00 \$200.00 \$337.61 \$467.00
Flight 1 Total					\$1439.17
2	ff	2022-05-01 09:16	2022-05-01 10:22	Landing Fee Arrival Only Fee (2022-05-01 09:16 - 2022-05-01 09:50) Departure Only Fee (2022-05-01 09:50 - 2022-05-01 10:22)	\$234.56 \$200.00 \$467.00
Flight 2 Total					\$901.56

3	11	2022-05-01 12:16	2022-05-01 14:22	Landing fee	\$234.56
				Arrival Only fee (2022-05-01 12:16 - 2022-05-01 13:16)	\$200.00
				Extended Gate fee x 1 (2022-05-01 13:16 - 2022-05-01 13:22)	\$200.00
				Departure Only fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$467.00
Flight 3 Total					\$1101.56
Grand Total					\$3442.29

Table 18



Figure 11

323 Scenario 2

Participating airline/h 2 Annual Access Gates All flights belong to same participating airline All flights are domestic All planes are narrow body B737-800 (MGLW• 144000lbs) All movements occur at STC					
Flight ID	Gate				
11		2022-04-30 20:16	2022-05-01 08:22	Landing fee	\$234.56
Flight 1 Total					\$ 234.56
2	12	2022-05-01 09:16	2022-05-01 10:22	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56
Flight 3 Total					\$234.56
Grand Total					\$703.66

Notes: No additional fees for any of these flights, because the number of flights at a gate (1) does not exceed the number of Annual Access gates (2).

Table 19



Figure e12

324 Scenario 3

Participating airline will 2 Annual Access Gates All flights belong to the participating airline - All flights are domestic - All planes are narrowbody B737-800 (MTOW = 144000 lbs) All movements occur at STC					
1	11	2022-04-30 20:16	2022-05-01 06:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 09:16	2022-05-01 10:22	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56
Flight 3 Total					\$234.56
Grand Total					\$703.68
Notes: No additional fees for any of these flights, because the number of flights at a gate (1) does not exceed the number of Annual Access gates (2).					

Table 20



Figure e13

325 Scenario 4

- Participating airline v, Oh2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrow body (8737-800 (MGLW * 144000) > s) - All movements occur at STC					
	Item			BIELID	Item
1	11	2022-04-30 20:16	2022-05-01 12:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:16	2022-05-01 12:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56
				Arrival Only Fee x 1 (2022-05-01 12:16 - 2022-05-01 13:16)	\$200.00
Flight 3 Total					\$434.56
Grand Total					\$903.68
Notes: Flight 13 charged an Arrival Only Facility Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16).					

Table 21



Fig1.re 14

326 Scenario 5

Participating airline with 2 Annual Access Gates All flights belong to same participating airline All flights are domestic All planes are narrow body (8737-800 (MGLW * 144000) > s) All movements occur at STC

	1am	.	■	II3I!il1D	ICiiiiiiii
1	11	2022-04-30 20:16	2022-05-01 12:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:16	2022-05-01 13:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56
				Arrival Only Fee (2022-05-01 12:16 - 2022-05-01 13:16)	\$200.00
				Extended Gate Fee x1 (2022-05-01 13:16 - 2022-05-01 13:22)	\$200.00
				Departure Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$467.00
Flight 3 Total					\$1101.56
4	14	2022-05-01 12:30	2022-05-01 16:35	Landing Fee	\$235.56
Flight 4 Total					\$234.56
Grand Total					\$1805.24
Notes: Flight 3 is charged an Arrival Only Facility Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16). Flight 3 is charged an Extended Gate Occupancy Fee because the number of flights at a gate (3) at 13:16 exceeds the number of Annual Access gates (2). Flight 3 is charged a Departure Only Fee because the number of flights at a gate (3) at 13:22 exceeds the number of Annual Access gates (2).					

Table 22



Figure 15

327 Scenario 6

Participating airline with 2 Annual Access Gate,
All flights belong to same participating airline

> If flight is domestic > If payload is narrow body B737-800 (MGLW • 144,000 lbs) > If movements occur at STC unless HIs towed to remote parking					
P					
1	12	2022-05-01 11:00	2022-05-01 11:30	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	14	2022-05-01 11:15	2022-05-01 16:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee Arrival Only Fee (2022-05-01 12:16 - 2022-05-01 13:16)	\$234.56 \$200.00
Flight 3 Total					\$434.56
4	14	2022-04-30 20:16	2022-04-30 21:30	Landing Fee	\$234.56
4	Remote Parking	2022-04-30 21:45	2022-05-01 11:15	-	-
4	11	2022-05-01 11:30	2022-05-01 13:00	Remote Parking x 2 (2022-04-30 21:45 - 2022-05-01 11:15) Extended Gate Fee x 1 (2022-05-01 11:30 - 2022-05-01 12:00) Departure Only Fee (2022-05-01 12:00 - 2022-05-01 13:00)	\$166.14 \$200.00 \$467.00
Flight 4 Total					\$1068.70
Grand Total					\$1972.38
Notes: Flight 1#3 is charged an Arrival Only Facility Fee because the number of flights at a gate (4) exceeds the number of Manual Access Gates (2) at the time of arrival (12:16). Flight 3 is not charged any Facility Fees in addition to the Arrival Only Fee because the number of flights at a gate (2) at 13:16 does not exceed the number of Manual Access Gates (2). Flight 4 is charged for 2 x 12-hour blocks of remote parking (remote parking is billed to the departure). Flight 4 is charged an Extended Gate Occupancy Fee because the number of flights at a gate (3) at 11:30 exceeds the number of Manual Access Gates (2). Flight 4 is charged a Departure Only Fee because the number of flights at a gate (3) at 12:00 exceeds the number of Manual Access Gates (2).					

Table 23

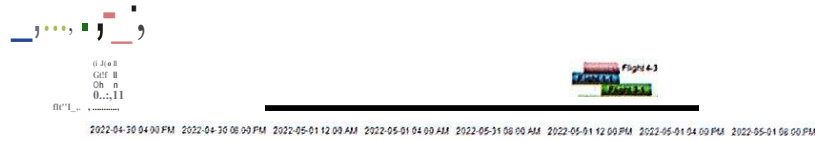


Figure 16

328 Scenario 7

- Participating airline: Mh 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrow body 8737,800 (MGI W • 144000 lbs) - All movements occur at STC					
	Cell:				
1	12	2022-05-01 11:00	2022-05-01 13:00	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	14	2022-05-01 11:03	2022-05-01 16:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	90	2022-05-01 09:45	2022-05-01 10:55	Landing Fee	\$234.56
3	15	2022-05-01 11:10	2022-05-01 12:06	Departure Only Fee (2022-05-01 11:10 - 2022-05-01 12:06)	\$467.00
Flight 3 Total					\$701.56
Grand Total					\$1170.68
Notes: Flight 3 is charged a Departure Only Fee because the number of flights at a gate (3) at 11:10 exceed the number of Annual Access gates (2).					

Table 24



Figure 17

329 Scenario 8

- Participating airline: 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrow body 8737-800 (MTOW: 144000 lbs) - All movements occur at STC					
	em			GL:TL:tn	ililr:ll1m
1	12	2022-05-01 11:00	2022-05-01 13:00	Landing Fee	\$ 234.56
Flight 11 Total					\$234.56
2	14	2022-05-01 11:03	2022-05-01 16:35	Landing Fee	\$234.56
Flight 12 Total					\$234.56
3	90	2022-05-01 09:45	2022-05-01 10:50	Landing Fee	\$234.56
3	15	2022-05-01 11:05	2022-05-01 12:06	Extended Gate Fee x 1 (2022-05-01 11:05 - 2022-05-01 11:06)	\$200.00
				Departure Only Fee (2022-05-01 11:06 - 2022-05-01 12:06)	\$467.00
Flight 3 Total					\$901.56
Grand Total					\$1370.68
Notes: Flight 3 is charged an Extended Gate Occupancy Fee because the number of flights at a gate (3) at 11:05 exceeds the number of Annual Access gates (2). Flight 13 is charged a Departure Only Fee because the number of flights at a gate (3) at 11:06 exceeds the number of Annual Access gates (2).					

Table 25



Figure 18

3210 Scenario 9

Participating airline: 2 Annual Access Gates

0

• All flights belong to same participating airline • All flights are domestic • All planes are narrow body B737-800 (MGLW= 144000 lbs) • All movements occur at STC					
1	12	2022-05-01 11:00	2022-05-01 13:00	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	14	2022-05-01 11:03	2022-05-01 16:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	90	2022-05-01 09:45	2022-05-01 11:05	Landing Fee	\$234.56
3	15	2022-05-01 11:10	2022-05-01 12:10	Departure Only Fee (2022-05-01 11:10- 2022-05-01 12:10)	\$467.00
Flight 3 Total					\$701.56
Grand Total					\$1170.68
Notes: Flight #3 is charged a Departure Only Fee because the number of flights at a gate (3) at 11:10 exceeds the number of Annual Access Gates (2).					

Table 26



Figure 19

Scenario 10

Participating airline with 2 Annual Access Gates All flights belong to same participating airline All flights are domestic All planes are narrow body B737-800 (MGLW= 144000 lbs) All movements occur at STC unless it is towed to remote parking		
Flight ID	Gate	On Checks

1	12	2022-05-01 11:00	2022-05-01 13:00	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	14	2022-05-01 11:15	2022-05-01 16:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56
				Arrival Only Fee (2022-05-01 12:16 - 2022-05-01 13:16)	\$200.00
Flight 3 Total					\$434.56
4	11	2022-04-30 20:16	2022-04-30 21:30	Landing Fee	\$234.56
4	Remote Parking	2022-04-30 21:45	2022-05-01 12:00	-	-
4	11	2022-05-01 12:15	2022-05-01 13:00	Remote Parking x 2 (2022-04-30 21:45 - 2022-05-01 12:00)	\$166.14
				Departure Only Fee (2022-05-01 12:15 - 2022-05-01 13:00)	\$467.00
Flight 4 Total					\$867.70
Grand Total					\$1771.36
Notes: Flight 113 is charged an Arrival Only Fee because the number of flights at a gate (4) exceeds the number of Annual Access Gates (2) at the time of arrival (12:16).					
Flight #4 is charged for 2 x 12-hour blocks of remote parking (remote parking is billed to the departure).					
Flight #4 is charged a Departure Only Fee because the number of flights at a gate (3) at 12:15 exceeds the number of Annual Access Gates (2).					

Table 27

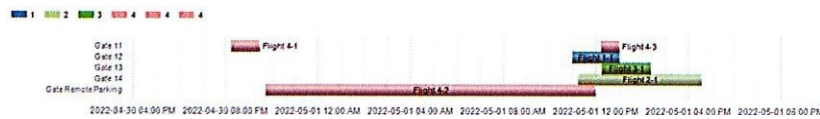


Figure 20

3.2.12 Scenario 11

Participating airlines with 2 Annual Access Gates
 All flights belong to same participating airline
 All flights are domestic

- Airplane, are narrowbody 67-37-600 (McG. VV- 1# 000005) - All movement, occur al STC unless towed to remote parking					
	1am				
1	12	2022-05-01 11:00	2022-05-01 13:00	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	14	2022-05-01 11:15	2022-05-01 16:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.56
				Arrival Only Fee (2022-05-01 12:16 - 2022-05-01 13:16)	\$200.00
Flight 3 Total					\$434.56
4	11	2022-05-01 11:15	2022-05-01 12:05	Landing Fee	\$234.56
				Arrival Only Fee (2022-05-01 11:15 - 2022-05-01 12:05)	\$200.00
4	Remote Parking	2022-05-01 12:20	2022-05-01 14:30	-	-
4	15	2022-05-01 14:45	2022-05-01 17:00	Remote Parking x 1 (2022-04-30 21:45 - 2022-05-01 12:00)	\$83.07
Flight 4 Total					\$517.63
Grand Total					\$1421.31
Notes: Flight 3 is charged an Arrival Only Facility Fee because the number of flights at a gate (4) exceeds the number of Annual Access gates (2) at the time of arrival (12:16). Flight 4 is charged an Arrival Only Fee because the number of flights at a gate (3) at 11:15 exceeds the number of Annual Access gates (2) and is less than one hour from timed departure. Flight 4 is charged for 1 x 12-hour blocks of remote parking (remote parking is billed to the departure).					

Table 28

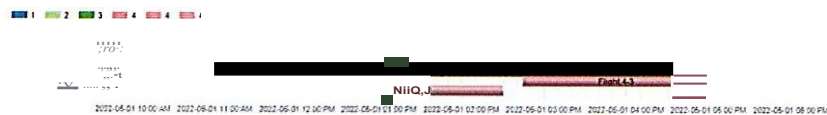


Figure 21

3213 Scenario 12

- Participating airline with 2 MnuuJ Access GateH - N, Ilig, IS belong to same participating airline - M flights are domestic - M planes are narrow body 737-800 (MGLW • 144000 lbs) - M movements occur at STC unless I is towed to remote parking					
1	12	2022-0>01 11:00	2022-0>0113:00	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	13	2022-0>0112:16	2022-0>01 U:22	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	11	2022-04-30 20:15	2022-04-30 21:30	Landing Fee	\$234.56
3	Remote Parking	2022-04-30 21:45	2022-0>0112:30	-	-
3	11	2022-0>01 12:45	2022-05-01 14:00	Remote Parking x 2 (2022-04-30 21:45 - 2022-05-01 12:30) Extended Gate Fee x 1 (2022-01 12:45- 2022-0>01 13:00) Departure Only Fee (2022 -0113:00- 2022-05-01 14:00)	\$166.14 \$200.00 \$467.00
Flight 3 Total					\$1067.70
Grand Total					\$1536.82
Notes: Flight 1113 is charged for 2 x 12-hour blocks of remote parking (remote parking is billable to the departure) Flight 113 is charged an Extended Gate Fee because the number of flights at a gate (3) at 12:45 exceeds the number of Airline Access gates (2). Flight 113 is charged a Departure Only Fee because the number of flights at a gate (3) at 13:00 exceeds the number of Airline Access gates (2).					

Table 29



3214 Scenario 13

- Participating airline v.41112 Annual AcoHs Gath - All flights belong to same participating airline - All flights are domestic - All planes are narrow body 8737-800 (MGW • 144000 lbs) - All movements occur at STC - Flight 3 has an arrival v. nch Is service t))e P (positioning flight)					
1	11	2022-04-30 20:16	2022-05-01 15:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:16	2022-05-01 14:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16 [Service Type PJ]	2022-05-01 14:22	Landing Fee Arrival Airside Fee (2022-05-01 12:16 - 2022-05-01 13:16) Extended Gate Fee x1 (2022-05-01 13:16 - 2022-05-01 13:22) Departure Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$234.56 \$199.50 \$200.00 \$467.00
Flight 3 Total					\$1101.06
Grand Total					\$1570.18
Notes: Flight #3 is charged an Arrival Airside Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16) and the flight is a Positioning (ferry flight) with a Service Type of P. Flight #3 is charged an Extended Gate Occupancy Fee because the number of flights at a gate (3) at 13:16 exceeds the number of Annual Access gates (2). Flight #3 is charged a Departure Only Fee because the number of flights at a gate (3) at 13:22 exceeds the number of Annual Access gates (2).					

Table 30



Figure 23

3.2.16 Scenario 14

- Participating airline v. Uh 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrowbody B737-800 (MTOW • 144000 lbs) - All movements occur at STC - Flight 3 has a departure v. It has service type P (positioning, long t)					
IP	Flight	Arrival	Departure	Flight ID	Gate
1	11	2022-04-30 20:16	2022-05-01 15:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:16	2022-05-01 14:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16	2022-05-01 14:22 (Service Type P)	Landing Fee Arrival Only Fee (2022-05-01 12:16-2022-05-01 13:16) Extended Gate Fee x1 (2022-05-01 13:16-2022-05-01 13:22) Departure Anode Fee (2022-05-01 13:22-2022-05-01 14:22)	\$234.56 \$200.00 \$200.00 \$199.50
Flight 3 Total					\$834.06
Grand Total					\$1303.18
Notes: Flight 3 is charged an Arrival Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16). Flight 3 is charged an Extended Gate Occupancy Fee because the number of flights at a gate (3) at 13:16 exceeds the number of Annual Access gates (2). Flight 3 is charged a Departure Anode Fee because the number of flights at a gate (3) at 13:22 exceeds the number of Annual Access gates (2) and the flight is a Positioning (ferry flight) with a Service Type of P.					

Table 31



Figure 24

3.2.16 Scenario 15

- Participating airline with 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are Airbus A320XLR (MTOW = 144,000 lbs) - All movements occur at STC Fig. 13 has an arrival and departure which is service type P (positioning flight)					
	em				Climate
I	II	2022-04-30 20:16	2022-05-01 15:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:16	2022-05-01 14:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16 (Service Type PJ)	2022-05-01 14:22 (Service Type PJ)	Landing Fee Arrival Airside Fee (2022-05-01 12:16 - 2022-05-01 13:16) Extended Gate Fee x1 (2022-05-01 13:16 - 2022-05-01 13:22) Departure Airside Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$234.56 \$199.50 \$200.00 \$199.50
Flight 3 Total					\$633.56
Grand Total					\$1302.68
Notes: Flight 3 is charged an Arrival Airside Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16) and the flight is a Positioning (ferry flight) with a Service Type of P. Flight 3 is charged an Extended Gate Occupancy Fee because the number of flights at a gate (3) at 13:16 exceeds the number of Annual Access gates (2). Flight 3 is charged a Departure Airside Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at 13:22 and the flight is a Positioning (ferry flight) with a Service Type of P.					

Table 32



Figure 25

3.2.17 Scenario 16

- Non-participating airline (0 Annual Access, Gates) - All flights belong to same non-participating airline - All flights are domestic - All planes are narrow body B737-800 (MGLW • 144000 lbs) - Air movements occur at STC - Flight 2 has an arrival which is serviceable (point of arrival flight)					
	12			13:10:10	
1	12	2022-05-01 11:16	2022-05-01 12:35	Landing Fee Arrival Only Fee (2022-05-01 11:16 - 2022-05-01 11:56) Departure Only Fee (2022-05-01 11:56 - 2022-05-01 12:35)	\$234.56 \$200.00 \$467.00
Flight 1 Total					\$901.56
2	13	2022-05-01 12:16 (Service Type PJ)	2022-05-01 14:22	Landing Fee Arrival Airside Only Fee (2022-05-01 12:16 - 2022-05-01 13:16) Extended Gate Fee x 1 (2022-05-01 13:16 - 2022-04-30 13:22) Departure Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$234.56 \$199.50 \$200.00 \$467.00
Flight 2 Total					\$1101.06
Grand Total					\$2002.62
Notes: Flight 1 is charged all facility fees (arrival and departure only fees) because it is a non-participating airline. Flight 2 is charged an Arrival Airside Only Fee because the arrival flight is a Positioning (ferry flight) with a Service Type of P. Flight 1 is charged an Extended Gate Occupancy Fee because it is on the ground for more than the allotted 120 minutes. It is charged from 13:16 - 13:22 as the facility fees cover arrival: 12:16 - 13:16 and departure: 13:22 - 14:22. Flight 2 is charged a Departure Only Fee because it is a non-participating airline and the departure is not a Positioning (ferry flight) with a Service Type of P.					

Table 33



Figure 26

3.2.18 Scenario 17

- Non-participating airline (0 Annual Access Gate) - All flights belong to same non-participating airline All flights are domestic - All planes are narrowbody 8737-800 (MGLW = 144000 lbs) All movements occur at STC Flight 2 has a departure time change service type P (positioning flight)					
1	12	2022-05-01 11:16	2022-05-01 12:35	Landing fee Arrival Only fee (2022-05-01 11:16 - 2022-05-01 11:56) Departure Only Fee (2022-05-01 11:56 - 2022-05-01 12:35)	\$234.56 \$200.00 \$467.00
Flight 1 Total					\$901.56
2	13	2022-05-01 12:16	2022-05-01 14:22 (Service Type P)	Landing Fee Arrival Only fee (2022-05-01 12:16 - 2022-05-01 13:16) Extended Gate Fee x1 (2022-05-01 13:16 - 2022-04-30 13:22) Departure Airside Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$234.56 \$200.00 \$200.00 \$199.50
Flight 2 Total					\$834.06
Grand Total					\$1735.62
Notes: Flight #1 is charged all facility fees (arrival and departure only fees) because it is a non-participating airline. Flight #2 is charged an Arrival Only Fee because it is a non-participating airline, and the departure is not a Positioning (ferry flight) with a Service Type of P. Flight #2 is charged an Extended Gate Occupancy fee because it is on the ground for more than the allotted 120 minutes. It is charged from 13:16 - 13:22 as the facility fees cover arrival: 12:16 - 13:16 and departure: 13:22 - 14:22. Flight #2 is charged a Departure Airside Only Fee because the departure flight is a Positioning (ferry flight) with a Service Type of P.					

Table 34



Figure 27

3.2.19 Scenario 18

- Non-participating airline (0th Annual Access Gates) 1st flights belong to same operating airline 1st flights are domestic 1st planes are narrow body B737-800 (M.G.W = 144000 lbs) 1st movements occur at STC - Fight 2 has an arrival and departure which is a 4th type P (positioning flight)					
1	12	2022-05-01 11:16	2022-05-01 12:35	Landrig Fee Arrival Only Fee (2022-05-01 11:16 - 2022-05-01 11:56) Departure Only Fee (2022-05-01 11:56 - 2022-05-01 12:35)	\$234.56 \$200.00 \$467.00
Fight 1 Total					\$901.56
2	13	2022-05-01 12:16 (Service Type PJ)	2022-05-01 14:22 (Service Type PJ)	Landrig Fee Arrival Airside Only Fee (2022-05-01 12:16 - 2022-05-01 13:16) Extended Gate Fee x1 (2022-05-01 13:16 - 2022-04-30 13:22) Departure Airside Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$234.56 \$199.50 \$200.00 \$199.50
Fight 2 Total					\$833.56
Grand Total					\$1735.12
Notes: Flight #1 is charged all facility fees (arrival and departure only fees) because it is a non-participating airline. Flight #2 is charged an Arrival Airside Only Fee because the arrival flight is a Positioning (ferry flight) with a Service Type of P. Flight #2 is charged an Extended Gate Occupancy Fee because it is on the ground for more than the allotted 120 minutes. It is charged from 13:16 - 13:22 as the facility fees cover arrival: 12:16 - 13:16 and departure: 13:22 - 14:22. Flight #2 is charged a Departure Airside Only Fee because the departure flight is a Positioning (ferry flight) with a Service Type of P.					

Table 35



Figure 28

3.2.20 Scenario 19

- Non-participating airline (0 Annual Access Gates) - All flights belong to same non-participating airline - All flights are domestic - All planes are narrowbody 737-800 (MGLW • 144000 lbs) - All movements occur at STC - Flight 2 has an arrival and departure which is service type X (technical stop)					
1	12	2022-05-01 11:16	2022-05-01 12:35	Landing Fee Arrival Only Fee (2022-05-01 11:16 - 2022-05-01 11:56) Departure Only Fee (2022-05-01 11:56 - 2022-05-01 12:35)	\$234.58 \$200.00 \$467.00
Flight 1 Total					\$901.56
2	13	2022-05-01 12:16 [Service Type XJ]	2022-05-01 14:22 (Service Type XJ)	Landing Fee Arrival Airside Only Fee (2022-05-01 12:16 - 2022-05-01 13:18) Extended Gate Fee x1 (2022-05-01 13:18 - 2022-05-01 13:22) Departure Airside Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$234.56 \$199.50 \$200.00 \$199.50
Flight 2 Total					\$833.58
Grand Total					\$1735.12
Notes: Flight #1 is charged all facility fees (arrival and departure only fees) because it is a non-participating airline. Flight #2 is charged an Arrival Airside Only Fee because the arrival flight is a technical stop with a Service Type of X. Flight #2 is charged an Extended Gate Occupancy Fee because it is on the ground for more than the allotted 120 minutes. It is charged from 13:16 - 13:22 as the facility fees cover arrival: 12:18 - 13:18 and departure 13:22 - 14:22. Flight #2 is charged a Departure Airside Only Fee because the departure flight is a technical stop with a Service Type of X.					

Table 36



3.2.21 Scenario 20A

- Participating airline v, 111 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic All planes are narrowbody 8737-800 (MGW • 144000 lbs) All movements occur at STC - Flight 3 has an arrival and departure which is service type X (technical stop)					
1	11	2022-04-30 20:18	2022-05-01 12:22	Landing Fee	\$234.58
Flight 1 Total					\$234.58
2	12	2022-05-01 11:18	2022-05-01 12:35	Landing Fee	\$234.58
Flight 2 Total					\$234.58
3	13	2022-05-01 12:18 (ServiceType XJ)	2022-05-01 14:22 (ServiceType XJ)	Landing Fee Arrival Airside Only Fee (2022-05-01 12:16- 2022-05-01 13:18)	\$234.58 \$199.50
Flight 3 Total					\$434.08
Grand Total					\$903.18
Notes: Flight 13 is charged an Arrival Airside Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:18) and has a Service Type of X. Flight 13 is not charged any additional Facility Fees because the number of flights at a gate (1) at 13:16 does not exceed the number of Annual Access gates (2).					

Table 37

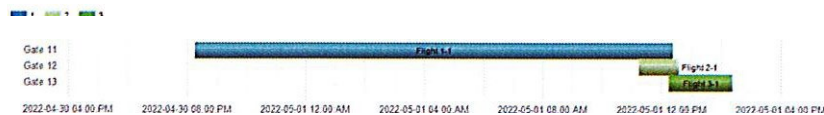


Figure 30

3.2.22 Scenario 20B

- Participating airline v.4th 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrow body B737-800 (M.G.W. • 144000 lbs) - All movements occur at STC - Flight 3 includes a diversion as part of the sequence					
1	11	2022-04-30 20:18	2022-05-01 12:22	Landing Fee	\$234.58
Flight 1 Total					\$234.58
2	12	2022-05-01 11:18	2022-05-01 12:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16 (Service Type XJ (Flight Status Is Diversion])	2022-05-01 14:22 (Service Type XJ (Flight Status Is Diversion])	Landing Fee Arrival Airside Only Fee (2022-05-01 12:18 - 2022-05-01 13:18)	\$234.56 \$199.50
Flight 3 Total					\$434.08
Grand Total					\$903.16
Note: Flight #3 is charged an Arrival Airside Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16) and this sequence includes a diversion. Flight #3 is not charged any additional Facility Fees because the number of flights at a gate (1) at 13:16 does not exceed the number of Annual Access gates (2).					

Table 38



Figure 31

3.2.23 Scenario 21A

- Participating airline v. All 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrow body 8737-800 (MGLW • 14000bs) - All movements occur at STC - Flight 2 has an arrival and departure v. which is service type X (technical stop)					
1	12	2022-05-01 11:16	2022-05-01 12:35	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	13	2022-05-01 12:16 [Stn lce Type X]	2022-05-01 14:22 [Stn lce Type X]	Landing Fee	\$234.56
Flight 2 Total					\$234.56
Grand Total					\$469.12
Notes: No additional fees for any of these flights because the number of flights at a gate (2) does not exceed the number of Annual Access gates (2).					

Table 39



Figure 32

3.2.24 Scenario 21B

Participating airline v. All 2 Annual Access Gates All flights belong to same participating airline All flights are domestic All planes are narrow body 8737-800 (MGLW • 14400bs) All movements occur at STC Flight 2 includes a d version as part of the sequence	
Flight ID	Gate

1	12	2022-05-01 11:16	2022-05-01 11:35	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	13	2022-05-01 12:16 (Service Type X) (Flight Status is Diversion)	2022-05-01 14:22 (Service Type X)	Landing Fee	\$234.56
Flight 2 Total					\$234.56
Grand Total					\$469.12
Notes: No additional fees for any of these flights because the number of flights at a gate (2) does not exceed the number of Annual Access Gates (2).					

Table 40



Figure e 33

3.2.26 Scenario 22A

Participating airline: 1112 Annual Access Gates - All flights belong to same participating airline - All flights are domestic - All planes are narrowbody 737-800 (MGLW = 144,000 lbs) - All movements occur at STC - Flight 13 has an arrival and departure which is service type X (technical stop)					
1	11	2022-04-30 20:16	2022-05-01 11:22	Landing Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:16	2022-05-01 14:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16 (Service Type X)	2022-05-01 14:22 (Service Type X)	Landing Fee	\$234.56
Arrival Airside Only Fee (2022-05-01 12:16-2022-05-01 13:16)					\$199.50

				Extended Gate Fee x 1 (2022-05-01 13:16-2022-04-30 13:22)	\$200.00
				Departure Airside Only Fee (2022-05-01 13:22-2022-05-01 14:22)	\$199.50
Flight 3 Total					\$833.58
Grand Total					\$1302.68
Notes: Flight 11311 charged an Arrival Airside Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16) and has a Service Type of X. Flight 13 is charged an Extended Gate Fee because the number of flights at a gate (3) at 13:16 exceeds the number of Annual Access gates (2). Flight 3 is charged a Departure Airside Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (13:22) and has a Service Type of X.					

Table 41



Fig. We 34

3.2.26 Scenario 22B

- Participating airlines with 2 Annual Access Gates - All flights belong to same participating airline - All flights are domestic All planes are narrow body 8737-800 (MGLW • 144000 lbs) All movements occur at STC Flight 3 include, a diversion as part of the sequence					
	le.ID				
1	11	2022-04-30 20:16	2022-05-01 15:22	Landing Fee	\$234.58
Flight 1 Total					\$234.58
2	12	2022-05-01 1:16	2022-05-01 14:35	Landing Fee	\$234.56
Flight 2 Total					\$234.56
3	13	2022-05-01 12:16 (Service Type X)	2022-05-01 14:22 (Service Type X)	Landing Fee	\$234.58

		(Flight Status) Oversight		Arrival Airside Only Fee (2022-05-01 12:18-2022-05-01 13:10)	\$199.50
				Extended Gate Fee x 1 (2022-05-01 13:10 - 2022-04-30 13:22)	\$200.00
				Departure Airside Only Fee (2022-05-01 13:22 - 2022-05-01 14:22)	\$199.50
Flight 3 Total					\$833.56
Grand Total					\$1302.68
Notes: Flight 1113 is charged an Arrival Airside Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (12:16) and the sequence includes a diversion. Flight 3 is charged an Extended Gate Fee because the number of flights at a gate (3) at 13:16 exceeds the number of Annual Access gates (2). Flight 3 is charged a Departure Airside Only Fee because the number of flights at a gate (3) exceeds the number of Annual Access gates (2) at the time of arrival (13:22) and the sequence includes a diversion.					

Table 42

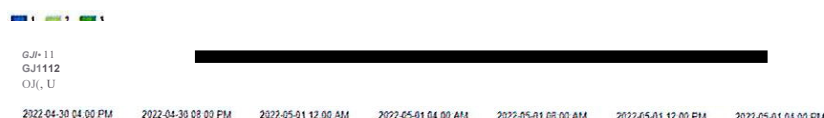


Figure 35

3.2.27 Scenario 23

Participating airline with 2 Annual Access Gates All flights belong to same participating airline All flights are domestic Planes used for flights 1 and 12 are narrow body B737-800 (MGLW = 144000 lbs) Plane used for flight 13 is jumbo body B777-300 (MGLW = 554000 lbs) All movements occur at STC Flight 3 has a FAC_ACSIZE event code set on arrival and departure					
Flight ID	Gate				
11	2022-04-30 20:16	2022-05-01 15:22	Landing Fee		\$234.56
Flight 1 Total					\$234.56
12	2022-05-01 11:16	2022-05-01 14:35	Landing Fee		\$234.56
Flight 2 Total					\$234.56

3	13	2022-05-01 12:18 (FAC_ACSIZE event set)	2022-05-01 14:22 (FAC_ACSIZE event set)	landngfee Arrival Only Fee (JB) (2022-05-01 12:18-2022-05-01 14:22) Departure Only Fee (JB) (2022-05-01 13:20-2022-05-01 14:22)	\$902.41 \$300.00 \$700.50
Flight 13 Total					\$1902.91
Grand Total					\$2372.03
Notes: Flight 13 is charged for all resource usage due to the FAC_ACSIZE event code. This includes Arrival Only Fee and Departure Only fees.					

Table 43

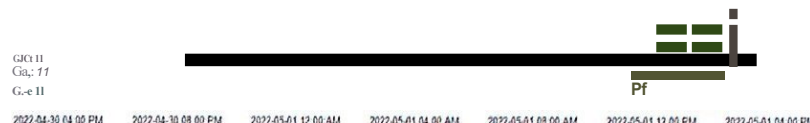


Figure 36

3.2.28 Scenario 24

Participating airline with 2 Annual Access Gates All flights belong to same participating airline All flights are domestic - Planes used for flight 11 and flight 13 are narrow body B737-800 (MGLW = 144000 lbs) - Plane used for flight 12 is jumbo body 777-300 (MGLW = 554000 lbs) - All movements occur at STC Flight 2 has a FAC_ACSIZE event code set on arrival and departure					
1	11	2022-04-30 20:16	2022-05-01 15:22	Landng Fee	\$234.56
Flight 1 Total					\$234.56
2	12	2022-05-01 11:18 (FAC_ACSIZE event set)	2022-05-01 14:35 (FAC_ACSIZE event set)	Landng Fee Arrival Only Fee (JB) (2022-05-01 11:18 - 2022-05-01 12:48) Extended Gate Fee (JB) x 1 (2022-05-01 12:48 - 2022-05-01 13:05) Departure Only Fee (JB) (2022-05-01 13:05 - 2022-05-01 14:35)	\$902.41 \$300.00 \$300.00 \$700.50

FI9112 Total	\$2202.91
3 113 12022 01 12:16 12022-05-01 14:22 Landing Fee	\$234.58
FI91t 3Total	\$234.58
G<andTotal	\$2672.03
Notes: FI"11112 is charged for a resource usage due to the FAC_ACSIZE event code. This includes Aniva Jolly Fee. E>lended Gate Fee xt and Departure Only.	

Table 44



3.2.29 Scenario 26

Participating Airline 2 Annual Access Gates

All flights belong to same participating airline

All flights are domestic

Planes used for flight #1 and flight #3, narrow body 8737-800 (MGLW • 144000 lbs)

Plane used for flight #1 is jumbo body 8777-300 (MGLW • 554000 lbs)

► Movements occur at STC

Airline has a FAC_ACSIZE event code set on arrival and departure

Flight ID	Gate				
11		2022-04-30 20:16 [FAC_ACSIZE event set]	2022-05-01 15:22 [FAC_ACSIZE event set]	Landing Fee	\$902.41
				Arrival Only Fee (J8) (2022-04-30 20:16 - 2022-04-30 21:46)	\$300.00
				Extended Gate Fee (J8) x 1 (2022-05-01 21:46 - 2022-04-30 22:46)	\$300.00
				ROO (2022-04-30 22:46 - 2022-05-01 10:00)	\$506.41
				Extended Gate Fee (J8) x 4 (2022-05-01 10:00 - 2022-05-01 13:52)	\$1200.00
				Departure Only Fee (J8) (2022-05-01 13:52 - 2022-05-01 15:22)	\$700.50
Flight 11 Total					\$3909.32

2	1 12	2022-05-01 11:16	2022-05-01 14:35	Landing Fee	\$234.58
FI 12 Total					\$234.58
3	1 13	2022-05-01 12:16	2022-05-01 14:22	Landing Fee	\$234.58
FI 13 Total					\$234.58
Grand Total					\$4378.44
Note: Fig. 11 is charged for all resources, regardless of the FAC_ACSIZE event code. This includes Arrival Only Fee, Extended Gate Fee x9, RON and Departure Only.					

Table 45

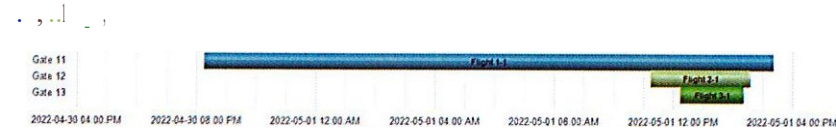


Fig. 1. Ke 38

3.2.30 Scenario 26

- Participating airlines with 2 Annual Access Gates - All flights belong to participating airlines - All flights are domestic - All planes are narrow body 737-800 (MGLW = 144000 lbs) - All movements occur at STC unless it is towed to remote parking or apron parking					
1	11	2022-05-01 11:00	2022-05-01 12:45	Landing Fee	\$234.58
1	Remote Parking	2022-05-01 13:00	2022-05-01 14:00	-	-
1	Apron Parking	2022-05-01 14:15	2022-05-01 15:15	-	-
1	11	2022-05-01 15:30	2022-05-01 17:00	Remote Parking x 1 (2022-05-01 13:00 - 2022-05-01 14:00) Duration: 60 minutes	\$83.07
				Apron Parking x 1 (2022-05-01 14:15 - 2022-05-01 15:15) Duration: 60 minutes	\$83.07
FI 111 Total					\$400.70

Grand Total	\$40070
Notes: Aig,1#1 is charged for 1 x 12./lcublock of remote pakng (remote parldngls billed to the departll'e). Fi "11#1 is charged for 1 x 12./fourblock of apra, parldng (apra, patl<ings billed to the dep;rwre).	

Table 46



Figure 39

3.2.31 Scenario 27

- Participating air new 2 Annual Access Gates - All flights belong to • participating airline - All flights are domestic - All planes are narrow body B737800 (MGLW= 14-4000 lbs) All movements occur at STC unless otherwise noted for remote parking					
	C1111				
1	11	202 11:00	2022-05-01 12:45	Landing Fee	\$234.56
1	Remote Parking	2022-05-01 13:00	2022-05-01 14:00	-	-
1	Remote Parking	2022 1 14:15	2022-05-01 15:15	-	-
1	11	2022-05-01 15:30	2022-05-01 17:00	Remote Parking x 1 (2022-05-01 13:00- 2022-05-01 14:00) (2022-05-01 14:15 • 2022-05-01 15:15) Duration: 120 minutes	\$83.07
Flight 1 Total					\$317.63
Grand Total					\$317.63
Notes: Aig,1#1 is charged for 1 x 12-hcu block of remote parking (remote parking is billed to the departure). The o..ratia, for 2022 11:30- 2022 1 14:00 and 2022-05-01 14:15- 2022-05-01 15:15 is aggregated since they both share the same rescue type (remote parking).					

Table 47



Figure 40

3.2.32 Scenario 28

Participating airline with 2 Annual Access Gates					
- All flights belong to the participating airline - All flights are domestic - All planes are narrow body 737, SOO (MGLW = 14,400 lbs) - All movements occur at STC unless it is a vehicle ramp parking or apron parking					
1	11	2022-05-01 11:00	2022-05-01 12:45	Landing Fee	\$234.56
1	Ramp Parking	2022-05-01 13:00	2022-05-01 14:00	-	-
1	Apron Parking	2022-05-01 14:15	2022-05-01 15:15	-	-
1	Ramp Parking	2022-05-01 15:30	2022-05-01 16:30	-	-
1	Apron Parking	2022-05-01 16:45	2022-05-01 17:45	-	-
1	11	2022-05-01 18:00	2022-05-01 19:00	Ramp Parking x 1 (2022-05-01 13:00 - 2022-05-01 14:00) Duration: 80 minutes Apron Parking x 1 (2022-05-01 14:15 - 2022-05-01 15:15) Duration: 60 minutes Ramp Parking x 1 (2022-05-01 15:30 - 2022-05-01 16:30) Duration: 80 minutes Apron Parking x 1 (2022-05-01 16:45 - 2022-05-01 17:45) Duration: 80 minutes	\$83.07 \$83.07 \$83.07 \$83.07
Final Total					\$566.84
Grand Total					\$566.84
Notes: A flight is charged for 1 x 12-hour block of ramp parking (2022-05-01 13:00 - 2022-05-01 14:00)					

Flit, t #1 is charged for 1 x 12-hour block of apron parking (2022-05-01 14:15-2022-05-01 15:15)

Flit, t #1 is charged again for 1 x 12-hour block of apron parking because the flit was lowered off the previous resource type (apron parking) and onto a new resource type (remote-g) (2022-05-01 15:30-2022-05-01 16:30)

Flit, t #1 is charged again for 1 x 12-hour block of apron parking because the flit was lowered off the previous resource type (remote-g) and onto a new resource type (apron parking) (2022-05-01 16:45-2022-05-01 17:45)

Table 48



Figure 41

3.2.33 NTC and STC Comparisons

The logic to determine if the number of planes at the gate exceeds the Annual Access gates will work across both the NTC and STC. The following table can be used to see the NTC and STC comparisons for terminal related facility fees.

	Im	
NB, Non-Participating, Arrival	Arrival Only Fee FY2022 Fee: \$200.00	Arrival Only Fee FY2022 Fee: \$200.00
JB, Non-Participating, Arrival	Arrival Only Fee FY2022 Fee: \$300.00	Arrival Only Fee FY2022 Fee: \$300.00
SJ, Non-Participating, Arrival	Arrival Only Fee FY2022 Fee: \$400.00	Arrival Only Fee FY2022 Fee: \$400.00
NB, Non-Participating, Departure	Departure Only Fee FY2022 Fee: \$487.00	Departure Only Fee FY2022 Fee: \$487.00
JB, Non-Participating, Departure	Departure Only Fee FY2022 Fee: \$700.50	Departure Only Fee FY2022 Fee: \$700.50
SJ, Non-Participating, Departure	Departure Only Fee FY2022 Fee: \$934.00	Departure Only Fee FY2022 Fee: \$934.00
NB, Participating, Arrival	Arrival Arrside Only Fee FY2022 Fee: \$199.50	Arrival Only Fee FY2022 Fee: \$200.00
JB, Participating, Arrival	Arrival Arrside Only Fee FY2022 Fee: \$299.25	Arrival Only Fee FY2022 Fee: \$300.00
SJ, Participating, Arrival	Arrival Arrside Only Fee FY2022 Fee: \$399.00	Arrival Only Fee FY2022 Fee: \$400.00

NB, Participating Departure	Departure Airside Only Fee FY2022 Fee: \$199.50	Departure Only Fee FY2022 Fee: \$467.00
JB, Participating Departure	Departure Airside Only Fee FY2022 Fee: \$299.25	Departure Only Fee FY2022 Fee: \$700.50
SJ, Participating, Departure	Departure Airside Only Fee FY2022 Fee: \$399.00	Departure Only Fee FY2022 Fee: \$934.00
NB, Non-Participating, Arrival, Service Type X, Y or Is Diversim	Arrival Airside Only Fee FY2022 Fee: \$199.50	Arrival Airside Only Fee FY2022 Fee: \$199.50
JB, Non-Participating, Arrival, Service Type X, Y or Is Diversim	Arrival Airside Only Fee FY2022 Fee: \$299.25	Arrival Airside Only Fee FY2022 Fee: \$299.25
SJ, Non-Participating, Arrival, Service Type X, Y or Is Diversim	Arrival Airside Only Fee FY2022 Fee: \$399.00	Arrival Airside Only Fee FY2022 Fee: \$399.00
NB, Non-Participating, Departure, Service Type X, Y or Is Diversim	Departure Airside Only Fee FY2022 Fee: \$199.50	Departure Airside Only Fee FY2022 Fee: \$199.50
JB, Non-Participating, Departure, Service Type X, Y or Is Diversim	Departure Airside Only Fee FY2022 Fee: \$299.25	Departure Airside Only Fee FY2022 Fee: \$299.25
SJ, Non-Participating, Departure, Service Type X, Y or Is Diversim	Departure Airside Only Fee FY2022 Fee: \$399.00	Departure Airside Only Fee FY2022 Fee: \$399.00
NB, Participating, Arrival, Service Type X, Y or Is Diversim	Arrival Airside Only Fee FY2022 Fee: \$199.50	Arrival Airside Only Fee FY2022 Fee: \$199.50
JB, Participating, Arrival, Service Type X, Y or Is Diversim	Arrival Airside Only Fee FY2022 Fee: \$299.25	Arrival Airside Only Fee FY2022 Fee: \$299.25
SJ, Participating, Arrival, Service Type X, Y or Is Diversim	Arrival Airside Only Fee FY2022 Fee: \$399.00	Arrival Airside Only Fee FY2022 Fee: \$399.00
NB, Participating, Departure, Service Type X, Y or Is Diversim	Departure Airside Only Fee FY2022 Fee: \$199.50	Departure Airside Only Fee FY2022 Fee: \$199.50
JB, Participating, Departure, Service Type X, Y or Is Diversim	Departure Airside Only Fee FY2022 Fee: \$299.25	Departure Airside Only Fee FY2022 Fee: \$299.25
SJ, Participating, Departure, Service Type X, Y or Is Diversim	Departure Airside Only Fee FY2022 Fee: \$399.00	Departure Airside Only Fee FY2022 Fee: \$399.00

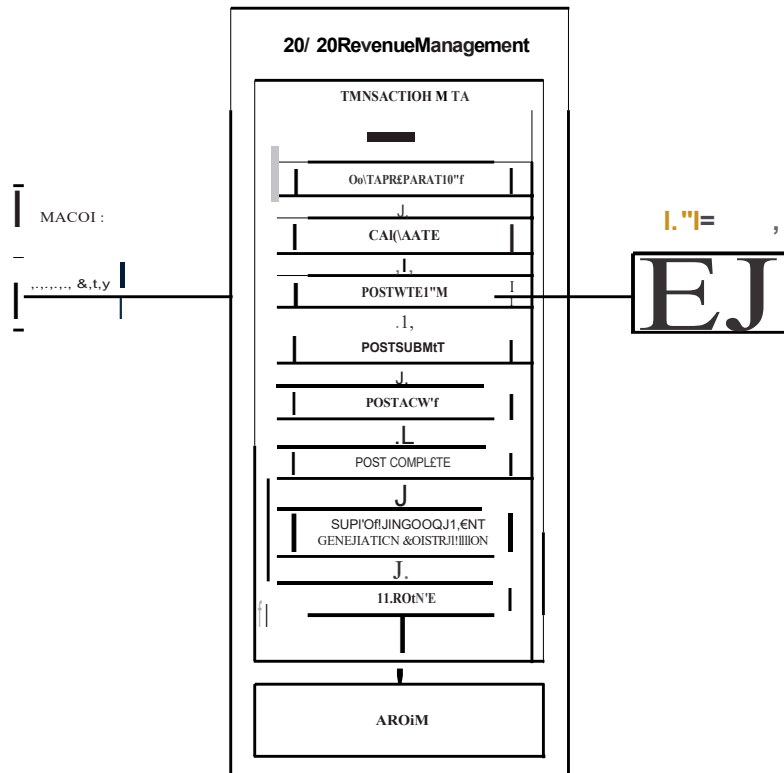
NB, Non-Participating, Arrival, F>C_SIZE	Arrival Only Fee FY2022 Fee: \$200.00	Arrival Only Fee FY2022 Fee: \$200.00
JB, Non-Participating, Arrival, F>C_SIZE	Arrival Only Fee FY2022 Fee: \$300.00	Arrival Only Fee FY2022 Fee: \$300.00
SJ, Non-Participating, Arrival, FAC_SIZE	Arrival Only Fee FY2022 Fee: \$400.00	Arrival Only Fee FY2022 Fee: \$400.00
NB, Non-Participating, Departure, FAC_SIZE	Departure Only Fee FY2022 Fee: \$467.00	Departure Only Fee FY2022 Fee: \$467.00
JB, Non-Participating, Departure, FAC_SIZE	Departure Only Fee FY2022 Fee: \$700.50	Departure Only Fee FY2022 Fee: \$700.50
SJ, Non-Participating, Departure, FAC_SIZE	Departure Only Fee FY2022 Fee: \$934.00	Departure Only Fee FY2022 Fee: \$934.00
NB, Participating, Arrival, F>C_SIZE	Arrival Only Fee FY2022 Fee: \$199.50	Arrival Only Fee FY2022 Fee: \$200.00
JB, Participating, Arrival, F>C_SIZE	Arrival Only Fee FY2022 Fee: \$299.25	Arrival Only Fee FY2022 Fee: \$300.00
SJ, Participating, Arrival, F>C_SIZE	Arrival Only Fee FY2022 Fee: \$399.00	Arrival Only Fee FY2022 Fee: \$400.00
NB, Participating, Departure, F>C_SIZE	Departure Only Fee FY2022 Fee: \$199.50	Departure Only Fee FY2022 Fee: \$467.00
JB, Participating, Departure, F>C_SIZE	Departure Only Fee FY2022 Fee: \$299.50	Departure Only Fee FY2022 Fee: \$700.50
SJ, Participating, Departure, F>C_SIZE	Departure Only Fee FY2022 Fee: \$399.00	Departure Only Fee FY2022 Fee: \$934.00

Table 49

4. Outwards

4.1 PROPworks

The Revenue Management module integrates with PROPworks via CSV file exports for the purpose of importing billing, landing, and passenger data into PROPworks for invoicing and any other downstream processing.



ASIP LF Y2	Landing	ASIP LF Y2	ADJASIP LF
BAGSIN	Passenger	BAGSIN	ADJBAGSIN
BAGSOUT	Passenger	BAGSOUT	ADJBAGSOUT
FISFEES	Operations	FISFEES	ADJFIS
LANDINGAIR	Landing	LANDINGAIR	ADJLANDFEE
AJROPS	Operations	AJROPS	ADJOPSFEES
RON	Operations	RON	ADJRON
OFFSCHED	Operations	OFF SCHED	ADJOFFSCHE
REMO EPARK	Operations	REMO EPARK	ADJWSTRMP
ASIP FISY2	Operations	ASIP FISY2	ADJASIPFIS
WESTRAMP	Operations	WESTRAMP	ADJWSTRMP
LANDINGSC	Landings	LANDINGSC	ADJLANDFEE
TRAININGTX	Operations	TRAINING TX	ADJTRAINRM
TERMAPRON	Operations	TERMAPRON	ADJTERMAPRON
OPSADM FEE	Operations	OPSADM FEE	ADJOADM FEE

Table 50

4.1.2 PROPworks Landing Data

The Airside mapping will be updated to accommodate the new Airside C. Please refer to the highlighted row(s):

Airside 1	NS 1 • GOAA Gates
Airside 2	NS 2 • GOAA Gates
Airside 3	NS 3 • Airline Gates
Airside 4	NS 4 • Airline Gates
North Lot	North Lot

West Side	West Side
Airside C	A/S C - GOAA Gates

Table51

NOTE • Cargo Landings do not have a PROPworks Airside set.

4.1.3 PROPworks Passenger Data

The Airside mapping will be updated to accommodate the new Airside C. Please refer to the highlighted row(s):

''' ' ''	''' ''
AS1	NS 1 • GOM Gates
Af,2	NS2 • GOMGates
AS3	NS 3 • GOAA Gates
AS4	NS 4 - GOM Gates
ASC	NS C - GOM Gates

Table52

4.2 Invoices

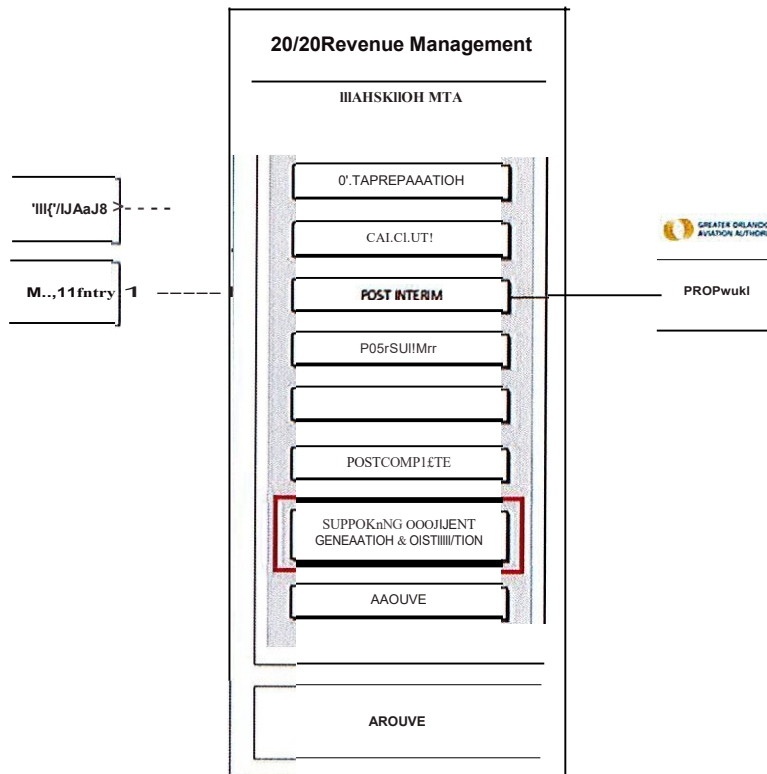


Figure 43

4.2.1 Remit To Address Update

The remit to address will be updated on each invoice template (Report 1 - Baggage Fees.rpt, Report 2- Landing Fees.rpt and Report 3- Terminal Operatioo Fees.rpt).



Orlando International Airport

The new remit to address will be updated to the following:

00M
PO Box N li&J•
- .. O A, O

Fig-e 44

This change will be applied to the main summary and support detail pages.

4.2.2 CR #46 - Baggage Invoices

The baggagefee invoice template (Report 1 - Baggage Fees.rpt) will be updated to reflect the shown modifications below:

Orlando International Airport

Baggage Fees

Change the wording from Pax to Qty

Period 28-01-2020 to 28-06-2020

Flight	Aircraft Registration	Aircraft Type	Arrival Date	Departure Date	Arrival Time	Departure Time	Origin	Dest	Arrival Qty	Rate	Departure Qty	Rate	Inbound Baggage Fee	Outbound Baggage Fee	Total
North Terminal									141.327	\$ 1.07	135.145	\$ 1.15	\$ 151219.89	\$ 155416.75	\$ 306 636.64
South Terminal									150.000	\$ 1.45	100.000	\$ 1.80	\$ 217 500.00	\$ 140 000.00	
										Format with a thousands separator					
										\$ 151,219.89		\$ 155,416.75			
										Right Alignment & Format with a thousands separator					
										\$ 151,219.89		\$ 155,416.75			
												Net Total		\$ 306,636.64	
												Taxes		\$ 0.00	
												Total Amount Due		\$ 306,636.64	

Fg u- e 45

The rows will be grouped by North and South terminals. The North Terminal and South Terminal row will only be shown if there is invoiced PAX data associated to it.

Terminal	Mapped Term
A	North Terminal

B	
C	South Terminal

Table 53

4.2.3 CR #54- Invoice Modification

The terminal operations fee invoice template (Report 3 - Terminal Operation Fees.rpt) will be updated as part of this CR. The following updates will be made:

Summary Page:

1. New "Remit To" address
2. Add a new row for the "BHS Admin Fee" to the summary page after the Extended Gate and before Remote Parking
3. Add a new row for the "Ops Admin Fee" to the summary page after the BHS Admin Fee and before Remote Parking
4. Change Description on Summary page from "Pier/Bag Make-up Fee" to "Pier/Chute/Bag Make-up Fee"
5. Add a new row for new Terminal Apron Parking Fee to the summary page

Supporting Details:

1. New "Remit To" address
2. Update the paper size to legal
3. Change "Facility Fee" to "Facility Fees" on the supporting details page(s)
4. Add a new column for new Terminal Apron Parking to the supporting details page(s). This will be added between the "Remote Parking" and "Gate Fees" columns
5. Change column name from "Pier Fees" to "Pier/Chute Fees" on the supporting details page(s)
6. Add a new column for "Admin Fees" located between the FIS Fees and Total columns on the supporting details page(s). This column is a combination of the BHS Admin Penalty Fee and the Operations Admin Penalty Fee

New Remit To Address Here

1

GOAA
 PO Box 545524
 Atlanta, GA 30354-0524

GRI AIEA ORLANDO
 A VIAJKNMITHORJJY

1111 11 11
 ** 1 11 11
 11/17/11

CR#54

Revised

Orlando International Airport

f, 1111N1to, efickMH -

Extended Gate Occupancy Fee

Pier/Bag Make-up Fee

2

3

4

Change Description from: "Pier/Bag Make-up Fee" to: "Pier/Chute/Bag Make-up Fee"

\$ 11,500.00

\$ 11,500.00

\$ 11,500.00

Terminal Apron Parking Fee

5

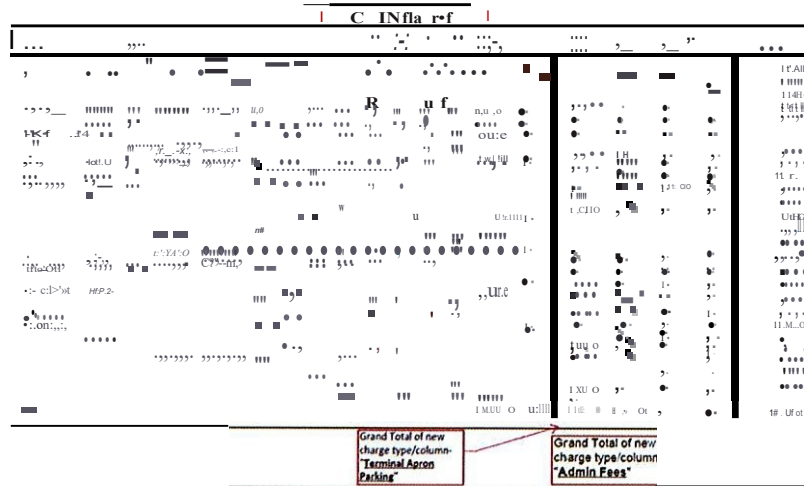
\$ 11,500.00

RON On Gate

Due Date: 02/01/2022

PLEASE DIRECT QUESTIONS CONCERNING THESE CHARGES TO MS. LAURA KENINGER AT (407) 825-3201

Figure 46



FlgLre 4 8