

7 Financial Plan

This chapter presents the description of the Airport Capital Improvement Program (ACIP) and the resulting financial forecast for the Lexington-Fayette Urban County Airport Board (LFUCAB), which operates Blue Grass Airport (LEX). The ACIP is developed under the assumption that various demand-based indicators, such as annual operations, annual passenger enplanements, and based aircraft grow in line with the aviation demand forecast presented in **Chapter 3**.

7.1 Activity Forecast

Table 7-1 presents the activity forecast for each year of the analysis. Since the activity forecast included in **Chapter 3** of the Master Plan was prepared, actual data has become available. As a result, 2021 through 2024 activity reflects actuals, and 2025 and 2026 activity reflects estimates by LEX based on historical results and additional air service. For this analysis, the 2027 activity is forecast to achieve the growth rates included in **Chapter 3, Table 3-9** for enplanements and **Chapter 3, Table 3-24** for operations, which translates into landed weight forecasts.

As shown in the table, enplanements are estimated to be approximately 800,000 in 2025 and are forecasted to increase to approximately 1.1 million in 2041, reflecting a compound annual growth rate (CAGR) of 2.2 percent.

Table 7-1
Activity Forecast (in 000s)

Fiscal Year	Enplanements				Operations		Landed Weight	
	Per Table 3-9	Growth Rates	Reforecast (a)	% Change	Per Table 3-24	Growth Rates	Forecast (b)	% Change
2021	464		341		76		503	
2022	529		569	66.8%	77		650	29.1%
2023	602		625	9.8%	79		728	12.1%
2024	686		729	16.5%	80		852	17.0%
2025	782		800	9.8%	81		900	5.7%
2026	891	13.9%	855	6.9%	82	1.6%	914	1.6%
2027	911		874	2.2%	83		924	1.1%
2028	931		893	2.2%	84		934	1.1%
2029	951		913	2.2%	85		944	1.1%
2030	972		933	2.2%	86		954	1.1%
2031	994	2.2%	954	2.2%	87	1.1%	965	1.1%
2032	1,013		973	1.9%	88		972	0.8%
2033	1,033		991	1.9%	88		979	0.8%
2034	1,053		1,011	1.9%	89		987	0.8%
2035	1,073		1,030	1.9%	90		994	0.8%
2036	1,094	1.9%	1,050	1.9%	90	0.8%	1,002	0.8%

Fiscal Year	Enplanements				Operations		Landed Weight	
	Per Table 3-9	Growth Rates	Reforecast (a)	% Change	Per Table 3-24	Growth Rates	Forecast (b)	% Change
2037	1,112		1,068	1.7%	91		1,009	0.7%
2038	1,131		1,085	1.7%	92		1,016	0.7%
2039	1,149		1,103	1.7%	92		1,023	0.7%
2040	1,168		1,122	1.7%	93		1,030	0.7%
2041	1,188	1.7%	1,140	1.7%	93	0.7%	1,037	0.7%
CAGR								
2021-2041	4.8%				1.0%			
2025-2041	2.6%		2.2%		0.9%		0.9%	

(a) 2021 to 2024 reflect actual activity, 2025 and 2026 reflect LEX estimates, and 2027 through FY 2041 activity is forecast to achieve the growth rates included in Chapter 3, Table 3-9 medium growth scenario for the same time period.

(b) 2021 to 2024 reflect actual activity, and 2025 and 2026 reflect LEX estimates. Landed weights are assumed to grow with the growth in operations included in Chapter 3, Table 3-24.

7.2 Airport Capital Improvement Program

All airports receiving federal Airport Improvement Program (AIP) funding are required to maintain a current ACIP with the Federal Aviation Administration (FAA), which identifies projects to be undertaken at an airport over a specified period. LEX's ACIP includes the projects recommended in **Chapter 6** of this Master Plan. The project costs were based on a planning level of detail. While useful for master planning purposes, actual project costs will likely vary from these planning estimates once project design and engineering estimates are developed. The project costs are presented in 2024 dollars and include contingencies, design costs, and construction management costs.

Table 7-2 presents a summary of the project costs and funding sources of the recommended ACIP by planning period. The detailed ACIP by project and funding source is presented at the end of this chapter in **Table 7-7**. As shown in the tables, the ACIP is estimated to cost approximately \$1.1 billion, of which approximately \$594.1 million is terminal-related projects.

Table 7-2
Summary of Airport Capital Improvement Program (in 000s)

Year	Project Costs	Funding Sources				
		Federal	State	Local	Other	Total
2025	\$29,380	\$17,908	\$5,000	\$6,472	\$0	\$29,380
2026	17,280	15,093	0	2,187	0	17,280
2027	26,550	4,300	0	22,250	0	26,550
2028	131,000	8,981	0	122,019	0	131,000
2029	77,500	5,373	0	72,127	0	77,500
2030	15,000	4,057	0	10,943	0	15,000
2031	202,500	4,079	0	195,921	2,500	202,500

Year	Project Costs	Funding Sources				
		Federal	State	Local	Other	Total
2032	100,000	\$8,601	\$0	\$96,399	\$5,000	\$110,000
2033	50,000	4,123	0	45,877	0	50,000
2034	0	0	0	0	0	0
2035	0	0	0	0	0	0
Future	476,100	0	0	0	476,100	476,100
Total	\$1,135,310	\$72,517	\$5,000	\$574,193	\$483,600	\$1,135,310
Terminal	\$594,103	\$48,801	\$0	\$545,303	\$0	\$594,103

Due to the uncertainty of capital needs, funding availability, and financial metrics past a 10-year time frame, the funding plan and financial projections were only developed through 2035. The funding plan for the ACIP through 2035 is described in the following subsections.

7.2.1 Federal Grants

Table 7-3 presents a summary of the federal grants used to fund the ACIP. As shown, approximately \$72.5 million in federal grants are forecast to fund the ACIP projects.

Table 7-3
Summary of Federal Grants (in 000s)

Year	AIP		BILs		Total Federal Table 7-2
	Entitlement	Discretionary	AIG	ATP	
2025	\$4,012	\$6,900	\$3,996	\$3,000	\$17,908
2026	9,774	1,323	3,996	0	15,093
2027	2,590	1,710	0	0	4,300
2028	3,981	5,000	0	0	8,981
2029	5,373	0	0	0	5,373
2030	4,057	0	0	0	4,057
2031	4,079	0	0	0	4,079
2032	4,101	4,500	0	0	8,601
2033	4,123	0	0	0	4,123
2034	0	0	0	0	0
2035	0	0	0	0	0
Total	\$42,092	\$19,433	\$7,992	\$3,000	\$72,517

Federal grants are described in greater detail in the following subsections.

Airport Improvement Program (AIP)

Grants administered by the FAA through the AIP are a critical capital funding source for implementing the projects recommended by the ACIP. Passenger entitlement grants are allocated to airports by a formula based on enplanements. Cargo entitlement grants are allocated based on historical cargo landed weight market share. Discretionary grants are allocated in accordance with FAA guidelines. FAA grants are subject to annual Congressional appropriation. The AIP expires periodically, and federal reauthorization is required to continue. The 2024 Reauthorization Act has passed; however, the regular appropriations bill for the federal fiscal year 2025, which was supposed to begin on October 1, 2024, has not yet passed Congress. This analysis assumes the bill will be funded and the proposed increases in the apportionment formulas will be implemented.

The US Department of Transportation classifies LEX as a small hub airport; therefore, the AIP formula stipulates that LEX is entitled to receive 90 percent in federal funding for AIP-eligible projects. AIP funds can be used for most improvement needs but not operating costs; however, AIP funds are typically not available for revenue-generating projects, so for the purpose of this analysis, AIP funds were not assumed for revenue-generating projects.

The following describes the two types of AIP grants:

- **Entitlement Grants** – LEX is estimated to receive approximately \$42.1 million in passenger entitlement grants through 2035. Entitlement funds are distributed through grants by formula based on the number of enplanements at individual airports and the amount of landed weight of arriving cargo at individual airports for the most recent federal fiscal year. In cases where entitlement funds are not used during the current federal fiscal year, these funds are redistributed to other airport sponsors as discretionary funds in the next federal fiscal year. **Table 7-8**, included at the end of this chapter, presents LEX's AIP passenger entitlement calculation based on the new formulas in the FAA Reauthorization Act of 2024.
- **Discretionary Grants** – At the beginning of every federal fiscal year, the FAA sets aside the amount of discretionary funds to cover the Letter of Intent (LOI) payment schedules. LOIs are entered into with the FAA to help fund large-scale capacity projects at primary or reliever airports by providing funds over multiple budget cycles. The authorizing statute directs the FAA to allocate certain discretionary funding to specific airport types and set aside categories (noise, reliever airports, and military airport program) and projects relating to capacity, safety, security, and noise. However, the FAA has some discretion in funding specific projects within these discretionary funding set-aside categories. The FAA approves discretionary funds for use on specific projects after consideration of project priority and other selection criteria.

Approximately \$19.4 million in discretionary grants is needed to fund the shortfall in available entitlement funds through 2035. If LEX does not receive this discretionary funding, it will need to identify alternative funding sources, delay the projects until funding sources become available, or cancel the projects.

Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grants (AIG)

In 2021, the federal Infrastructure Investment and Jobs Act of 2021, usually referred to as BIL, was passed, providing approximately \$20 billion in grants for infrastructure development at US airports for 2022 through 2026. Up to approximately \$2.9 billion per year of BIL funds is to be awarded to primary airports as AIG, allocated on the same basis as AIP entitlement grants. This analysis assumes LEX will be allocated approximately \$4.0 million for 2025 and 2026.

Bipartisan Infrastructure Law (BIL) Airport Terminal Program (ATP)

An additional \$5.0 billion is to be provided in grants under the ATP provisions of BIL. ATP grants are to be awarded at the FAA's discretion following a competitive application process. LEX was awarded \$3 million in 2025 in ATP grants.

7.2.2 State Grants

In September 2024, the Kentucky Cabinet for Economic Development (Cabinet) awarded LEX a \$5 million grant to fund certain anticipated capital expenditures, which need to be spent by June 2026. According to the contract between LEX and the Cabinet, the grant has been approved to fund terminal, roadway, and parking lot improvements to meet the current and future demand at LEX. As a result, this grant is funding a portion of Project #4 Terminal Road Relocation and Parking Improvements of the ACIP, as shown in **Table 7-7**.

7.2.3 Local Funds

The remaining costs of the ACIP are funded with customer facility charge (CFC) revenues, passenger facility charge (PFC) revenues, general airport revenue bonds (GARBs), and the general fund. **Table 7-4** presents a summary of the local funds required to fund the ACIP. As shown, approximately \$574.2 million in local funds are forecast to fund the ACIP projects.

Table 7-4
Summary of Local Funds (in 000s)

Year	CFC GARB 2027	PFC GARB 2028	LEX GARB			General Fund	Total Local Table 7-2
			2028	2031	2034		
2025	\$0	\$0	\$0	\$0	\$0	\$6,472	\$6,472
2026	0	0	0	0	0	2,187	2,187
2027	20,000	0	0	0	0	2,250	22,250
2028	0	35,000	86,819	0	0	200	122,019
2029	0	0	70,977	0	0	1,150	72,127
2030	0	0	0	10,943	0	0	10,943
2031	0	0	0	195,921	0	0	195,921
2032	0	0	0	95,899	0	500	96,399
2033	0	0	0	0	45,877	0	45,877
2034	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0
Total	\$20,000	\$35,000	\$157,796	\$302,762	\$45,877	\$12,759	\$574,193
			\$506,435				

The local funding sources are described in greater detail in the following sub-sections.

Customer Facility Charge (CFC)

LEX currently charges a CFC of \$4.75 per transaction day on rental car customers to fund rental car-related capital projects, debt service, and operating expenses. **Table 7-9**, included at the end of this chapter, presents the calculation of LEX's CFC revenues as well as its cash flow once eligible existing debt service and operating expenses are funded. As shown, LEX intends on using CFCs to fund \$20 million for Project #14 New Rental Car Ready Return Garage on **Table 7-7**. In FY 2028, the CFC is assumed to increase to \$5.75 per transaction day to coincide with the completion of the rental car ready return garage. Due to a difference in the timing of the project spend versus the receipt of CFC revenues, the rental car ready return garage is assumed to be funded with CFC-eligible GARBs. While this analysis does not make any recommendations on the type of debt LEX should issue, it does assume a 30-year GARB issuance in 2027 at a 5.0 percent interest rate, a two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service. Prior to issuance, LEX should review the debt service assumptions with its municipal advisor.

Passenger Facility Charge (PFC)

LEX currently has four open PFC applications approving the collection of a \$4.50 per enplaned passenger fee. PFC #5 (03-05-C-01-LEX), PFC #6 (05-06-U-00-LEX), and PFC #7 (09-07-C-00-LEX) are approved to fund PFC-eligible debt service, and PFC #10 (24-10-C-00-LEX) has been approved to fund certain projects on a pay-go basis. The expiration date for PFC #10 is May 2041.

Table 7-10, included at the end of this chapter, presents the PFC calculation for LEX, as well as the annual funding plan for these revenues. As shown, there is additional PFC capacity during the forecast period to fund approximately \$35.0 million in ACIP PFC-eligible project costs. Due to a difference in the timing of the project spend versus the receipt of PFC revenues, the ACIP projects are assumed to be funded with PFC-eligible GARBs.

While this analysis does not make any recommendations on the type of debt LEX should issue, it does assume a 30-year GARB issuance in 2028 to fund the PFC-eligible portions of the ACIP, at a 5.0 percent interest rate, two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service. Prior to issuance, LEX should review the debt service assumptions with its municipal advisor.

General Airport Revenue Bonds (GARBs)

As also shown in **Table 7-4**, approximately \$506.4 million in ACIP projects (excluding financing costs) are assumed to be funded with the proceeds of future GARBs assumed to be issued in 2028, 2031, and 2034. The future GARBs are described in greater detail in the next section.

General Fund

As shown in **Table 7-4**, approximately \$12.8 million in general funds are required to fund the remainder of the ACIP on a pay-go basis. The ability of LEX to fund these projects is discussed in greater detail in the next section.

7.3 Financial Feasibility

7.3.1 Accounting Structure

LEX's financial statements are prepared on an accrual basis in conformity with generally accepted accounting principles in the US promulgated by the Governmental Accounting Standards Board. LEX is structured as a single enterprise fund with revenues recognized when earned and expenses recorded at the time liabilities are incurred. LEX's Fiscal Year (FY) ends on June 30.

The FY 2024 numbers included in this section reflect the amounts presented in the LEX's Annual Financial Report for the year ended June 30, 2024. The FY 2025 numbers reflect LEX's 2025 budget approved by the LFUCAB in May 2024 (FY 2025 Budget). The financial tables are all presented at the end of this chapter.

7.3.2 Debt Service

Outstanding Debt Service

Table 7-11 presents LEX's outstanding debt service. LEX's outstanding debt service is funded by CFCs, PFCs, and LEX general funds. As shown in the table, annual outstanding debt service is approximately \$8.9 million in FY 2025, decreasing to \$6.3 million in FY 2035 when a portion of the Series 2023A Bonds matures in FY 2034. Of these amounts, approximately \$3.4 million is LEX funded in FY 2025, increasing to approximately \$4.4 million in FY 2035. The allocation of the LEX-funded outstanding bond debt service to cost centers is also shown in the table. As shown, approximately 37 percent of the LEX-funded outstanding debt service is allocated to the airline rate-setting cost centers in FY 2025, decreasing to approximately 18 percent by FY 2035.

Future Debt Service

Table 7-12 presents future debt service required to fund the ACIP. Due to a difference in the timing of the project spend versus the availability of funds in the General Fund, this analysis assumes future bonds are required to be issued in 2028, 2031, and 2034 to fund approximately \$506.4 million (excluding financing costs) of the terminal project costs included in the ACIP.

Future bond debt service was calculated for 30-year bonds using a 5.0 percent interest rate, two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service. This translates into an annual debt service of approximately \$12.6 million beginning in 2030, increasing to approximately \$36.7 million in FY 2035, 100 percent of which is allocated to the new terminal rental rate (see **Table 7-19**).

Since the Series 2034 Bonds have a two-year capitalized interest period, the debt service for this issue does not begin until 2036, and therefore, is not shown in this analysis. This analysis does not make any recommendations on the type of debt LEX should issue. Prior to issuance, LEX should review the debt service assumptions with its municipal advisor.

7.3.3 Operating Expenses

Table 7-13 presents LEX's operating expenses for FY 2024 through FY 2035 according to the departments listed in LEX's financial statements: administration; general maintenance; safety, rescue and security; planning and construction; building maintenance (custodial); and airport operations.

Operating expenses are projected based on a review of historical trends and the anticipated effects of inflation assumed at 3.0 percent annually. Terminal expenses have been increased in FY 2030 and FY 2033 to reflect the completion of the new terminal projects in **Table 7-7**. Additional operating expenses are budgeted to be approximately \$19.7 million in FY 2025 and are forecasted to increase to approximately \$34.7 million in FY 2035, reflecting a CAGR of 6.5 percent.

Table 7-14 presents the allocation of the operating expenses to the cost centers. As shown in the table, the cost of goods sold for the fuel system and non-operating expenses related to consulting fees are added to the operating expenses prior to being allocated to the cost centers used to determine airline rates and charges. Additional operating expenses related to the construction of the new terminal are also deducted from this allocation because they are allocated to the new terminal rental rate (see **Table 7-19**).

7.3.4 Depreciation

Smaller LEX-funded capital expenses are recovered through rates and charges through depreciation. **Table 7-15** presents LEX's existing depreciation for FY 2025 through FY 2035, as well as depreciation on approximately \$12.8 million in ACIP projects funded from LEX's General Fund (see **Table 7-7**).

7.3.5 Operating Revenues

Table 7-16 presents the details of the operating revenues by line item. As shown, operating revenues are budgeted to be \$25.1 million in FY 2025 and are forecast to increase to approximately \$76.7 million in FY 2035, reflecting a CAGR of 13.3 percent. Major sources of operating revenue at LEX are derived from airline and non-airline sources, which are described in greater detail below.

Airline Revenues

Under federal law, LEX is obligated to maintain an airport user fee structure that is fair and reasonable to all users and that makes LEX as financially self-sustaining as possible. LEX has month-to-month Operating Permits with four airlines (Allegiant, American Airlines, Delta Air Lines, and United Airlines) that detail the rights, services, and privileges each airline has with use of the airport and its facilities. Per the Operating Permits, LEX charges the airlines a landing fee, terminal rental rate, and/or a gate fee. **Table 7-5** presents a summary of LEX's FY 2025 budgeted airline rates and charges, as well as the forecasted rates for key years of the planning period.

Table 7-5
Summary of Airline Rates and Charges

Fiscal Year	Airline Rates and Charges					
	Landing Fee Rate	Exclusive Terminal Rental Rate	Common Use Fee	Per Turn Fee	Unassigned Gate Fee	New Terminal Rental Rate
2025	\$3.96	\$80.67	\$3.07	\$330.00	\$292.00	N/A
2030	\$5.02	\$101.07	\$3.88	\$400.00	\$352.00	\$310.51
2035	\$6.40	\$112.20	\$4.92	\$437.00	\$384.00	\$288.07

LEX's airline rates and charges are described as follows:

- ✈ The landing fee is calculated by dividing the net requirement for the airfield by total landed weight. As with current practice, the landing fee assumes a credit to keep the landing fee's increase below 5.0 percent. The calculation of the airfield's net requirement and the landing fee is presented in **Table 7-17**.
- ✈ The exclusive terminal rental rate for existing terminal space is calculated by dividing the net requirement for the existing terminal by the existing rentable terminal space. This exclusive terminal rental rate is then multiplied by common use space and divided by enplanements to determine the common use fee. As with current practice, the existing terminal rental rate assumes a credit to keep the rate's increase below 5.0 percent. The calculation of the terminal's net requirement and the terminal rental rate is presented in **Table 7-18**.
- ✈ The new terminal rental rate is calculated by dividing the net requirement for the newly constructed terminal by the new construction rentable terminal space. The calculation of the terminal's net requirement and the terminal rental rate is presented in **Table 7-19**. This analysis assumes that 100 percent of the new terminal airline space is leased.

- ✈ An airline can elect to pay a gate fee instead of the terminal rental rate. A gate fee is charged on a per-turn basis for common-use gates and for unassigned gates. The calculation of the gate fees is presented in **Table 7-20**. This analysis assumes that the airlines using the gates on a per turn basis would be in the existing terminal space and, therefore, would not pay the new terminal rental rate.

A key performance indicator for airline costs at an airport is the airline cost per enplanement (CPE). The calculation of LEX's CPE is presented in **Table 7-21**. **Table 7-6** presents LEX's FY 2025 budgeted CPE, as well as the forecasted CPE for key years of the planning period.

Table 7-6
Summary of Airline Cost Per Enplanement

Fiscal Year	CPE		
	Excluding New Terminal	Full Build Including Ph I - Ph V (a)	Including Ph I - Ph II (a)
2025	\$11.47	\$11.47	\$11.47
2030	\$12.83	\$28.46	\$28.46
2035	\$14.90	\$49.86	\$31.09

(a) The phases of the new terminal are included as separate projects in Table 7-7.

As shown, the CPE excluding the new terminal rental revenues is forecasted to increase from the FY 2025 budgeted CPE of \$11.47 per enplanement to \$14.90 per enplanement in FY 2035. However, the CPE, including the new terminal rental revenues from **Table 7-19** increases to \$49.86 per enplanement by FY 2035, or a 234.6% increase. Such a large increase would most likely not be economically acceptable, and as a result, a scenario was prepared excluding the Series 2031 Bond debt service for Project #24 Terminal Construction Phase III, Project #25 Terminal Construction Phase IV, and Project #27 Terminal Construction Phase V included in **Table 7-7**. The resulting CPE of this scenario is included in **Table 7-21** and reflects a \$31.09 per enplanement in FY 2035, or a 108.6% increase over the CPE excluding the new terminal.

Non-airline Revenues

As shown on **Table 7-16** at the end of this chapter, non-airline revenues are budgeted to be approximately 67 percent of LEX's total operating revenues in FY 2025 and include parking, ground transportation revenues, terminal concessions, general aviation, advertising, and other operating revenues. Non-airline revenues are projected based on the following:

- ✈ Historical trends, lease provisions, and inflation.
- ✈ Revenues from parking, rental car concessions, terminal concessions, and advertising are projected to increase with prospective enplanement growth.
- ✈ Concession leases that expire during the planning period would be renegotiated with terms and conditions that would implement changes in rate structures and business practices, as necessary, to maintain positive financial performance.
- ✈ LEX anticipates assuming operations of the fixed-base operator (FBO) in FY 2030. As a result, revenues are adjusted to reflect this change in ownership in that year. The revenues included in the table for the FBO are net of expenses.

7.3.6 Pro Forma Cash Flow

Table 7-22 at the end of this chapter presents the pro forma cash flow of LEX for FY 2024 through FY 2035, based on the projection of operating revenues, operating expenses, and debt service previously discussed.

The bonds are subject to financial and non-financial covenants. The primary financial covenant is a debt service coverage ratio for which management has reported compliance to the Indenture Trustee. The calculation is based on a net amount available for debt service (general revenue as defined in the bond indenture with available cash balances, PFC and CFC revenues, less operating expense) that equals or exceeds 100% of the Aggregate Annual Debt service for the fiscal year as further defined in the indenture (debt service coverage). The debt service coverage calculation is also presented in **Table 7-22**. As shown, LEX meets its debt service coverage requirement in every year of the planning period.

Table 7-22 presents LEX's general fund balance and days cash on hand (DCOH). As shown, LEX has sufficient funds in its general fund to fund the local share pay-go piece of the ACIP included in **Table 7-7**. LEX has an unofficial DCOH target of one year. As shown in the table, this target is not met in certain years of the forecast period.

7.4 Summary

The financial feasibility of future projects will be determined by existing and future leases, funding levels of federal grant programs, the availability of PFC/CFC revenues and other funding sources, bonding capacity, and the ability to generate internal cash flow from LEX operations.

The financial projections were prepared based on available information and assumptions set forth in this chapter. Such information and assumptions are believed to provide a reasonable basis for the projections to the level of detail appropriate for planning purposes. Some of the assumptions used to develop the projections may not be realized, and unanticipated events or circumstances may occur; therefore, the actual results will vary from those projected, and such variations could be material.

If actual results are less favorable than the forecast, LEX may need additional grants, PFCs, CFCs, and LEX funds to fund the ACIP as it is presented; therefore, as LEX has done in the past, it should continue to monitor its financial situation to determine which projects should be undertaken and when. In addition, LEX should review and evaluate current leases and service incentives to enhance revenues and provide financial solvency.

The need for additional facilities is most appropriately established by airport activity levels rather than by a specified date. For example, projections were made as to when the terminal and parking expansions may be needed at LEX. The timeframe in which the development is needed may be substantially different. The actual demand may be slower to develop than expected. On the other hand, high levels of demand may establish the need to accelerate development. Although every effort was made in this planning process to conservatively estimate when facility development may be needed, aviation demand will dictate when facility improvements need to be delayed or accelerated. Any delay or acceleration in the timing of the facility improvements may change the financial feasibility of future projects.

Tables 7-7 – 7-22



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Table 7-7
Airport Capital Improvement Program (in 000s) – Page 1 of 2

Proj #	Project Description	Year	Cost Center	Project Costs (a)	Funding Sources													
					Federal					Local								
					Entitle	Discret	BILs		State	CFCs		PFCs	GARBs			General Fund	Other Funding (b)	Total Funding Sources
							AIG	ATP		Pay Go	Series 2027	Series 2028	Series 2028	Series 2031	Series 2034			
1	Terminal Area Planning	2025	Terminal	\$1,780	\$1,602	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$178	\$0	\$1,780
2	Purchase SRE Blower Truck	2025	Airfield	900	810	0	0	0	0	0	0	0	0	0	0	90	0	900
3	ARFF Truck at Training Center	2025	Airfield	1,000	0	900	0	0	0	0	0	0	0	0	0	100	0	1,000
4	Terminal Road Relocation & Parking Improvements	2025	Other	18,000	1,600	6,000	0	0	5,000	0	0	0	0	0	0	5,400	0	18,000
5	Construct Terminal (Baggage Screening Bldg Exp)	2025	Terminal	7,700	0	0	3,996	3,000	0	0	0	0	0	0	0	704	0	7,700
6	Construct Fuel Farm Ph I	2026	Airfield	4,707	4,236	0	0	0	0	0	0	0	0	0	0	471	0	4,707
7	Purchase SRE Broom Truck	2026	Airfield	900	810	0	0	0	0	0	0	0	0	0	0	90	0	900
8	Rehabilitate Terminal (Restrooms)	2026	Terminal	1,100	990	0	0	0	0	0	0	0	0	0	0	110	0	1,100
9	Rehabilitate Terminal (Passenger Boarding Bridges)	2026	Terminal	4,400	0	0	3,996	0	0	0	0	0	0	0	0	404	0	4,400
10	Terminal Ph I Design (final)	2026	Terminal	5,623	3,738	1,323	0	0	0	0	0	0	0	0	0	562	0	5,623
11	Taxilane D Rehabilitation	2026	Airfield	550	0	0	0	0	0	0	0	0	0	0	0	550	0	550
12	Purchase 2 SRE Plow Trucks	2027	Airfield	1,900	0	1,710	0	0	0	0	0	0	0	0	0	190	0	1,900
13	Terminal Apron Expansion Ph I (Design)	2027	Terminal	3,000	1,240	0	0	0	0	0	0	0	0	0	0	1,760	0	3,000
14	New Rental Car Ready Return Garage	2027	Other	20,000	0	0	0	0	0	0	20,000	0	0	0	0	0	0	20,000
15	Glycol Basin Relocation	2027	Airfield	1,500	1,350	0	0	0	0	0	0	0	0	0	0	150	0	1,500
16	GA Taxilane (AGA-30, 40, 80, 91) Rehabilitation	2027	Other	150	0	0	0	0	0	0	0	0	0	0	0	150	0	150
17	ARFF Truck 3,000 gal	2028	Airfield	1,500	1,350	0	0	0	0	0	0	0	0	0	0	150	0	1,500
18	Terminal Construction Ph I (New Concourse) (c)	2028	Terminal	115,000	2,181	5,000	0	0	0	0	0	35,000	72,819	0	0	0	0	115,000
19	Terminal Apron Expansion Ph II (Construction)	2028	Terminal	14,000	0	0	0	0	0	0	0	0	14,000	0	0	0	0	14,000
20	Runway 9-27 Joint & Crack Seal	2028	Airfield	500	450	0	0	0	0	0	0	0	0	0	0	50	0	500
21	Terminal Construction Ph II (Landside)	2029	Terminal	75,000	4,023	0	0	0	0	0	0	0	70,977	0	0	0	0	75,000
22	Terminal Expansion – Enabling Projects	2029	Terminal	1,500	1,350	0	0	0	0	0	0	0	0	0	0	150	0	1,500
23	Airport Road Realignment (Construction)	2029	Other	1,000	0	0	0	0	0	0	0	0	0	0	0	1,000	0	1,000
24	Terminal Construction Ph III (Landside)	2030	Terminal	15,000	4,057	0	0	0	0	0	0	0	0	10,943	0	0	0	15,000
25	Terminal Construction Ph IV (Concourse A & Airside)	2031	Terminal	200,000	4,079	0	0	0	0	0	0	0	0	195,921	0	0	0	200,000
26	WestLEX Apron Exp Ph. I (Design & Construction)	2031	Airfield	2,500	0	0	0	0	0	0	0	0	0	0	0	0	2,500	2,500
27	Terminal Construction Ph V (New Landside)	2032	Terminal	100,000	4,101	0	0	0	0	0	0	0	0	95,899	0	0	0	100,000
28	New WestLEX Hangar (Design & Construction)	2032	Other	5,000	0	0	0	0	0	0	0	0	0	0	0	0	5,000	5,000
29	Runway 4-22 Rehabilitation (Design & Construction)	2032	Airfield	5,000	0	4,500	0	0	0	0	0	0	0	0	0	500	0	5,000
30	Terminal Construction Ph VI (Landside)	2033	Terminal	50,000	4,123	0	0	0	0	0	0	0	0	0	45,877	0	0	50,000
	Subtotal			\$659,210	\$42,092	\$19,433	\$7,992	\$3,000	\$5,000	\$0	\$20,000	\$35,000	\$157,796	\$302,762	\$45,877	\$12,759	\$7,500	\$659,210

Table 7-7
Airport Capital Improvement Program (in 000s) – Page 2 of 2

	Project Description	Year	Cost Center	Project Costs (a)	Funding Sources															
					Federal				State	Local										Total Funding Sources
					Entitle	Discret	BILs			CFCs		PFCs	GARBs				Other Funding (b)			
							AIG	ATP		Pay Go	Series 2027	Series 2028	Series 2028	Series 2031	Series 2034	General Fund				
31	East Side Corporate Aviation Hangar & Demo	Future	Other	6,000	0	0	0	0	0	0	0	0	0	0	0	0	6,000	6,000		
32	East Side Corporate Aviation Apron Expansion	Future	Other	1,500	0	0	0	0	0	0	0	0	0	0	0	0	1,500	1,500		
33	Design (Prelim) Air Traffic Control Tower	Future	Airfield	1,600	0	0	0	0	0	0	0	0	0	0	0	0	1,600	1,600		
34	Design (Final) Air Traffic Control Tower	Future	Airfield	3,000	0	0	0	0	0	0	0	0	0	0	0	0	3,000	3,000		
35	Construct Air Traffic Control Tower Ph I	Future	Airfield	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000	70,000		
36	New 5-Level Parking Garage	Future	Other	60,000	0	0	0	0	0	0	0	0	0	0	0	0	60,000	60,000		
37	Taxiway A Improvements (Design)	Future	Airfield	2,000	0	0	0	0	0	0	0	0	0	0	0	0	2,000	2,000		
38	Taxiway A Earthwork (Construction)	Future	Airfield	25,000	0	0	0	0	0	0	0	0	0	0	0	0	25,000	25,000		
39	Taxiway A Improvements (Construction)	Future	Airfield	8,000	0	0	0	0	0	0	0	0	0	0	0	0	8,000	8,000		
40	Taxiway A Lighting (Construction)	Future	Airfield	3,000	0	0	0	0	0	0	0	0	0	0	0	0	3,000	3,000		
41	Gumbert Road Realignment w/Tunnel	Future	Other	8,000	0	0	0	0	0	0	0	0	0	0	0	0	8,000	8,000		
42	Taxiway A Improvements	Future	Airfield	43,000	0	0	0	0	0	0	0	0	0	0	0	0	43,000	43,000		
43	Runway 4-22 Reconstruction	Future	Airfield	146,000	0	0	0	0	0	0	0	0	0	0	0	0	146,000	146,000		
44	Runway 9-27 Extension	Future	Airfield	99,000	0	0	0	0	0	0	0	0	0	0	0	0	99,000	99,000		
	Subtotal			\$476,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$476,100	\$476,100		
	Total			\$1,135,310	\$42,092	\$19,433	\$7,992	\$3,000	\$5,000	\$0	\$20,000	\$35,000	\$157,796	\$302,762	\$45,877	\$12,759	\$483,600	\$1,135,310		
				\$1,135,310	\$72,517				\$5,000	\$574,193							\$483,600	\$1,135,310		

(a) Project costs are in 2024 dollars.
(b) Due to the uncertainty of capital needs amd funding availability past a 10-year time frame, financial projections were only developed through 2035. As a result, future projects are assigned to future funding sources or third party.
(c) PFCs assigned to this project reflect available PFC capacity after eligible outstanding bond debt service is funded.

Table 7-8
Application of Federal Grants

	Source Table	Total	Budget 2025	Forecast									
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Enplanements (in 000s)	7-1		800	855	874	893	913	933	954	973	991	1,011	1,030
% increase					2.2%	2.2%	2.2%	2.2%	2.2%	1.9%	1.9%	1.9%	1.9%
FAA Formula (a)													
\$15.60 for 1st 50,000 enpl			\$780	\$780	\$780	\$780	\$780	\$780	\$780	\$780	\$780	\$780	\$780
\$10.40 for next 50,000 enpl			520	520	520	520	520	520	520	520	520	520	520
\$5.20 for next 400,000 enpl			2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080	2,080
\$1.30 for next 500,000 enpl			390	462	486	511	537	563	590	614	639	650	650
\$1.00 for the remaining enpl			0	0	0	0	0	0	0	0	0	11	30
Total entitlements			\$3,770	\$3,842	\$3,866	\$3,891	\$3,917	\$3,943	\$3,970	\$3,994	\$4,019	\$4,041	\$4,060
Calculated entitlement x2			\$7,540	\$7,683	\$7,732	\$7,783	\$7,834	\$7,887	\$7,941	\$7,989	\$8,038	\$8,081	\$8,120
2 yr lag in receipt of grant			\$3,600	\$3,678	\$7,540	\$7,683	\$7,732	\$7,783	\$7,834	\$7,887	\$7,941	\$7,989	\$8,038
Beginning balance		\$0	\$0	(\$412)	(\$6,509)	(\$1,559)	\$2,144	\$4,503	\$8,228	\$11,983	\$15,769	\$19,586	\$27,575
Plus: federal grants													
BILs AIG		\$7,992	\$3,996	\$3,996	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BILs ATP		\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Entitlement		\$77,704	\$3,600	\$3,678	\$7,540	\$7,683	\$7,732	\$7,783	\$7,834	\$7,887	\$7,941	\$7,989	\$8,038
Discretionary		\$19,433	\$6,900	\$1,323	\$1,710	\$5,000	\$0	\$0	\$0	\$4,500	\$0	\$0	\$0
Less: CIP funded with federal	7-2	(\$72,517)	(\$17,908)	(\$15,093)	(\$4,300)	(\$8,981)	(\$5,373)	(\$4,057)	(\$4,079)	(\$8,601)	(\$4,123)	\$0	\$0
Ending balance		\$35,613	(\$412)	(\$6,509)	(\$1,559)	\$2,144	\$4,503	\$8,228	\$11,983	\$15,769	\$19,586	\$27,575	\$35,613

(a) Reflects proposed increases to the FAA passenger entitlement formulas in the FAA Reauthorization Act of 2024.

Table 7-9
Application of CFCs

	Source Table	Total	Budget 2025	Forecast									
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Enplanements (in 000s)	7-1		800	855	874	893	913	933	954	973	991	1,011	1,030
% increase				6.9%	2.2%	2.2%	2.2%	2.2%	2.2%	1.9%	1.9%	1.9%	1.9%
% O&D visitors (a)			28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%
Visiting passengers			224	239	245	250	256	261	267	272	278	283	288
% of visiting passengers renting cars (a)			40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Rental car transactions			90	96	98	100	102	105	107	109	111	113	115
Average days rented (a)			4.65	4.65	4.65	4.65	4.65	4.65	4.65	4.65	4.65	4.65	4.65
Enplanements for CFC			417	445	455	465	476	486	497	507	516	526	537
CFC charge			\$4.75	\$4.75	\$4.75	\$5.75	\$5.75	\$5.75	\$5.75	\$5.75	\$5.75	\$5.75	\$5.75
CFC revenue			\$1,979	\$2,115	\$2,162	\$2,675	\$2,735	\$2,795	\$2,857	\$2,913	\$2,969	\$3,026	\$3,085
Beginning balance		\$485	\$485	\$1,233	\$2,113	\$3,031	\$4,457	\$4,346	\$4,288	\$4,283	\$4,325	\$4,416	\$4,558
Plus: CFC revenue		\$29,312	\$1,979	\$2,115	\$2,162	\$2,675	\$2,735	\$2,795	\$2,857	\$2,913	\$2,969	\$3,026	\$3,085
Less: requirements													
Ground rent		(\$1,633)	(\$127)	(\$131)	(\$135)	(\$139)	(\$143)	(\$148)	(\$152)	(\$157)	(\$162)	(\$166)	(\$171)
Snow removal		(\$705)	(\$55)	(\$57)	(\$58)	(\$60)	(\$62)	(\$64)	(\$66)	(\$68)	(\$70)	(\$72)	(\$74)
Less: CIP funded with CFCs - pay go	7-7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less: CIP funded with CFCs - leverage													
Series 2016C (RAC - Car Maintenance)	7-11	(\$11,545)	(\$1,049)	(\$1,048)	(\$1,050)	(\$1,050)	(\$1,048)	(\$1,048)	(\$1,051)	(\$1,051)	(\$1,051)	(\$1,050)	(\$1,051)
Series 2027 debt service (b)(c)		(\$11,164)	\$0	\$0	\$0	\$0	(\$1,593)	(\$1,593)	(\$1,594)	(\$1,595)	(\$1,596)	(\$1,596)	(\$1,597)
Ending balance		\$4,750	\$1,233	\$2,113	\$3,031	\$4,457	\$4,346	\$4,288	\$4,283	\$4,325	\$4,416	\$4,558	\$4,750

(a) Based on historical information.

(b) Assumes a 30-year GARB issuance to fund \$20.0 million in project costs at a 5 percent interest rate, two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service.

(c) This analysis does not make any recommendations on the type of debt LEX should issue; and prior to issuance, LEX should review the debt service assumptions with its municipal advisor.

Table 7-10
Application of PFCs

	Source Table	Total	Budget 2025	Forecast									
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Enplanements (in 000s)	7-1		800	855	874	893	913	933	954	973	991	1,011	1,030
% increase				6.9%	2.2%	2.2%	2.2%	2.2%	2.2%	1.9%	1.9%	1.9%	1.9%
% of enplanements revenue producing			90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
Enplanements for PFC			720	770	787	804	822	840	859	875	892	910	927
Net PFC Charge			\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39
PFC Revenue			\$3,161	\$3,378	\$3,453	\$3,530	\$3,608	\$3,688	\$3,770	\$3,843	\$3,917	\$3,993	\$4,070
Beginning balance		\$5,582	\$5,582	\$2,795	\$3,449	\$4,732	\$5,565	\$6,521	\$4,720	\$2,954	\$1,300	(\$369)	(\$231)
Plus: PFC revenue		\$40,411	\$3,161	\$3,378	\$3,453	\$3,530	\$3,608	\$3,688	\$3,770	\$3,843	\$3,917	\$3,993	\$4,070
Less: CIP funded with PFCs - pay go													
PFC 24-10-C-00-LEX		(\$3,080)	(\$3,080)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less: CIP funded with PFCs-leveraged													
Outstanding debt service (a)	7-11	(\$25,984)	(\$2,868)	(\$2,724)	(\$2,170)	(\$2,696)	(\$2,652)	(\$2,702)	(\$2,747)	(\$2,707)	(\$2,795)	(\$1,063)	(\$859)
Series 2028 debt service (b)(c)		(\$16,743)	\$0	\$0	\$0	\$0	\$0	(\$2,787)	(\$2,789)	(\$2,790)	(\$2,791)	(\$2,792)	(\$2,794)
Ending balance		\$186	\$2,795	\$3,449	\$4,732	\$5,565	\$6,521	\$4,720	\$2,954	\$1,300	(\$369)	(\$231)	\$186

(a) Includes PFC-eligible debt service approved in PFC #5 (03-05-C-01-LEX), PFC #6 (05-06-U-00-LEX), and PFC #7 (09-07-C-00-LEX).
(b) Assumes a 30-year GARB issuance to fund \$35.0 million in project costs at a 5 percent interest rate, two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service.
(c) This analysis does not make any recommendations on the type of debt LEX should issue; and prior to issuance, LEX should review the debt service assumptions with its municipal advisor.

Table 7-11
Outstanding Debt Service by Series (in 000s)

	Funding Source	% to LEX	Cost Center	Fiscal Year										
				2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Debt by Series														
Series 2016C (RAC - Car Maintenance)	CFC	0.0%	n/a	\$1,049	\$1,048	\$1,050	\$1,050	\$1,048	\$1,048	\$1,051	\$1,051	\$1,051	\$1,050	\$1,051
Series 2016C (Term Loan)	LEX	100.0%	Tml/Oth	367	367	367	367	367	367	368	368	368	367	368
Series 2016C (Refunding)	PFC/LEX	38.8%	Tml/Afld/Oth	2,582	2,396	1,741	0	0	0	0	0	0	0	0
Series 2016D (Parking)	LEX	100.0%	Other	411	413	409	410	410	412	409	409	408	412	410
Series 2016E (Refunding)	PFC/LEX	38.8%	Tml/Afld/Oth	664	615	447	0	0	0	0	0	0	0	0
Series 2019A (2012A Refunding)	PFC/LEX	27.8%	Tml/Afld/Oth	280	278	281	1,814	1,801	1,850	1,861	0	0	0	0
Series 2019A (2012B Refunding)	PFC/LEX	18.0%	Tml/Afld/Oth	142	143	0	0	0	0	0	0	0	0	0
Series 2019A (2016A Refunding)	LEX	100.0%	Other	257	256	0	0	0	0	0	0	0	0	0
Series 2019A (2016B Refunding)	LEX	100.0%	Terminal	348	347	346	344	347	350	347	348	345	346	346
Series 2019A (NM - Land Acquisition)	LEX	100.0%	Other	276	277	277	277	282	281	280	279	278	281	279
Series 2023A (Fuel Farm)	LEX	100.0%	Other	591	591	591	591	591	591	591	591	591	591	961
Series 2023A (2009B Refunding)	PFC/LEX	29.0%	Tml/Afld/Oth	242	242	242	242	242	242	242	2,087	2,200	577	351
Series 2023A (2019A/2012B Refunding)	PFC/LEX	18.0%	Tml/Afld/Oth	477	477	557	1,482	1,440	1,456	1,502	1,495	1,504	797	744
Series 2023A (2019A/2016A Refunding)	LEX	100.0%	Other	121	121	141	376	365	370	381	379	382	202	189
Series 2023A (Deicing)	LEX	100.0%	Other	7	7	7	7	7	7	7	7	7	7	7
Series 2023A (Terminal Ramp Rehab)	LEX	100.0%	Apron	12	12	12	12	12	12	12	12	12	12	12
Series 2023A (Central HVAC)	LEX	100.0%	Terminal	11	11	11	11	11	11	11	11	11	11	11
Series 2023A (ARFF TC Expansion)	LEX	100.0%	Airfield	17	17	17	17	17	17	17	17	17	17	17
Series 2023B (Terminal Reno)	LEX	100.0%	Terminal	24	24	24	24	49	48	47	51	49	48	47
Series 2023B (Boarding Bridges)	LEX	100.0%	Terminal	32	32	32	32	32	32	32	32	32	32	32
Series 2023C (Hangar)	LEX	100.0%	Other	1,029	1,029	1,029	1,029	1,029	1,029	1,029	1,029	1,029	1,029	1,504
Total annual debt service				\$8,938	\$8,703	\$7,581	\$8,085	\$8,049	\$8,123	\$8,187	\$8,166	\$8,284	\$5,780	\$6,328
Summary by funding source														
LEX				\$5,022	\$4,931	\$4,361	\$4,339	\$4,349	\$4,373	\$4,389	\$4,408	\$4,438	\$3,667	\$4,419
PFC				2,868	2,724	2,170	2,696	2,652	2,702	2,747	2,707	2,795	1,063	859
CFC				1,049	1,048	1,050	1,050	1,048	1,048	1,051	1,051	1,051	1,050	1,051
Total annual debt service				\$8,938	\$8,703	\$7,581	\$8,085	\$8,049	\$8,123	\$8,187	\$8,166	\$8,284	\$5,780	\$6,328
Summary by cost center														
Terminal				\$1,348	\$1,299	\$1,127	\$992	\$1,013	\$1,024	\$1,026	\$1,040	\$1,053	\$726	\$690
Airfield				487	459	357	277	274	279	283	288	298	113	90
Apron				12	12	12	12	12	12	12	12	12	12	12
Other				3,175	3,161	2,866	3,059	3,050	3,059	3,069	3,068	3,075	2,816	3,627
Total annual debt service				\$5,022	\$4,931	\$4,361	\$4,339	\$4,349	\$4,373	\$4,389	\$4,408	\$4,438	\$3,667	\$4,419

Table 7-12
Future Debt Service by Series (in 000s)

	Fiscal Year										
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Debt by Series											
Series 2028 Bonds (a)	\$0	\$0	\$0	\$0	\$0	\$12,567	\$12,572	\$12,578	\$12,583	\$12,589	\$12,595
Series 2031 Bonds (b)	0	0	0	0	0	0	0	0	24,112	24,122	24,132
Series 2034 Bonds (c)	0	0	0	0	0	0	0	0	0	0	0
Total annual debt service (d)	\$0	\$0	\$0	\$0	\$0	\$12,567	\$12,572	\$12,578	\$36,696	\$36,711	\$36,727
Summary by cost center											
Terminal	\$0	\$0	\$0	\$0	\$0	\$12,567	\$12,572	\$12,578	\$36,696	\$36,711	\$36,727
Airfield	0	0	0	0	0	0	0	0	0	0	0
Apron	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Summary by cost center	\$0	\$0	\$0	\$0	\$0	\$12,567	\$12,572	\$12,578	\$36,696	\$36,711	\$36,727

(a) Assumes a 30-year GARB issuance to fund \$157.8 in project costs at a 5 percent interest rate, two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service.
(b) Assumes a 30-year GARB issuance to fund \$302.8 in project costs at a 5 percent interest rate, two-year capitalized interest period, 1.25 percent bond issuance costs, and funding of a debt service reserve equaling maximum annual debt service.
(c) Since the bonds are assumed to be issued in 2034 and the capitalized interest period is two years, the debt service for this issue does not begin until 2036, which is not shown in this analysis.
(d) This analysis does not make any recommendations on the type of debt LEX should issue; and prior to issuance, LEX should review the debt service assumptions with its municipal advisor.

Table 7-13
Operating Expenses (in 000s)

	Actual 2024	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Administration												
Administrative	\$5,702	\$5,883	\$6,060	\$6,242	\$6,429	\$6,622	\$6,820	\$7,025	\$7,236	\$7,453	\$7,676	\$7,907
IT	1,004	888	915	942	971	1,000	1,030	1,061	1,092	1,125	1,159	1,194
Marketing and advertising	591	617	635	654	674	694	715	736	759	781	805	829
Human resources	198	284	293	302	311	320	330	339	350	360	371	382
Club at Blue Grass	151	142	146	151	155	160	165	170	175	180	185	191
Information Desk	90	96	99	102	105	108	112	115	118	122	126	129
Properties	183	65	66	68	70	73	75	77	79	82	84	87
Finance	33	56	58	60	62	63	65	67	69	71	74	76
Terminal advertising	22	24	25	26	26	27	28	29	30	31	32	33
Conference	5	18	18	19	19	20	20	21	22	22	23	24
Total Administration	\$7,979	\$8,073	\$8,316	\$8,565	\$8,822	\$9,087	\$9,359	\$9,640	\$9,929	\$10,227	\$10,534	\$10,850
General maintenance	4,459	4,467	4,601	4,739	4,881	5,028	5,179	5,334	5,494	5,659	5,829	6,004
Safety, rescue and security	2,837	2,902	2,989	3,078	3,171	3,266	3,364	3,465	3,568	3,676	3,786	3,899
Planning and construction	966	995	1,024	1,055	1,087	1,119	1,153	1,188	1,223	1,260	1,298	1,337
Building maintenance (custodial)	1,263	1,365	1,406	1,448	1,491	1,536	1,582	1,630	1,679	1,729	1,781	1,834
Airport operations	1,410	1,885	1,942	2,000	2,060	2,122	2,186	2,251	2,319	2,388	2,460	2,534
New Terminal (a)	0	0	0	0	0	0	3,579	3,687	3,797	7,741	7,973	8,212
Total operating expenses	\$18,914	\$19,687	\$20,277	\$20,886	\$21,512	\$22,158	\$26,402	\$27,194	\$28,009	\$32,679	\$33,660	\$34,669
% change over prior year		4.1%	3.0%	3.0%	3.0%	3.0%	19.2%	3.0%	3.0%	16.7%	3.0%	3.0%
CAGR from 2025			3.0%	3.0%	3.0%	3.0%	8.1%	6.8%	6.0%	7.7%	7.1%	6.5%

(a) General maintenance and custodial operating expenses are increased in 2030 and 2033 to reflect the completion of the terminal projects included in Table 7-7.

Table 7-14
Allocation of Operating Expenses to Airline Rate Cost Centers (in 000s) – Page 1 of 2

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Total operating expenses	7-13	\$19,687	\$20,277	\$20,886	\$21,512	\$22,158	\$26,402	\$27,194	\$28,009	\$32,679	\$33,660	\$34,669
Less: New Terminal (a)	7-13	0	0	0	0	0	(3,579)	(3,687)	(3,797)	(7,741)	(7,973)	(8,212)
Plus: Cost of goods sold-fuel (b)	7-16	690	697	704	711	718	0	0	0	0	0	0
Plus: Management fees (c)		40	40	41	41	42	42	42	43	43	44	44
Amount to be allocated		\$20,417	\$21,015	\$21,630	\$22,264	\$22,917	\$22,864	\$23,549	\$24,255	\$24,982	\$25,730	\$26,502
Directly assigned												
Terminal		\$6,526	\$6,717	\$6,914	\$7,116	\$7,325	\$7,308	\$7,527	\$7,753	\$7,985	\$8,224	\$8,471
Airfield		3,983	4,100	4,220	4,343	4,471	4,461	4,594	4,732	4,874	5,020	5,170
Apron		415	427	440	453	466	465	479	493	508	523	539
General Aviation		1,937	1,994	2,052	2,112	2,174	2,169	2,234	2,301	2,370	2,441	2,514
Other		407	418	431	443	456	455	469	483	497	512	528
Parking		336	346	356	367	377	376	388	399	411	424	436
Rental Car		229	236	243	250	258	257	265	273	281	289	298
Other Building		227	234	241	248	255	255	262	270	278	286	295
Administrative		6,356	6,543	6,734	6,932	7,135	7,118	7,332	7,551	7,778	8,011	8,251
Total		\$20,417	\$21,015	\$21,630	\$22,264	\$22,917	\$22,864	\$23,549	\$24,255	\$24,982	\$25,730	\$26,502
% distribution of direct operating expenses												
Terminal		46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%	46.4%
Airfield		28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%	28.3%
Apron		3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
General Aviation		13.8%	13.8%	13.8%	13.8%	13.8%	13.8%	13.8%	13.8%	13.8%	13.8%	13.8%
Other		2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
Parking		2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
Rental Car		1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Other Building		1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 7-14
Allocation of Operating Expenses to Airline Rate Cost Centers (in 000s) – Page 2 of 2

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Allocation of Administrative												
Terminal		\$2,950	\$3,037	\$3,126	\$3,217	\$3,312	\$3,304	\$3,403	\$3,505	\$3,610	\$3,718	\$3,829
Airfield		1,801	1,853	1,908	1,964	2,021	2,017	2,077	2,139	2,203	2,269	2,337
Apron		188	193	199	205	211	210	216	223	230	236	244
General Aviation		876	901	928	955	983	981	1,010	1,040	1,071	1,104	1,137
Other		184	189	195	200	206	206	212	218	225	232	239
Parking		152	156	161	166	171	170	175	181	186	192	197
Rental Car		104	107	110	113	116	116	120	123	127	131	135
Other Building		103	106	109	112	115	115	119	122	126	130	133
Total Administrative		\$6,356	\$6,543	\$6,734	\$6,932	\$7,135	\$7,118	\$7,332	\$7,551	\$7,778	\$8,011	\$8,251

(a) These costs are included in Table 7-19 New Terminal Rental Rate, and therefore, are excluded in these calculations.
(b) Cost of goods sold-fuel is recorded as revenue in the budget to offset fuel revenue, however, it is included as an expense for rate-setting purposes.
(c) Represents non-operating expenses for consultants that are included in airline rates and charges.

Table 7-15
Capital Expenses - Depreciation

	Table 7-7	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Existing depreciation												
Terminal		\$367	\$312	\$312	\$312	\$312	\$311	\$311	\$311	\$311	\$311	\$311
Airfield		485	486	485	485	485	485	485	485	485	485	485
Apron		0	0	0	0	0	0	0	0	0	0	0
General Aviation		509	510	510	510	510	510	510	508	508	508	508
Other		0	0	0	0	0	0	0	0	0	0	0
Safety, rescue and security		179	179	179	179	179	179	179	179	179	179	179
General maintenance		46	46	46	46	46	46	46	46	46	46	46
Building maintenance (custodial)		0	0	0	0	0	0	0	0	0	0	0
Administrative		81	83	83	82	82	80	80	80	79	79	79
Existing depreciation		\$1,668	\$1,616	\$1,615	\$1,615	\$1,615	\$1,610	\$1,610	\$1,608	\$1,608	\$1,608	\$1,608
Allocation of existing depreciation												
Terminal		\$513	\$458	\$458	\$458	\$458	\$455	\$455	\$455	\$455	\$455	\$455
Airfield		589	591	589	589	589	588	588	588	588	588	588
Apron		2	2	2	2	2	2	2	2	2	2	2
General Aviation		509	510	510	510	510	510	510	508	508	508	508
Other		54	55	55	54	54	54	54	54	54	54	54
Allocation of existing depreciation		\$1,668	\$1,616	\$1,615	\$1,615	\$1,615	\$1,610	\$1,610	\$1,608	\$1,608	\$1,608	\$1,608
Depreciation on LEX-funded projects in ACIP												
Terminal	\$3,868		\$103	\$230	\$436	\$436	\$453	\$453	\$453	\$453	\$453	\$453
Airfield	2,341		22	152	192	216	216	216	216	274	274	274
Apron	0		0	0	0	0	0	0	0	0	0	0
Other	6,550		633	633	651	651	768	768	768	768	768	768
Depreciation on LEX-funded projects in ACIP	\$12,759		\$759	\$1,015	\$1,279	\$1,302	\$1,437	\$1,437	\$1,437	\$1,496	\$1,496	\$1,496

Table 7-16
Operating Revenues – Page 1 of 2

	Source Table	Actual 2024	Budget 2025	Forecast									
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Airport operations													
Landing fees	7-17	\$3,373	\$3,327	\$3,786	\$4,017	\$4,261	\$4,520	\$4,794	\$5,086	\$5,379	\$5,689	\$6,018	\$6,365
Landing fees-waived		(130)	(154)	0	0	0	0	0	0	0	0	0	0
Common use rental revenue	7-18	3,442	2,226	2,738	2,935	3,147	3,374	3,618	3,879	4,148	4,436	4,743	5,072
Exclusive use rental revenue	7-18	1,468	2,145	2,239	2,351	2,469	2,592	2,672	2,742	2,816	2,893	2,896	2,966
Terminal per turn revenue		467	262	276	287	299	312	320	326	334	342	342	350
Terminal per turn-waived		(53)	(27)	0	0	0	0	0	0	0	0	0	0
RON fee (a)		0	73	74	74	75	76	77	77	78	79	80	81
Loading bridge fees (a)		0	400	404	408	412	416	420	425	429	433	437	442
Unassigned gate use fees		16	62	61	63	66	69	70	72	73	75	75	77
New Terminal rentals	7-19	0	0	0	0	0	0	14,594	14,695	14,800	35,606	35,804	36,009
Subtotal		\$8,583	\$8,315	\$9,578	\$10,136	\$10,729	\$11,359	\$26,566	\$27,303	\$28,059	\$49,553	\$50,396	\$51,361
Parking		\$8,096	\$8,346	\$8,920	\$9,118	\$9,320	\$9,527	\$9,738	\$9,954	\$10,147	\$10,343	\$10,543	\$10,747
Ground transportation													
Rental car commission fees		\$3,079	\$3,182	\$3,401	\$3,476	\$3,553	\$3,632	\$3,713	\$3,795	\$3,869	\$3,944	\$4,020	\$4,098
Transportation network companies		217	207	209	211	213	215	218	220	222	224	226	229
Ground lease rent		103	109	110	111	112	113	115	116	117	118	119	120
Ready return covered lot		118	134	136	137	138	140	141	143	144	146	147	148
Rental car rental revenue		122	165	166	168	170	171	173	175	177	178	180	182
Peer-to-peer car sharing		25	17	18	18	18	18	18	19	19	19	19	19
Subtotal		\$3,663	\$3,815	\$4,040	\$4,122	\$4,205	\$4,291	\$4,378	\$4,467	\$4,547	\$4,628	\$4,712	\$4,796
Concessions													
News and gifts (b)		\$530	\$405	\$433	\$442	\$452	\$462	\$595	\$608	\$620	\$814	\$830	\$846
Food and beverage (b)		318	558	596	609	623	637	820	838	854	1,122	1,143	1,166
Non-airline rentals		151	165	167	168	170	172	173	175	177	179	180	182
Subtotal		\$998	\$1,127	\$1,195	\$1,220	\$1,245	\$1,270	\$1,588	\$1,621	\$1,651	\$2,114	\$2,154	\$2,193

Table 7-16
Operating Revenues – Page 2 of 2

	Source Table	Actual 2024	Budget 2025	Forecast									
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
General aviation													
Hanger rentals		\$708	\$1,162	\$1,173	\$1,185	\$1,197	\$1,209	\$1,221	\$1,233	\$1,246	\$1,258	\$1,271	\$1,283
FBO hangar and ground rent (c)		587	587	593	599	605	611	0	0	0	0	0	0
LEX-operated FBO (c)		0	0	0	0	0	0	3,000	3,500	4,000	4,120	4,244	4,371
Fuel sales (c)		429	788	795	803	811	819	0	0	0	0	0	0
Cost of goods sold-fuel (c)		(421)	(690)	(697)	(704)	(711)	(718)	0	0	0	0	0	0
Other		723	698	705	712	719	727	734	741	749	756	764	771
Subtotal		\$2,025	\$2,545	\$2,570	\$2,596	\$2,622	\$2,648	\$4,955	\$5,474	\$5,994	\$6,134	\$6,278	\$6,426
Advertising		\$548	\$521	\$557	\$569	\$582	\$595	\$608	\$621	\$633	\$646	\$658	\$671
Other		\$477	\$437	\$442	\$446	\$450	\$455	\$460	\$464	\$469	\$473	\$478	\$483
Total operating revenues (d)		\$24,390	\$25,106	\$27,301	\$28,206	\$29,153	\$30,144	\$48,292	\$49,904	\$51,499	\$73,892	\$75,219	\$76,677
% change over prior year				8.7%	3.3%	3.4%	3.4%	60.2%	3.3%	3.2%	43.5%	1.8%	1.9%
CAGR from 2025						3.4%	3.4%	19.6%	15.3%	12.8%	17.4%	15.0%	13.3%

(a) LEX began charging these fees in 2025.
(b) Terminal concession revenues are increased in 2030 and 2033 to reflect the completion of the terminal projects included in Table 7-7.
(c) LEX is assumed to begin operating the FBO in 2030.
(d) Non-airline revenues are projected based on historical trends, lease provisions, and inflation. Revenues from parking, rental car concessions, terminal concessions, and advertising are projected to increase with prospective enplanement growth.

Table 7-17
Landing Fee Rate

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Requirement												
Airfield												
Operating expenses												
Direct	7-14	\$3,983	\$4,100	\$4,220	\$4,343	\$4,471	\$4,461	\$4,594	\$4,732	\$4,874	\$5,020	\$5,170
Share of Administrative	7-14	1,801	1,853	1,908	1,964	2,021	2,017	2,077	2,139	2,203	2,269	2,337
Capital expenses (depreciation)	7-15	589	613	742	782	805	804	804	804	863	863	863
Debt service-outstanding	7-11	487	459	357	277	274	279	283	288	298	113	90
Apron												
Operating expenses												
Direct	7-14	\$415	\$427	\$440	\$453	\$466	\$465	\$479	\$493	\$508	\$523	\$539
Share of Administrative	7-14	188	193	199	205	211	210	216	223	230	236	244
Capital expenses (depreciation)	7-15	2	2	2	2	2	2	2	2	2	2	2
Debt service-outstanding	7-11	12	12	12	12	12	12	12	12	12	12	12
Total requirement		\$7,477	\$7,660	\$7,879	\$8,037	\$8,261	\$8,249	\$8,467	\$8,693	\$8,989	\$9,038	\$9,256
Credits												
WestLEX operating expenses (a)		(27)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)
RON fee	7-16	(73)	(74)	(74)	(75)	(76)	(77)	(77)	(78)	(79)	(80)	(81)
Discretionary credit (b)		(4,055)	(3,772)	(3,760)	(3,674)	(3,638)	(3,351)	(3,276)	(3,208)	(3,193)	(2,913)	(2,783)
Net requirement		\$3,327	\$3,786	\$4,017	\$4,261	\$4,520	\$4,794	\$5,086	\$5,379	\$5,689	\$6,018	\$6,365
Total landed weight (c)	7-1	840	914	924	934	944	954	965	972	979	987	994
Landing fee		\$3.96	\$4.14	\$4.35	\$4.56	\$4.79	\$5.02	\$5.27	\$5.53	\$5.81	\$6.10	\$6.40
% increase			4.6%	4.9%	4.9%	4.9%	4.9%	4.9%	5.0%	5.0%	5.0%	5.0%

(a) Credit for the portion of the WestLEX operating expenses that should not be included in rates and charges.

(b) Credit to the rate base to maintain an increase below 5 percent.

(c) FY 2025 reflects budgeted landed weights, and therefore, does not foot to Table 7-1.

Table 7-18
Terminal Fee Rate

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Requirement												
Operating expenses												
Direct	7-14	\$6,526	\$6,717	\$6,914	\$7,116	\$7,325	\$7,308	\$7,527	\$7,753	\$7,985	\$8,224	\$8,471
Share of Administrative	7-14	2,950	3,037	3,126	3,217	3,312	3,304	3,403	3,505	3,610	3,718	3,829
Capital expenses (depreciation)	7-15	513	562	688	894	894	909	909	909	909	909	909
Debt service-outstanding	7-11	1,348	1,299	1,127	992	1,013	1,024	1,026	1,040	1,053	726	690
Total requirement		\$11,336	\$11,615	\$11,854	\$12,219	\$12,544	\$12,545	\$12,865	\$13,207	\$13,557	\$13,578	\$13,899
Credits												
WestLEX operating expenses (a)		(9)	(9)	(9)	(9)	(9)	(9)	(9)	(9)	(9)	(9)	(9)
Loading bridge fees	7-16	(400)	(404)	(408)	(412)	(416)	(420)	(425)	(429)	(433)	(437)	(442)
Discretionary credit (b)		(1,257)	(1,049)	(776)	(605)	(366)	0	0	0	0	0	0
Net requirement		\$9,669	\$10,153	\$10,660	\$11,193	\$11,753	\$12,115	\$12,431	\$12,769	\$13,115	\$13,131	\$13,448
Terminal square feet-rentable		119.9	119.9	119.9	119.9	119.9	119.9	119.9	119.9	119.9	119.9	119.9
Exclusive terminal rental rate		\$80.67	\$84.70	\$88.94	\$93.39	\$98.05	\$101.07	\$103.71	\$106.53	\$109.41	\$109.55	\$112.20
% increase			5.0%	5.0%	5.0%	5.0%	3.1%	2.6%	2.7%	2.7%	0.1%	2.4%
Common use square feet		61	61	61	61	61	61	61	61	61	61	61
Common use requirement		\$4,946	\$5,193	\$5,453	\$5,725	\$6,012	\$6,197	\$6,359	\$6,531	\$6,708	\$6,716	\$6,879
Less: Discretionary credit (b)		(2,719)	(2,456)	(2,518)	(2,578)	(2,638)	(2,579)	(2,480)	(2,383)	(2,273)	(1,973)	(1,807)
Net common use requirement		\$2,227	\$2,738	\$2,935	\$3,147	\$3,374	\$3,618	\$3,879	\$4,148	\$4,436	\$4,743	\$5,072
Enplanements (c)	7-1	725	855	874	893	913	933	954	973	991	1,011	1,030
Common use fee		\$3.07	\$3.20	\$3.36	\$3.52	\$3.69	\$3.88	\$4.07	\$4.26	\$4.47	\$4.69	\$4.92
% increase			4.2%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%	4.9%
Exclusive airline leased square feet		26.6	26.4	26.4	26.4	26.4	26.4	26.4	26.4	26.4	26.4	26.4
Exclusive terminal rental rate		\$80.67	\$84.70	\$88.94	\$93.39	\$98.05	\$101.07	\$103.71	\$106.53	\$109.41	\$109.55	\$112.20
Exclusive use rental revenue		\$2,145	\$2,239	\$2,351	\$2,469	\$2,592	\$2,672	\$2,742	\$2,816	\$2,893	\$2,896	\$2,966
Enplanements (c)	7-1	725	855	874	893	913	933	954	973	991	1,011	1,030
Common use fee		\$3.07	\$3.20	\$3.36	\$3.52	\$3.69	\$3.88	\$4.07	\$4.26	\$4.47	\$4.69	\$4.92
Common use rental revenue		\$2,226	\$2,738	\$2,935	\$3,147	\$3,374	\$3,618	\$3,879	\$4,148	\$4,436	\$4,743	\$5,072

(a) Credit for the portion of the WestLEX operating expenses that should not be included in rates and charges.

(b) Credit to the rate base to maintain an increase below 5 percent.

(c) FY 2025 reflects budgeted enplanements, and therefore, does not foot to Table 7-1.

(c) FY 2025 reflects budgeted enplanements, and therefore, does not foot to Table 7-1.

Table 7-19
New Terminal Rental Rate

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Operating expenses	7-13	\$0	\$0	\$0	\$0	\$0	\$3,579	\$3,687	\$3,797	\$7,741	\$7,973	\$8,212
Debt service-future	7-12	0	0	0	0	0	12,567	12,572	12,578	36,696	36,711	36,727
Total requirement		\$0	\$0	\$0	\$0	\$0	\$16,146	\$16,259	\$16,375	\$44,436	\$44,684	\$44,940
New construction rentable square feet		0.0	0.0	0.0	0.0	0.0	52.0	52.0	52.0	156.0	156.0	156.0
Terminal rental rate		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$310.51	\$312.67	\$314.90	\$284.85	\$286.44	\$288.07
% increase			0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.7%	-9.5%	0.6%	0.6%
Airline leased space (a)		0.0	0.0	0.0	0.0	0.0	47.0	47.0	47.0	125.0	125.0	125.0
New Terminal rentals		\$0	\$0	\$0	\$0	\$0	\$14,594	\$14,695	\$14,800	\$35,606	\$35,804	\$36,009

(a) Assumes the new airline space is 100% leased.

Table 7-20
Per Turn and Unassigned Gate Fee

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Ticket counter												
Space		1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Exclusive terminal rental rate	7-18	\$80.67	\$84.70	\$88.94	\$93.39	\$98.05	\$101.07	\$103.71	\$106.53	\$109.41	\$109.55	\$112.20
Requirement		\$157	\$164	\$173	\$181	\$190	\$196	\$201	\$207	\$212	\$213	\$218
Assumed annual turns		8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Fee		\$19.06	\$20.02	\$21.02	\$22.07	\$23.17	\$23.89	\$24.51	\$25.18	\$25.86	\$25.89	\$26.52
Number of positions		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Per Turn Fee		\$38.13	\$40.04	\$42.04	\$44.14	\$46.35	\$47.77	\$49.02	\$50.35	\$51.72	\$51.78	\$53.03
Holdroom												
Space		23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5
Exclusive terminal rental rate	7-18	\$80.67	\$84.70	\$88.94	\$93.39	\$98.05	\$101.07	\$103.71	\$106.53	\$109.41	\$109.55	\$112.20
Requirement		\$1,895	\$1,990	\$2,089	\$2,194	\$2,303	\$2,374	\$2,436	\$2,502	\$2,570	\$2,573	\$2,636
Assumed annual turns		8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Holdroom per turn fee		\$230.73	\$242.27	\$254.38	\$267.10	\$280.46	\$289.10	\$296.64	\$304.69	\$312.95	\$313.34	\$320.91
Loading bridge												
Requirement		\$500	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515
Assumed annual turns		8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2	8.2
Loading bridge per turn fee		\$60.88	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71
Total per turn fee (rounded) (a)		\$330.00	\$345.00	\$359.00	\$374.00	\$390.00	\$400.00	\$408.00	\$418.00	\$427.00	\$428.00	\$437.00
Annual turns - Allegiant		0.79	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Terminal per turn revenue		\$262	\$276	\$287	\$299	\$312	\$320	\$326	\$334	\$342	\$342	\$350
Unassigned gate fee												
Holdroom per turn fee		\$230.73	\$242.27	\$254.38	\$267.10	\$280.46	\$289.10	\$296.64	\$304.69	\$312.95	\$313.34	\$320.91
Loading bridge per turn fee		\$60.88	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71	\$62.71
Unassigned gate per turn fee (rounded) (a)		\$292.00	\$305.00	\$317.00	\$330.00	\$343.00	\$352.00	\$359.00	\$367.00	\$376.00	\$376.00	\$384.00
Annual turns		0.21	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
Unassigned gate use fees		\$62	\$61	\$63	\$66	\$69	\$70	\$72	\$73	\$75	\$75	\$77

(a) Assumes that the airlines using the gates on a per turn basis would be in the existing terminal space; and therefore, would not pay the new construction terminal rental rate.

Table 7-21
Airline Cost per Enplanement

	Source Table	Budget 2025	Forecast									
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Airline revenues												
Landing fees	7-17	\$3,327	\$3,786	\$4,017	\$4,261	\$4,520	\$4,794	\$5,086	\$5,379	\$5,689	\$6,018	\$6,365
Landing fees-waived	7-16	(154)	0	0	0	0	0	0	0	0	0	0
Common use rental revenue	7-18	2,226	2,738	2,935	3,147	3,374	3,618	3,879	4,148	4,436	4,743	5,072
Exclusive use rental revenue	7-18	2,145	2,239	2,351	2,469	2,592	2,672	2,742	2,816	2,893	2,896	2,966
Terminal per turn revenue	7-20	262	276	287	299	312	320	326	334	342	342	350
Terminal per turn-waived	7-16	(27)	0	0	0	0	0	0	0	0	0	0
RON fee	7-18	73	74	74	75	76	77	77	78	79	80	81
Loading bridge fees	7-18	400	404	408	412	416	420	425	429	433	437	442
Unassigned gate use fees	7-20	62	61	63	66	69	70	72	73	75	75	77
Total airline revenues		\$8,315	\$9,578	\$10,136	\$10,729	\$11,359	\$11,972	\$12,607	\$13,259	\$13,947	\$14,592	\$15,352
Enplanements (a)	7-1	725	855	874	893	913	933	954	973	991	1,011	1,030
CPE excluding new terminal		\$11.47	\$11.20	\$11.60	\$12.01	\$12.44	\$12.83	\$13.21	\$13.63	\$14.07	\$14.44	\$14.90
% change			-2.3%	3.5%	3.6%	3.6%	3.1%	3.0%	3.2%	3.2%	2.6%	3.2%
Total airline revenues		\$8,315	\$9,578	\$10,136	\$10,729	\$11,359	\$11,972	\$12,607	\$13,259	\$13,947	\$14,592	\$15,352
New Terminal rentals	7-19	0	0	0	0	0	14,594	14,695	14,800	35,606	35,804	36,009
Total loading bridge fees		\$8,315	\$9,578	\$10,136	\$10,729	\$11,359	\$26,566	\$27,303	\$28,059	\$49,553	\$50,396	\$51,361
Enplanements (a)	7-1	725	855	874	893	913	933	954	973	991	1,011	1,030
CPE (Ph I thru Ph V of new terminal)		\$11.47	\$11.20	\$11.60	\$12.01	\$12.44	\$28.46	\$28.61	\$28.85	\$49.98	\$49.87	\$49.86
% change			-2.3%	3.5%	3.6%	3.6%	128.8%	0.5%	0.8%	73.3%	-0.2%	-0.02%
% incr from CPE excluding new tml			0.0%	0.0%	0.0%	0.0%	121.9%	116.6%	111.6%	255.3%	245.4%	234.6%
CPE (Ph I and II of new terminal)		\$11.47	\$11.20	\$11.60	\$12.01	\$12.44	\$28.46	\$28.61	\$28.85	\$30.49	\$30.74	\$31.09
% change			-2.3%	3.5%	3.6%	3.6%	128.8%	0.5%	0.8%	5.7%	0.8%	1.1%
% incr from CPE excluding new tml			0.0%	0.0%	0.0%	0.0%	121.9%	116.6%	111.6%	116.8%	112.9%	108.6%

(a) FY 2025 reflects budgeted enplanements, and therefore, does not foot to Table 7-1.

Table 7-22
Pro Forma Cash Flow

	Source Table	Total	Actual 2024	Budget 2025	Forecast									
					2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Operating revenues	7-16		\$24,390	\$25,106	\$27,301	\$28,206	\$29,153	\$30,144	\$48,292	\$49,904	\$51,499	\$73,892	\$75,219	\$76,677
Less: operating expenses	7-13		(18,914)	(19,687)	(20,277)	(20,886)	(21,512)	(22,158)	(26,402)	(27,194)	(28,009)	(32,679)	(33,660)	(34,669)
Net revenues			\$5,476	\$5,419	\$7,024	\$7,320	\$7,641	\$7,987	\$21,890	\$22,711	\$23,490	\$41,212	\$41,559	\$42,008
Outstanding bond debt service														
Debt service	7-11		\$7,902	\$8,938	\$8,703	\$7,581	\$8,085	\$8,049	\$8,123	\$8,187	\$8,166	\$8,284	\$5,780	\$6,328
Less: PFC eligible debt service			(2,559)	(2,868)	(2,724)	(2,170)	(2,696)	(2,652)	(2,702)	(2,747)	(2,707)	(2,795)	(1,063)	(859)
Less: CFC eligible debt service			(1,034)	(1,049)	(1,048)	(1,050)	(1,050)	(1,048)	(1,048)	(1,051)	(1,051)	(1,051)	(1,050)	(1,051)
Future bond debt service	7-12		0	0	0	0	0	0	12,567	12,572	12,578	36,696	36,711	36,727
Total debt service			\$4,309	\$5,022	\$4,931	\$4,361	\$4,339	\$4,349	\$16,940	\$16,961	\$16,985	\$41,133	\$40,378	\$41,146
Net remaining revenues			\$1,167	\$397	\$2,092	\$2,959	\$3,302	\$3,638	\$4,950	\$5,750	\$6,505	\$79	\$1,181	\$862

Debt service coverage														
Net revenues			\$5,476	\$5,419	\$7,024	\$7,320	\$7,641	\$7,987	\$21,890	\$22,711	\$23,490	\$41,212	\$41,559	\$42,008
Cash balance on 1st of FY			\$22,695	\$26,144	\$20,070	\$19,975	\$20,684	\$23,786	\$26,273	\$31,223	\$36,972	\$42,977	\$43,056	\$44,237
Total Cash and Net Revenues			\$28,171	\$31,564	\$27,093	\$27,295	\$28,325	\$31,772	\$48,163	\$53,933	\$60,462	\$84,189	\$84,615	\$86,245
Debt service			\$4,309	\$5,022	\$4,931	\$4,361	\$4,339	\$4,349	\$16,940	\$16,961	\$16,985	\$41,133	\$40,378	\$41,146
Debt service coverage			6.54x	6.29x	5.49x	6.26x	6.53x	7.31x	2.84x	3.18x	3.56x	2.05x	2.10x	2.10x

General Fund														
Beginning balance (a)		\$26,144		\$26,144	\$20,070	\$19,975	\$20,684	\$23,786	\$26,273	\$31,223	\$36,972	\$42,977	\$43,056	\$44,237
Plus: net remaining revenues		\$187,143		\$397	\$2,092	\$2,959	\$3,302	\$3,638	\$4,950	\$5,750	\$6,505	\$79	\$1,181	\$862
Less: CIP funded with LEX funds	7-7	(\$12,759)		(\$6,472)	(\$2,187)	(\$2,250)	(\$200)	(\$1,150)	\$0	\$0	(\$500)	\$0	\$0	\$0
Ending balance		\$200,529		\$20,070	\$19,975	\$20,684	\$23,786	\$26,273	\$31,223	\$36,972	\$42,977	\$43,056	\$44,237	\$45,099
Days cash on hand				486	361	349	351	392	364	419	482	480	467	467

(a) FY 2025 beginning balance equals the unrestricted funds amount in LEX's Statement of Net Position as of June 30, 2024.