

## APPENDIX A: GLOSSARY OF TERMS USED

Allocated Expense: These are costs allocated to Lines of Business and business groups from service providers. Allocated costs are general support costs that cannot be directly attributed to a business unit, but instead support the entire Port and all its Lines of Business. Costs can come from within the division or from outside the division.

Assessed Valuation: A valuation set upon real estate and personal property by the County Assessor as a basis for levying taxes.

Capital Budget and Draft Plan of Finance: A detailed plan of proposed expenditures arising from the acquisition or improvement of fixed assets and the means of financing them. The Draft Plan of Finance is prepared and presented to the Port Commission concurrently with the budget.

Capital Capacity: An estimated calculation of the maximum amount available to spend on capital projects, given assumptions about future revenues and expenses and the ability to cover future interest payments per bond covenants and Port policies. See the further discussion in the Draft Plan of Finance section.

Cost Per Enplanement (CPE): The CPE measures the total costs borne by the passenger airlines operating at the airport divided by the number of enplaned passengers (roughly half of the total passengers). CPE is a key indicator used by the airlines to measure the relative costs of airports.

Depreciation: This is a non-cash item that represents the use of long-term assets. Port assets are given a useful life when they become active and each year some of that useful life is used up or depreciated.

Equity: The excess of assets over liabilities.

Revenue over Expense: The excess or deficit of revenues (operating and non-operating) over expenses (operating and non-operating). The excess of revenues over expenses increases equity. Whereas the deficit, expenses over revenues, decreases equity.

General Obligation (G.O.) Bonds and Interest: The Port can borrow money which is intended to be paid back through its taxing authority. The tax levy (See Section IV) funds the repayment of the principal and interest of these bonds. Port financial policies dictate that G.O. bonds be used for projects that have a long lag between project costs and revenues or are insufficient to support revenue bond financing, the project generates significant economic benefits for taxpayers, and the project is critical to the Port's core business.

Landing Fee: See the discussion of landing fees in Appendix C.

Majority in Interest (MII): Under the terms of the current agreement between the airlines and the airport, the airlines are entitled to vote their approval for particular capital projects that affect the airline rate base.

Millage: A tax rate on property, expressed in mills per dollar of value of the property.

Net Operating Income before Depreciation (NOI): Income from operations after all direct expenses and allocated expenses, but before non-operating expenses and revenues have been included.

Non-Operating Expenses: Cost or charges that do not arise from the normal operation of business. An example is interest expense.

Non-Operating Revenues: Revenues that do not result from the normal operation of business. Example is interest income.

Operating Income before Allocations & Depreciation: Direct operating revenues minus direct operating expenses. This does not include any allocated expenses.

Operating & Maintenance Expenses: Cost or charges that arise from the normal operation of business. These include all direct charges, even those from Corporate and from other Divisions.

Operating Revenues: Gross earnings or billings from operations that results from facilities and/or equipment leased or operated.

Other Post Employment Benefits (OPEB): According to the Governmental Accounting Standard Board (GASB) statement 45, government agencies are required to record post employment benefit costs other than pensions as a liability based on actuarial costs.

Passenger Facilities Charges (PFCs): SeaTac airport collects \$4.50 per enplaned passengers from airlines. PFCs may be used to fund capital improvements approved by FAA.

Passenger Facilities Charges (PFCs) Bonds: Bonds backed by Passenger Facility Charges.

Performance or Operating Budget: A financial plan that incorporates an estimate of proposed revenues and expenses for a given period. A department's budget includes only those revenues and expenditures for which it has control.

Revenue Bonds: A type of borrowing that is repaid through the dedication of revenues intended to be generated by the investment being funded by the bonds.

Statutory Budget: A plan that depicts the cash flows of the Port. It shows the beginning balance, cash receipts and cash disbursements and the balance at the end of the year. This budget must be filed with the County Council and the County Assessor by a specific date. See Section XI.

Tax Levy: The amount of money to be raised by imposing property taxes. See Section IV.

# APPENDIX B: BOND AMORTIZATION SCHEDULES

**TABLE B-1: BOND AMORTIZATION SCHEDULE FOR 2006**

Bond Type Series	Original Issue Amount	Issue Date	Outstanding Jan. 1, 2006	2006 Principal Payments		Outstanding Dec. 31, 2006	Interest Payments [1]	
				Due Date	Amount		Due Date	Amount
<b>GENERAL OBLIGATION BONDS</b>								
Limited Tax G.O., Series 2000A	\$9,840,000 [16]	04/06/00	8,715,000	12/01/06	7,555,000 [16]	1,160,000 [16]	06/01, 12/01	71,100
Limited Tax G.O., Series 2000B	\$107,305,000	04/06/00	95,720,000	12/01/06	2,680,000	93,040,000	06/01, 12/01	5,537,234
Limited Tax G.O., Series 2004A	\$32,510,000	01/27/04	32,510,000		-	32,510,000	05/01, 11/01	1,562,400
Limited Tax G.O., Series 2004B	\$134,970,000	01/27/04	122,820,000	11/01/06	5,490,000	117,330,000	05/01, 11/01	6,122,475
Limited Tax G.O., Series 2004C Ref.	\$131,330,000 [18]	01/27/04	120,460,000	11/01/06	9,485,000	110,975,000	05/01, 11/01	6,157,888
Limited Tax G.O., Series 2006 Ref.	\$61,630,000 [16]	01/05/06	-		-	61,630,000	06/01, 12/01	2,776,184
<b>TOTAL GENERAL OBLIGATION BONDS</b>			<b>380,225,000</b>		<b>25,210,000</b>	<b>416,645,000</b>		<b>22,227,281</b>
<b>REVENUE BONDS</b>								
<b>First Lien Bonds</b>								
Series 1994A Refunding	\$27,135,000 [3, 12]	02/01/94	3,525,000	12/01/06	1,680,000	1,845,000 [4, 12]	06/01, 12/01	167,520
Series 1994C Refunding	\$51,755,000 [3, 15]	02/01/94	3,710,000	07/01/06	3,710,000	- [3, 15]	01/01, 07/01	178,080
Series 1996B	\$74,520,000 [11]	04/01/96	50,260,000	09/01/06	43,305,000 [11]	6,955,000 [4, 11]	03/01, 09/01	1,734,698
Series 1997A	\$120,375,000 [14]	05/01/97	8,930,000	10/01/06	4,335,000	4,595,000 [14]	04/01, 10/01	535,800
Series 1998A Refunding	\$73,180,000 [5]	05/07/98	32,640,000	06/01/06	1,185,000	31,455,000 [4, 5]	06/01, 12/01	1,676,118
Series 2000A	\$130,690,000	07/27/00	130,690,000		130,690,000 [17]	-	02/01, 08/01	3,651,203
Series 2000B	\$221,590,000	07/27/00	210,125,000	02/01/06	6,225,000	203,900,000	02/01, 08/01	12,026,783
Series 2000D Refunding	\$28,085,000 [6]	07/27/00	13,135,000	02/01/06	1,370,000	11,765,000	02/01, 08/01	702,125
Series 2001A	\$176,105,000	10/05/01	176,105,000		-	176,105,000	04/01, 10/01	8,805,250
Series 2001B	\$251,380,000	10/05/01	251,380,000	04/01/06	7,720,000	243,660,000	04/01, 10/01	13,278,030
Series 2001C Refunding	\$12,205,000 [7]	10/05/01	12,205,000		-	12,205,000	06/01, 12/01	681,713
Series 2001D Refunding	\$68,580,000 [8]	08/07/02	61,365,000	11/01/06	3,660,000	57,705,000	05/01, 11/01	3,528,488
Series 2003A	\$190,470,000	07/30/03	190,470,000	07/01/06	2,280,000	188,190,000	01/01, 07/01	9,780,913
Series 2003B	\$164,900,000	07/30/03	164,900,000		-	164,900,000	01/01, 07/01	8,525,791
Series 2004 Refunding	\$24,710,000 [4, 5]		24,710,000	06/01/06	1,335,000	24,710,000	06/01, 12/01	1,145,983
<b>Total First Lien Revenue Bonds</b>			<b>1,334,150,000</b>		<b>207,495,000</b>	<b>1,127,990,000</b>		<b>66,418,493</b>
<b>Intermediate Lien Bonds</b>								
Series 2005A New S	\$252,190,000	07/20/05	252,190,000		-	252,190,000	03/01, 09/01	12,624,575
Series 2005A - Ref. 1994A	\$12,030,000 [12]	07/20/05	11,795,000		-	11,795,000	03/01, 09/01	589,750
Series 2005A - Ref. 1996A	\$31,475,000 [13]	07/20/05	31,035,000		-	31,035,000	03/01, 09/01	1,551,750
Series 2005A - Ref. 1997A	\$108,900,000 [14]	07/20/05	108,075,000		-	108,075,000	03/01, 09/01	5,420,775
Series 2005B - Ref. 1994C	\$9,395,000 [15]	07/20/05	9,395,000		-	9,395,000	01/01, 07/01	444,958
Series 2005C - Ref. 1996B	\$40,120,000 [11]	06/06/06 [11]	-	09/01/06	530,000	39,590,000	03/01, 09/01	473,639
Series 2006A - Ref. 2000A	\$124,625,000 [17]	06/08/06 [17]	-		-	124,625,000	02/01, 08/01 [17]	-
<b>Total Intermediate Lien Bonds</b>			<b>412,490,000</b>		<b>530,000</b>	<b>576,705,000</b>		<b>21,105,447</b>
<b>Subordinate Lien Bonds</b>								
Series 1997	\$108,830,000	03/26/97	108,830,000	09/01/06	- [2]	108,830,000	Various [2]	5,180,583 [2]
Series 1998 Refunding	\$27,930,000 [5]	05/07/98	19,425,000	06/01/06	1,230,000	18,195,000	06/01, 12/01	965,928
Series 1999A	\$127,140,000	09/01/00	121,840,000		-	121,840,000	03/01, 09/01	6,426,113
Series 1999B	\$116,815,000	09/01/00	96,075,000	09/01/06	6,830,000	89,245,000	03/01, 09/01	5,249,088
Series 2003C	\$200,000,000	08/12/03	200,000,000		- [2]	200,000,000	Various [2]	4,454,783 [2]
Series 2005D	\$62,925,000	08/17/05	62,925,000		- [2]	62,925,000	Various [2]	2,517,000 [2]
<b>Total Subordinate Lien Bonds</b>			<b>609,095,000</b>		<b>8,060,000</b>	<b>601,035,000</b>		<b>24,793,494</b>
<b>TOTAL REVENUE BONDS</b>			<b>2,355,735,000</b>		<b>216,085,000</b>	<b>2,305,730,000</b>		<b>112,317,433</b>
<b>SPECIAL REVENUE BONDS</b>								
PFC Rev. Bonds Series 1998A	\$118,490,000 [9]	07/16/98	118,490,000		-	118,490,000	06/01, 12/01	6,079,600
PFC Rev. Bonds Series 1998B	\$144,010,000 [9]	07/16/98	117,145,000	12/01/06	8,230,000	108,915,000	06/01, 12/01	6,112,828
<b>TOTAL SPECIAL REVENUE BONDS</b>			<b>235,635,000</b>		<b>8,230,000</b>	<b>227,405,000</b>		<b>12,192,428</b>
<b>SPECIAL FACILITY REVENUE BONDS</b>								
Fuel Facilities Series 2003	\$121,140,000 [10]	05/01/03	121,140,000	06/01/06	2,125,000	119,015,000	06/01, 12/01	6,023,150
<b>TOTAL SPECIAL REVENUE BONDS</b>			<b>121,140,000</b>		<b>2,125,000</b>	<b>119,015,000</b>		<b>6,023,150</b>

**Notes:**

- [1] - Interest Payments shown in this schedule are gross amounts before use of any Capitalized Interest.
- [2] - Estimated annual total. Interest paid monthly or at maturity. Principal paid annual or at maturity.
- [3] - Series 1994A refunded a portion of the Port's 1990A. Series 1994C refunded all of the Port's outstanding Series 1971 bonds, and a portion of the Series 1979 bonds.
- [4] - Series 2004 refunded a portion of the Port's existing series 1992A, 1994A, 1996B and 1998 revenue bonds.
- [5] - Series 1998 (First Lien & Sub-Lien) refunded a portion of the Port's 1990 and existing 1992 bonds.
- [6] - Series 2000C & 2000D refunded a portion of the Port's 1990 and existing 1992 bonds.
- [7] - Series 2001C refunded a portion of the Port's 1990B bonds.
- [8] - Series 2001D refunded a portion of the Port's existing 1992B bonds. It had a delayed delivery date of 8/7/02.
- [9] - Debt services for PFC Rev. Bonds will be paid directly out of receipts from PFCs, not out of operating cash flow.
- [10] - Debt services for Fuel Facilities is paid directly from Fuel Hydrant Facility income, not out of general operating cash flow. First principal payment due 6/1/2006.
- [11] - Series 2005C refunded a portion of the Port's existing 1996B bonds. It had a delayed delivery date of 6/6/2006.
- [12] - Series 2005A-Ref. 1994A refunded a portion of the Port's existing 1994A bonds.
- [13] - Series 2005A-Ref. 1996A refunded a portion of the Port's 1996A bonds.
- [14] - Series 2005A-Ref. 1997A refunded a portion of the Port's existing 1997A bonds.
- [15] - Series 2005B-Ref. 1994C refunded a portion of the Port's existing 1994C bonds.
- [16] - Series 2006 G. O. Ref. Bonds refunded a portion of the Port's existing 1999A Special Facility bonds, and refunded a portion of the existing 2000A G. O. bonds.
- [17] - Series 2006A Intermediate Lien refunded the outstanding 2000A First Lien series bonds. The first debt service date is 2/1/2007.
- [18] - Series 2004C G. O. Ref. bonds refunded a portion of the Port's existing 1994B Revenue bonds, and refunded a portion of the existing 1994 G. O. bonds.

The Port has authority to issue up to \$250 million in Commercial Paper, as of 9/30/06 the Port had \$123.475 million outstanding.

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**TABLE B-2: BOND AMORTIZATION SCHEDULE FOR 2007**

Bond Type Series	Original Issue Amount	Issue Date	Outstanding Jan. 1, 2007	2007 Principal Payments		Outstanding Dec. 31, 2007	Interest Payments [1]	
				Due Date	Amount		Due Date	Amount
<b>GENERAL OBLIGATION BONDS</b>								
Limited Tax G.O., Series 2000A	\$9,840,000 [16]	04/06/00	1,160,000	12/01/07	270,000 [16]	890,000 [16]	06/01, 12/01	58,605
Limited Tax G.O., Series 2000B	\$107,305,000	04/06/00	93,040,000	12/01/07	2,820,000	90,220,000	06/01, 12/01	5,400,554
Limited Tax G.O., Series 2004A	\$32,510,000	01/27/04	32,510,000	-	-	32,510,000	05/01, 11/01	1,562,400
Limited Tax G.O., Series 2004B	\$134,970,000	01/27/04	117,330,000	11/01/07	5,765,000	111,565,000	05/01, 11/01	5,847,975
Limited Tax G.O., Series 2004C Ref.	\$131,330,000 [18]	01/27/04	110,975,000	11/01/07	9,955,000	101,020,000	05/01, 11/01	5,683,638
Limited Tax G.O., Series 2006 Ref.	\$61,630,000 [16]	01/05/06	61,630,000	-	-	61,630,000	06/01, 12/01	3,065,725
<b>TOTAL GENERAL OBLIGATION BONDS</b>			<b>416,645,000</b>		<b>18,810,000</b>	<b>397,835,000</b>		<b>21,618,896</b>
<b>REVENUE BONDS</b>								
<b>First Lien Revenue Bonds</b>								
Series 1994A Refunding	\$27,135,000 [3, 12]	02/01/94	1,845,000	12/01/07	1,845,000	- [4, 12]	06/01, 12/01	88,560
Series 1994C Refunding	\$51,755,000 [3, 15]	02/01/94	-	-	-	- [3, 15]	01/01, 07/01	-
Series 1996B	\$74,520,000 [11]	04/01/96	6,955,000	09/01/07	3,375,000 [11]	3,580,000 [4, 11]	03/01, 09/01	417,300
Series 1997A	\$120,375,000 [14]	05/01/97	4,595,000	10/01/07	4,595,000	- [14]	04/01, 10/01	275,700
Series 1998A Refunding	\$73,180,000 [5]	05/07/98	31,455,000	06/01/07	1,285,000	30,170,000 [4, 5]	06/01, 12/01	1,616,738
Series 2000A	\$130,690,000	07/27/00	-	-	-	-	02/01, 08/01	-
Series 2000B	\$221,590,000	07/27/00	203,900,000	02/01/07	6,575,000	197,325,000	02/01, 08/01	11,674,783
Series 2000D Refunding	\$28,085,000 [6]	07/27/00	11,765,000	02/01/07	1,505,000	10,260,000	02/01, 08/01	623,063
Series 2001A	\$176,105,000	10/05/01	176,105,000	-	-	176,105,000	04/01, 10/01	8,805,250
Series 2001B	\$251,380,000	10/05/01	243,660,000	04/01/07	8,155,000	235,505,000	04/01, 10/01	12,841,468
Series 2001C Refunding	\$12,205,000 [7]	10/05/01	12,205,000	-	-	12,205,000	06/01, 12/01	681,713
Series 2001D Refunding	\$68,580,000 [8]	08/07/02	57,705,000	11/01/07	3,860,000	53,845,000	05/01, 11/01	3,318,038
Series 2003A	\$190,470,000	07/30/03	188,190,000	-	-	188,190,000	01/01, 07/01	9,661,213
Series 2003B	\$164,900,000	07/30/03	164,900,000	07/01/07	4,395,000	160,505,000	01/01, 07/01	8,525,791
Series 2004 Refunding	\$24,710,000 [4, 5]	-	24,710,000	06/01/07	1,420,000	24,710,000	06/01, 12/01	1,095,995
Series 2007	\$432,000,000	TBD	-	TBD	-	432,000,000	TBD	12,100,000
<b>Total First Lien Revenue Bonds</b>			<b>1,127,990,000</b>		<b>37,010,000</b>	<b>1,524,400,000</b>		<b>71,725,609</b>
<b>Intermediate Lien Bonds</b>								
Series 2005A New \$	\$252,190,000	07/20/05	252,190,000	-	-	252,190,000	03/01, 09/01	12,624,575
Series 2005A - Ref. 1994A	\$12,030,000 [12]	07/20/05	11,795,000	-	-	11,795,000	03/01, 09/01	589,750
Series 2005A - Ref. 1996A	\$31,475,000 [13]	07/20/05	31,035,000	-	-	31,035,000	03/01, 09/01	1,551,750
Series 2005A - Ref. 1997A	\$108,900,000 [14]	07/20/05	108,075,000	-	-	108,075,000	03/01, 09/01	5,420,775
Series 2005B - Ref. 1994C	\$9,395,000 [15]	07/20/05	9,395,000	07/01/07	3,260,000	6,135,000	01/01, 07/01	469,750
Series 2005C - Ref. 1996B	\$40,120,000 [11]	06/06/06	39,590,000 [11]	-	-	40,120,000	03/01, 09/01	1,979,500
Series 2006A - Ref. 2000A	\$124,625,000 [17]	06/08/06	124,625,000 [17]	-	-	124,625,000	02/01, 08/01 [17]	6,738,504
<b>Total Intermediate Lien Bonds</b>			<b>576,705,000</b>		<b>3,260,000</b>	<b>573,975,000</b>		<b>29,374,604</b>
<b>Subordinate Lien Bonds</b>								
Series 1997	\$108,830,000	03/26/97	108,830,000	09/01/07	4,790,000 [2]	104,040,000	Various [2]	4,734,105 [2]
Series 1998 Refunding	\$27,930,000 [5]	05/07/98	18,195,000	06/01/07	1,290,000	16,905,000	06/01, 12/01	909,040
Series 1999A	\$127,140,000	09/01/00	121,840,000	-	-	121,840,000	03/01, 09/01	6,426,113
Series 1999B	\$116,815,000	09/01/00	89,245,000	09/01/07	7,185,000	82,060,000	03/01, 09/01	4,890,513
Series 2003C	\$200,000,000	08/12/03	200,000,000	-	-	200,000,000	Various [2]	8,700,000 [2]
Series 2005D	\$62,925,000	08/17/05	62,925,000	-	-	62,925,000	Various [2]	2,737,238 [2]
<b>Total Subordinate Lien Bonds</b>			<b>601,035,000</b>		<b>13,265,000</b>	<b>587,770,000</b>		<b>28,397,008</b>
<b>TOTAL REVENUE BONDS</b>			<b>2,305,730,000</b>		<b>53,535,000</b>	<b>2,686,145,000</b>		<b>129,497,220</b>
<b>SPECIAL REVENUE BONDS</b>								
PFC Rev. Bonds Series 1998A	\$118,490,000 [9]	07/16/98	118,490,000	-	-	118,490,000	06/01, 12/01	6,079,600
PFC Rev. Bonds Series 1998B	\$144,010,000 [9]	07/16/98	108,915,000	12/01/07	8,645,000	100,270,000	06/01, 12/01	5,701,328
<b>TOTAL SPECIAL REVENUE BONDS</b>			<b>227,405,000</b>		<b>8,645,000</b>	<b>218,760,000</b>		<b>11,780,928</b>
<b>SPECIAL FACILITY REVENUE BONDS</b>								
Fuel Facilities Series 2003	\$121,140,000 [10]	05/01/03	119,015,000	06/01/07	2,230,000	118,910,000	06/01, 12/01	5,914,275
<b>TOTAL SPECIAL REVENUE BONDS</b>			<b>119,015,000</b>		<b>2,230,000</b>	<b>118,910,000</b>		<b>5,914,275</b>

**Notes:**

- [1] - Interest Payments shown in this schedule are gross amounts before use of any Capitalized Interest.
- [2] - Estimated annual total. Interest paid monthly or at maturity. Principal paid annual or at maturity.
- [3] - Series 1994A refunded a portion of the Port's 1990A. Series 1994C refunded all of the Port's outstanding Series 1971 bonds, and a portion of the Series 1979 bonds.
- [4] - Series 2004 refunded a portion of the Port's existing series 1992A, 1994A, 1996B and 1998 revenue bonds.
- [5] - Series 1998 (First Lien & Sub-Lien) refunded a portion of the Port's 1990 and existing 1992 bonds.
- [6] - Series 2000C & 2000D refunded a portion of the Port's 1990 and existing 1992 bonds.
- [7] - Series 2001C refunded a portion of the Port's 1990B bonds.
- [8] - Series 2001D refunded a portion of the Port's existing 1992B bonds. It had a delayed delivery date of 8/7/02.
- [9] - Debt services for PFC Rev. Bonds will be paid directly out of receipts from PFCs, not out of operating cash flow.
- [10] - Debt services for Fuel Facilities is paid directly from Fuel Hydrant Facility income, not out of general operating cash flow. First principal payment due 6/1/2006.
- [11] - Series 2005C refunded a portion of the Port's existing 1996B bonds. It had a delayed delivery date of 6/6/2006.
- [12] - Series 2005A-Ref. 1994A refunded a portion of the Port's existing 1994A bonds.
- [13] - Series 2005A-Ref. 1996A refunded a portion of the Port's 1996A bonds.
- [14] - Series 2005A-Ref. 1997A refunded a portion of the Port's existing 1997A bonds.
- [15] - Series 2005B-Ref. 1994C refunded a portion of the Port's existing 1994C bonds.
- [16] - Series 2006 G. O. Ref. Bonds refunded a portion of the Port's existing 1999A Special Facility bonds, and refunded a portion of the existing 2000A G. O. bonds.
- [17] - Series 2006A Intermediate Lien refunded the outstanding 2000A First Lien series bonds. The first debt service date is 2/1/2007.
- [18] - Series 2004C G. O. Ref. bonds refunded a portion of the Port's existing 1994B Revenue bonds, and refunded a portion of the existing 1994 G. O. bonds.

The Port has authority to issue up to \$250 million in Commercial Paper, as of 9/30/06 the Port had \$123.475 million outstanding.

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## APPENDIX C: AVIATION LANDING FEE

The landing fee rate and resulting landing fee revenue are based on the contractual agreement between the Port's Aviation Division and the airlines. This contractual agreement permits the airlines to land and operate at Sea-Tac International Airport.

The landing fee rate is established during the budget period for the following calendar year. The rate is subject to revision during the calendar year and the landing fee dollars are adjusted to the actual airport costs at the end of the calendar year in accordance with a formula outlined in the Basic Airline Lease. The airlines are then billed or reimbursed accordingly for any differences.

The landing fee calculation provides that the airlines pay for the operating cost of the airport. The landing fee formula is as follows:

To the total Airport Operating and Maintenance Costs

Add	+	Operating and Maintenance Expenses
Add	+	Capital Costs (debt services, interim financing costs, etc.)
Add	+	Allocable Terminal Costs
Subtract	-	Other Airfield Revenues (airfield properties, ID badging, gate parking, fuel flowage)
Equals	=	Landing Fees required to support the airport

**TABLE C-1: LANDING FEE REVENUE CALCULATION**

### Seattle-Tacoma International Airport Landing Fee Revenue Calculation

	<b>2007 Budget</b>
<b>Landing Fee Cost</b> <i>\$ in '000</i>	
Total Operating Costs	\$43,273
Capital Costs	17,289
Allocable Terminal Costs	965
Offset Other Airfield Revenues	<u>(10,156)</u>
<b>Landing Fee Revenues</b>	<b>\$51,453</b>

## APPENDIX D: OTHER DETAILED EXPENDITURES

### A. Promotional Hosting

Promotional hosting consists of expenses incurred by officials and employees of the Port in connection with hosting others for the purpose of promoting the increased use of Port facilities and services.

**TABLE D-1: PROMOTIONAL HOSTING BY DIVISION**

DIVISION	2007 Budget	2006 Approved	2005 Approved	2005 Actual
Aviation	200,710	192,029	\$138,885	199,266
Seaport	93,628	71,766	114,514	98,342
Professional & Tech. Svcs.	138,676	124,220	111,766	145,463
Economic Development	49,473	63,077	57,984	25,717
Total	<u>\$482,487</u>	<u>\$451,092</u>	<u>\$423,149</u>	<u>\$468,787</u>

PROMO.XLS

### B. Memberships

The 2007 Budget for the Port of Seattle includes monies sufficient for the following memberships amounting to a total of \$835,181.

In addition, the Chief Executive Officer may approve additional memberships and dues increases for 2007 which may arise and which could not be foreseen at this time, provided these increases do not exceed 10% of the total memberships budget.

Memberships are for associations for the purpose of participating on a cooperative basis with other port districts, airports and with operators of terminal and transportation facilities, associations providing specialized information and services, associations to better qualify certain employees in the performance of specified duties which are assigned to such employees, and associations which are considered to be of particular and special value in connection with the carrying out of the Port's promotion and advertising activities. Membership is an effective way to leverage scarce resources to accomplish objectives that might otherwise be omitted.

The 2007 memberships are grouped into seven categories below.

#### Port/Airport Authority Organizations

Associations for the purpose of participating on a cooperative basis with other ports or airports and with operators of terminal and transportation facilities. These organizations may assist the Port's lobbying efforts at the local, state and federal levels while keeping the Port abreast of major issues and developments that may effect the Port's operation.

The Port maintains 69 memberships at a cost of \$511,087.

#### Economic Development Organizations

Associations focused on supporting or promoting regional economic development, which is the cornerstone of the Port's mission.

The Port maintains 9 memberships at a cost of \$19,460

### **Professional Groups**

Associations to better qualify certain employees in the performance of specified duties. Memberships in professional groups help ensure staff development, take advantage of recent trends in specific fields as well as maintain current professional standings.

The Port maintains 367 memberships at a cost of \$87,247.

### **Industry Organizations**

Associations providing specialized information and services. Memberships in these associations permit port staff access to the latest in technical development and assistance in fields ranging from airport management/operations, environmental impacts to harbor safety.

The Port maintains 146 memberships at a cost of \$39,616.

### **Regional Organizations**

Membership in a regional organization demonstrates the Port's commitment to the region in areas of trade, transportation and economic sustainability.

The Port maintains 32 memberships at a cost of \$99,010.

### **Community Service Organizations**

Associations that are considered to be of particular and special value in connection with the carrying out of the Port's promotion and advertising activities. One of the Port's strategies is to promote better understanding of the Port's role in the region. Membership in a community service organization permits the Port to help serve the community in which it resides as well as send a positive message about the Port.

The Port maintains 8 memberships at a cost of \$14,497.

### **Trade Promotion Organizations**

Memberships in these organizations engage staff with important contacts as well as provide access to market information.

The Port maintains 17 memberships at a cost of \$61,558.

### **Other**

Memberships in these organizations do not fall in any of the category stated above.

The Port maintains 7 memberships at a cost of \$2,706.

## **APPENDIX E: ACRONYMS and ABBREVIATIONS (AAA) RELEVANT TO THE PORT OF SEATTLE**

AIR 21	Aviation Investment & Reform Act for the 21st Century	NOI	Net Operating Income
AODB	Airport Operations Database	O&D	Origin and Destination
APM	Automated People Mover	O&M	Operation and Maintenance
ARFF	Aviation Regional Fire Fighting	P&TS	Professional and Technical Services
BALA	Basic Airline Lease Agreement	PCS	Port Construction Services
CDP	Comprehensive Development Plan	PER	Pecuniary Extraction Rate
CFC	Customer Facility Charge	PFC	Passenger Facility Charge
CIP	Capital Improvement Program	PLA	Project Labor Agreement
CMMS	Computerized Maintenance Management System	PMG	Project Management Group
CPE	Cost per Enplanement	PPE	Personal Protective Equipment
CPI	Consumer Price Index	PPM	Post Panamax
CPR	Cardio Pulmonary Resuscitation	PRA	Particle Resistant Articulator
CTE	Central Terminal Expansion	RCF	Rental Car Facility
EASE	Extraordinary Airport Service Experience	RCW	Revised Code of Washington
EIS	Environmental Impact Study	RJ	Regional Jet
ETDD	Economic and Trade Development Department	RON	Remain Overnight
FAA	Federal Aviation Administration	SBM	Shilshole Bay Marina
FAR	Federal Aviation Regulations	STEP	South Terminal Expansion Project
FAST	Freight Action Strategy Corridor	STIA	Seattle-Tacoma International Airport
FIS	Federal Inspection Area	STITA	Seattle-Tacoma International Taxi Association
FTE	Full-time Equivalent Employee	STS	Satellite Transit System
FTPP	Fishermen's Terminal Piers and Properties	TEU	Twenty-foot Equivalent Unit
G.O.	General Obligation (Bond)	TSA	Transportation Security Administration
GT	Ground Transportation		
HDS	Harbor Development Strategy		
IFO	Income From Operations		
ILA	Interlocal Agreement		
IMC	Intermodal Center		
ICT	Information and Communications Technology		
LOB	Line of Business		
LOI	Letter of Intent		
MAP	Million Annual Passengers		
MIC	Marine Industrial Center		
MIS	Management Information System		
MOBI	Marina Operation Boating Inventory System		
NAMF	North Area Maintenance Facility		
NEST	New Economic Strategy Triangle		