

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT COMPETITION PLAN

FISCAL YEAR 2022



BROWARD COUNTY AVIATION DEPARTMENT
320 TERMINAL DRIVE, SUITE 200
FORT LAUDERDALE, FL 33315



TABLE OF CONTENTS

INTRODUCTION	3
1. AVAILABILITY OF GATES AND RELATED FACILITIES	3
2. LEASING AND SUBLEASING	6
3. PATTERNS OF AIR SERVICE	8
4. GATE ASSIGNMENT POLICY	9
5. GATE USE REQUIREMENTS	10
6. FINANCIAL CONSTRAINTS	13
7. AIRPORT CONTROLS OVER AIR AND GROUND SIDE CAPACITY	15
8. AIRPORT INTENTION TO BUILD OR ACQUIRE GATES AS COMMON FACILITIES	15
9. AIRFARE LEVELS COMPARED TO OTHER LARGE AIRPORTS	16
EXHIBIT A – GATE MONITORING CHARTS	19
EXHIBIT B – SCHEDULE SUBMISSION POLICY	19
EXHIBIT C – AIRPORT LAYOUT	19
EXHIBIT D – AIRLINE-AIRPORT LEASE AND USE AGREEMENT	19
EXHIBIT E – MASTER PLAN	19
EXHIBIT F - FLL FY22 RATES AND CHARGES	20

INTRODUCTION

Broward County (“County”), is the owner and operator of the Fort Lauderdale – Hollywood International Airport (“Airport” or “FLL”). The Airport plays an integral role in helping to meet South Florida’s regional demand for air travel service. FLL is also a key member of the nation’s airport system providing efficient operations, low fares, and high levels of safety, security, and service for its passengers, communities, and stakeholders.

As of January 31, 2022, the FAA deemed FLL a covered airport, whereby large and medium hub airports that have two air carriers controlling at least 50 percent of enplanements, must file a Competition Plan. Accordingly, FLL submits this Competition Plan in response to the requirements of Section 155 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21).

Based on passenger enplanement data from the Department of Transportation’s (DOT) Air Carrier Activity Information System database (“ACAIS”), as shown in Table 1 below, Spirit Airlines and JetBlue Airways accounted for a combined 50 percent of enplaned passengers at FLL in calendar year (CY) 2020.

Table 1 CY 2020 Airport Enplaned Passengers

Airline	Enplaned Passengers	Percentage Share
Spirit Airlines	2,486,861	31%
JetBlue Airways	1,498,582	19%
Southwest Airlines	1,317,046	17%
Delta Air Lines	722,981	9%
American Airlines	629,664	8%
Other	1,287,260	16%
Total	7,942,394	100%

1. AVAILABILITY OF GATES AND RELATED FACILITIES

1-1. Number of gates at the airport by lease arrangement.

See Table 2 below. FLL has a total of 66 gates, of which 57 are assigned on a preferential non-exclusive basis, and the remaining 9 gates are maintained by the Broward County Aviation Department (BCAD or County) on a per-use basis. Common use equipment is deployed on 46 gates, and airline proprietary equipment are deployed on 20 of the preferential non-exclusive gates.

Table 2 Available gates by Lease Arrangement

Location	Total Gates	Preferential Gates	Per-Use
Terminal 1	23	19	4
Terminal 2	9	9	0
Terminal 3	20	19	1
Terminal 4	14	10	4
Total Gates	66	57	9

1-2. Sample of gate use monitoring charts.

All gates are County-owned, and 86% are preferential non-exclusively leased. FLL has authority to assign other airlines to the lessee’s gate as long as it does not interfere with the lessee’s operation. The Airport monitors per-use gate usage daily through their Resource Management System (RMS), and all gates are monitored annually through data provided by the Airport Operations Database (AODB).

Daily gate monitoring charts are updated for seasonal schedule changes and when any airline’s schedule incur significant adjustments such as irregular operations (IROPS) or lengthy delays. Exhibit A are examples the Airport’s gate monitoring charts.

1-3. Description of the process for accommodating new service and for service by new entrant.

When a new air carrier desires to initiate service at FLL, they contact the Airport Manager (Airline Affairs). The Airport Manager provides the basic information about the Airport (rates and charges, seasonal scheduling policy, and airport layout) and in turn, requests that the airline provide a proposed schedule in the County designated format. The Airline Affairs Team plots and reviews the facility requirements, schedule, and gating needs against available lease space and resources, and will determine what options are available for accommodating the schedule request. The requesting carrier is then notified by the Airport Manager of the suggested facilities and provided the necessary agreement applications.

1-4. Policy regarding “recapturing” gates that are not being fully used.

The County provides an opportunity for air carriers to lease gate(s) on a preferential non-exclusive basis, based upon flight activity. The County has established the "Gate Utilization Standards," defined below. Airlines are required to satisfy the following requirements set forth in either (1) or (2) below, for each preferentially leased gate:

- (1) A minimum of six (6) departing flights and six hundred (600) departing seats, per gate, per day, to be scheduled on an annualized basis; or
- (2) Eight hundred (800) departing seats per gate, per day, to be scheduled on an annualized basis.
- (3) Based on the calculation set forth in either subsection (1) or (2), above, the number of gates eligible for preferential lease shall be determined and rounded up to the next whole number of gates, if a fraction is determined.

If an airline’s schedule fails to meet the Gate Utilization Standards for each of its preferentially leased gates during the previous twelve (12) calendar months, on an annualized basis, from the date of County’s review, the County shall have the authority to recapture any preferentially leased gates from the airline's preferential use premises.

1-5. Resolution of any access complaints during the 12 months preceding the filing.

There have been no access complaints within the last 12 months. The County has accommodated all carriers that have requested access or expansion. Within the past year, the County has:

- Leased a second gate to Allegiant Airlines
- Added three new entrant airlines: Avelo, Frontier, and Flair Airlines, with Norse Atlantic Airways scheduled to begin service this summer.

1-6. Use/lose or use/share policies for gates and other facilities.

The Airport has authority to assign other airlines to the lessee’s gate as long as the assignment does not interfere with the lessee’s approved operation. The Airport’s Gate Utilization Standards, described in 1.4, were established as a form of *use it or lose it* policy. See Table 3 which shows FLL’s gate allocation. (FY 20 market share)

Table 3 FLL Gate Allocation

Airline	Domestic Gates	International Gates	Total Gates	Proprietary Equipment	Common Use Equipment
JetBlue	11	4	15	0	15
Southwest	9	3	12	9	3
Spirit	6	4	10	0	10
Delta	7		7	7	0
American	4		4	4	0
Air Canada	2		2	0	2
United	4		4	4	0
Allegiant	2		2	0	2
Silver	1		1	0	1
County Per-Use	3	6	9	0	9
Total	49	17	66	24	42

1-7. Plans to make gates and related facilities available to new entrants or to air carriers that want to expand service at the airport.

Depending on the time of day, there are gates available for new entrants and to existing carriers who may want to expand service at FLL. A new Terminal 5 construction project is being designed, that will provide five (5) additional gates when completed, increasing the total number of gates to 71.

1-8. Availability of an airport competitive access liaison for requesting carriers, including new entrants.

The Airport's Business Development Manager actively assists both existing and new airlines in gaining access to facilities required for their operations. The Business Development Manager coordinates the proposed operation with Resource Planning, Operations, and other departments, as required, to ensure access and a successful program.

1-9. The resolution of any complaints of denial of reasonable access by a new entrant or an air carrier seeking to expand service in the 12 months preceding the filing of the plan.

There have been no access complaints within the last 12 months. The Airport has not denied any access requests.

2. LEASING AND SUBLEASING

2-1. Whether a subleasing or handling arrangement with incumbent carrier is necessary.

As of February 2022, no subleasing or handling arrangements are necessary. All air carriers have been accommodated on their preferential use gates and/or per-use gates.

2-2. How the airport assists requesting airlines in obtaining a sublease or ground handling arrangement.

The County has not received any requests to assist in obtaining a sublease. FLL prefers that airlines deal directly with it and that if an airline is not utilizing a gate and/or space that it be returned, nonetheless, if FLL were to receive such a request, the Airport Manager would work with the requestor and pair it with airlines who may have a gate

available. Should an airline desire a handling agreement at Airport, the County provides a list of commercial aviation service and ground handling contractors that hold an active Airline Service Provider Agreement (“ASPA”) with the Airport, to provide services to any requesting airline.

2-3. Airport oversight policies for sublease fees.

Under provisions of the Airport’s Terminal Building Lease Agreement, airlines shall not sublet the leased premises or any part thereof or transfer, assign, pledge, or otherwise encumber, or any rights or obligations hereunder, or allow same to be assigned by operation of law or otherwise without the prior written consent of the County (any such action being called an "assignment"). Any such action without County’s consent is void and of no force or effect.

All sublease requests must be formally sent, on the company letterhead, to the County (Airport Manager, Airline Affairs) for review.

2-4. Process by which availability of facilities for sublease or sharing is communicated to other interested carrier.

The County has not received requests by airlines to assist in securing a sublease. However, an airline must obtain the County’s written consent prior to finalizing a sublease agreement.

2-5. Airport policies regarding sublease fees.

There is no policy regarding type, structure, or limits on sublease fees.

2-6. How complaints by sub-tenants about excessive sublease fees are resolved.

Not applicable.

2-7. How independent contractors who want to provide such service as ground handling are accommodated.

All air carriers may perform aircraft handling and servicing with their own employees. They can also contract directly with a ground handling company of their choice.

Prior to operating at FLL, ground handling companies must have a valid, active ASPA with the Airport to provide airline services.

2-8. Formal dispute resolution procedure.

The Airport Business Development Manager and Airline Affairs Manager are the primary channels for airline dispute resolution in regards to the use of airport facilities. The airline will send a formal complaint to the County. The County will review the complaint and based upon Airport Rules and Regulations, and Agreements, the complaints are handled on a case-by-case basis.

3. PATTERNS OF AIR SERVICE

3-1. Destinations serviced.

As of February 2022, FLL has 21 Airlines that has service to a total of 134 destinations. This includes 40 international and 94 domestic.

3-2. Destinations served by low-fare carrier.

FLL has six (6) low cost carriers servicing 183 destinations, see Table 4 below. One city may be served by more than one airline.

Table 4 Number of Destinations by LCC

AIRLINE	DESTINATIONS
Spirit	62
JetBlue	53
Southwest	33
Allegiant	22
Frontier	12
Avelo	1
Total	183

3-3. New destinations added or dropped in the past year.

As of February 2022, there were 19 new destinations added and 7 destinations dropped. See Table 5 below.

Table 5 Markets Added or Dropped

Destinations Added	Destinations Dropped
Appleton, WI, US	Belize City, BZ
Bangor, ME, US	Birmingham, AL, US
Calgary, AB, CA	Managua, NI
Comayagua, HN	Niagara Falls, NY, US
Des Moines, IA, US	Oakland, CA, US
Fayetteville/Springd., AR, US	Pensacola, FL, US
Green Bay, WI, US	Westhampton Beach, NY, US
Greensboro, NC, US	
Harrisburg, PA, US	
Manchester, NH, US	
New Haven, CT, US	
Ottawa, ON, CA	
Peoria, IL, US	
Portland, ME, US	
Quebec, QC, CA	
Savannah, GA, US	
Sioux Falls, SD, US	
Waterloo, ON, CA	
Torreón, MX	

4. GATE ASSIGNMENT POLICY

4-1. Methods of informing carriers of gate assignment policy.

FLL utilizes a gate assignment policy (“Schedule Submission Policy” or “SSP”) for the use and allocation of per-use gates, and preferential non-exclusive gates, see Exhibit B. The SSP is used to maximize and facilitate the efficient use of resources while ensuring the equitable treatment of all air carriers and to ensure that the County manages the demand for air service responsibly. Air carriers shall follow the SSP so no one carrier has a competitive advantage over another and all have equal access to airport facilities.

The Airport distributes the SSP to existing airlines during the schedule submission request. A formal schedule submission request letter is emailed, with the SSP attached, to each airline no less than one month prior to their submission date. The Airport requests seasonal schedules quarterly, see Table 6. New entrants receive the SSP upon their initial inquiry with the Airport.

Table 6 Schedule Submission Dates

Flight Schedule Months	Task	Date
January 1 - March 31	Submission Date	September 1
	County Approval	October 15
April 1 - June 30	Submission Date	December 1
	County Approval	January 15
July 1 - September 30	Submission Date	March 1
	County Approval	April 15
October 1 - December 31	Submission Date	June 1
	County Approval	July 15

4-2. Methods for announcing to carrier when gates become available.

An airport layout (Exhibit C) is distributed to all airlines if there are any changes to preferential or per use gate designations.

For daily operations, should an air carrier have an unscheduled need for an additional gate, FLL's Airport Operations Control Center, Gate Control, will find a suitable gate to accommodate the requesting air carrier.

During the seasonal scheduling process, if a requesting air carrier cannot be accommodated on a per-use gate, the Airport will notify the requesting air carrier. The Airport will assist the requesting air carrier in the effort to seek voluntary accommodation from another air carrier for the use of a preferential non-exclusive gate. FLL reserves the right to use an air carrier's preferential non-exclusive gate, provided, the Airport's actions does not cause undue impacts to the accommodating air carrier. When FLL elects to use a preferential non-exclusive gate, the accommodating air carrier will be notified as soon as practical.

4-3. Policies on assigning RON positions.

Airlines that preferentially lease gates have first rights to those resources. All other Airport controlled areas are on a first come first serve basis, unless previously scheduled (special events).

Requests for a remote parking spot not previously scheduled will not be approved unless it is the day of the actual aircraft operation and provided that thirty (30) minutes or more exists between the last estimated off-block time and the next scheduled on-block time for any previously scheduled aircraft at the location requested.

5. GATE USE REQUIREMENTS

5-1. Gate use monitoring policy.

FLL's gate use monitoring policy is described in Section 2 (B), above. An interested air carrier may contact the Airport Airline Affairs Department for a copy of the gate use monitoring chart. Please see Exhibit A for FLL's gate use monitoring charts.

5-2. RON monitoring policy.

FLL has established locations for terminal ramp and remote parking areas for air carrier aircraft with the goal of reducing the need to tow aircraft long distances. Requests for a remote parking spot not previously scheduled will be approved on the day of the actual

aircraft operation and provided that thirty (30) minutes or more exists between the last estimated off-block time and the next scheduled on-block time for any previously scheduled aircraft at the location requested.

The Airport has 22 marked remote spots, 20 ramp positions, and 66 gates that are used for RON parking, See Exhibit C. The County uses its RMS to monitor remote spots and aircraft movement.

5-3. Requirements for signatory status.

Airline signatory requirements are:

- (i) Leases at least one gate and the associated hold room; and
- (ii) Leases a minimum of 4,000 square feet of space, which consists of any combination of the following: (1) Ticket Counter, (2) Airline Ticket Office, (3) Other Terminal Office Space, (4) Baggage Service Office, (5) Baggage Makeup Device, or (6) Curbside and/or Operations Space, as described in Exhibit D; and
- (iii) Simultaneously executes, with the County, both: (1) an Airline-Airport Lease and Use Agreement and (2) a Signatory Terminal Building Lease Agreement.

5-4. Accommodation priorities.

Per Use Gate Priority – International

Priority 1: International flight using a wide body aircraft. Any air carrier planning scheduled service with a wide body aircraft from a new international destination is afforded Priority 1 to the County's wide body gates with FIS Facility access.

Priority 2: Flights flying continuous service (within five minutes of its previous time) during the previous corresponding season (Example: Winter 2019 to Winter 2020). The Resource Planner will use the week with the most flight operations from the previous season, as a baseline, to evaluate the flights priority status.

Priority 3: New air carrier flying to an already served, or new destination.

Priority 4: Existing carrier flying to an already served, or new destination.

Priority 5: An air carrier submitting a schedule change after the schedule change deadline.

Priority 6: All charter, itinerant, and other non-scheduled flight operations will be accommodated as facilities are available. Any charter, itinerant, or other non-

scheduled flight operation is subject to reassignment if proposed schedule flight operation requires additional facilities.

In the event of a conflict between two identical priority flights, the following sub-priorities will be used as a resolution:

Priority A: The destination with the highest regional passenger demand, based on DOT and other data sources.

Priority B: The flight with the most frequencies.

Priority C: The flight that has been flying the same route for the longest period of time.

Per Use Gate Priority - Domestic

Priority 1: Flights flying continuous service (within 5 minutes of its previous time) during the previous corresponding season (Example: Winter 2019 to Winter 2020). The Gate Manager will use the week with the most flight operations from the previous season, as a baseline, to evaluate the flights priority status.

Priority 2: New air carrier flying to an already served, or new destination.

Priority 3: Existing carrier flying to an already served, or new destination.

Priority 4: An air carrier submitting a schedule change after the schedule change deadline.

Priority 5: All charter, itinerant, and other non-scheduled flight operations will be accommodated as facilities are available. Any charter, itinerant, or other non-scheduled flight operation is subject to reassignment if proposed schedule flight operation requires additional facilities.

In the event of a conflict between two identical priority flights, the following sub-priorities will be used as a resolution:

Priority A: The destination with the highest regional passenger demand, based on DOT and other data sources.

Priority B: The flight with the most frequencies.

Priority C: The flight that has been flying the same route for the longest period of time.

5-5. Common-use gate usage policies.

The County has established the SSP for the use and allocation of County operated and controlled gates, and the use of preferential non-exclusive gates.

The purpose of the policy is to maximize and facilitate the efficient use of resources while ensuring the equitable treatment of all air carriers and to ensure that the demand for air service is managed responsibly by the Airport.

All air carriers will follow the gate policy so that no one carrier has a competitive advantage over another. Also that all air carriers have equal access to FLL facilities.

6. FINANCIAL CONSTRAINTS

6-1. Major source of revenue for terminal projects.

The primary sources of revenue at the Airport for terminal-related capital projects include:

- General Airport Revenue Bonds backed by Airport revenues and/or PFC revenues
- Federal and State Grants
- Passenger Facility Charges (PFC)
- Unrestricted Airports System Revenues

6-2. Use of PFC's for gates and related terminals.

From the inception of the PFC program to end of FY 2021, the Airport has spent \$413.9M of PFC collections towards gates and terminal related projects. Refer to Table 7 for a detail of costs separated by terminal, baggage systems and passenger gates.

Table 7 PFC Related Projects

Application	Project Number	Project Title	Approved	Costs To Date(through 09.30.21)
94-01-C-05-FLL	01-003	Airport terminal sign system, phase I	\$ 290,035.00	\$ 290,035.00
94-01-C-05-FLL	01-006	FIS facilities -- phase I, terminal 3	\$ 1,015,768.00	\$ 1,015,768.00
94-01-C-05-FLL	01-017	Terminal 3 HVAC	\$ 328,929.00	\$ 328,929.00
98-02-C-05-FLL	02-012	Muck removal - New terminal Development	\$ 398,929.00	\$ 398,929.00
98-02-C-05-FLL	02-013	New Terminal Development	\$ 64,992,346.00	\$ 64,992,346.00
05-07-C-04-FLL	07-004	Concourse A Pre-Design	\$ 1,600,001.00	\$ 1,600,001.00
05-07-C-04-FLL	07-006	Concourse B - Terminal	\$ 19,968,685.00	\$ 19,968,685.00
05-07-C-04-FLL	07-007	Concourse E, F, and H Restrooms	\$ 391,799.00	\$ 391,799.00
05-07-C-04-FLL	07-023	Terminal 4	\$ 38,097,203.00	\$ 38,097,203.00
07-08-C-02-FLL	08-003	Terminal Roof Replacement (Terminals 2, 3, and 4)	\$ 3,391,692.00	\$ 3,391,692.00
09-10-C-02-FLL	10-001	Terminal 4 Redevelopment	\$ 148,776,300.00	\$ 120,697,209.09
10-11-C-01-FLL	11-004	T3 Security Checkpoint Relocation	\$ 5,000,000.00	\$ 3,010,883.00
11-12-C-01-FLL	12-002	Terminal 4-Design for Eastern Expansion	\$ 6,000,000.00	\$ 1,243,030.00
20-15-C-00-FLL	15-005	Automated People Mover - Programming	\$ 1,000,000.00	\$ -
Total Terminal Costs			\$	255,426,509.09
07-08-C-02-FLL	08-004	Near Term In-Line Baggage Handling Systems	\$ 42,562,158.00	\$ 42,562,158.00
10-11-C-01-FLL	11-001	Permanent In-Line Baggage System Design	\$ 5,000,000.00	\$ 5,000,000.00
13-13-C-01-FLL	13-001	In-Line EDS Baggage Systems	\$ 81,372,898.00	\$ 73,539,757.25
20-15-C-00-FLL	15-004	CBRA Room Improvements - T1	\$ 21,900,000.00	\$ 1,097,809.78
Total Baggage System Costs			\$	122,199,725.03
07-08-C-02-FLL	08-005	Airport Information Management System	\$ 8,035,661.00	\$ 8,035,661.00
07-08-C-02-FLL	08-006	Flight Info Display Systems Replacements	\$ 1,991,269.00	\$ 1,991,269.00
08-09-C-01-FLL	09-001	Airline Information System-Phase II	\$ 13,000,000.00	\$ 10,367,362.35
08-09-C-01-FLL	09-003	Flight Information Display System Replacement	\$ 1,301,272.00	\$ 582,326.00
08-09-C-01-FLL	09-007	Public Restroom Rehab and Improvements	\$ 6,000,000.00	\$ 60,042.00
05-07-C-04-FLL	07-017	Passenger Loading Bridge Utilities Infrastructure	\$ 457,564.00	\$ 457,564.00
09-10-C-02-FLL	10-004	Loading Bridges	\$ 8,356,400.00	\$ 6,438,473.74
13-13-C-01-FLL	13-002	Loading Bridges Phase II	\$ 7,534,377.00	\$ 5,992,444.00
20-15-C-00-FLL	15-001	Passenger Boarding Bridge Replacements	\$ 37,610,000.00	\$ 2,361,695.07
Total Baggage System Costs			\$	36,286,837.16
Total Terminal & Gate Related Costs			\$	413,913,071.28

6-3. Availability of discretionary income for capital improvement projects.

The Airline-Airport Lease & Use Agreement (U&LA), with the nine signatory airlines, incorporates a residual rate making procedure with a Majority In Interest (MII) provision for new capital development projects. The MII provision requires at least 50% in the number of Signatory Carriers currently not in default and actively engaged in air transportation to and from the Airport. As of the time when an approval of a particular undertaking is requested, such MII airlines shall have collectively paid more than one-half of facility charges and landing fees for the most recent six (6) month period.

As a result of U&LA's specific covenants, FLL has a Discretionary Fund with a maximum amount of approximately \$3 million. Any use of these funds requires prior notification of the use of the funds to the Signatory Airlines. Effectively, the Airport does not have any significant discretionary funds for capital development that are solely controlled by the Airport.

7. AIRPORT CONTROLS OVER AIR AND GROUND SIDE CAPACITY

7-1. Majority-in-Interest (MII) clauses covering projects.

FLL's Airline-Airport Lease and Use Agreement has a MII clause. The Airport will submit to the Airlines, for their review and consideration, the Airport's recommended Capital Expenditures which are not excluded from Majority-in-Interest consideration pursuant to need for capital improvement or pre-approved capital improvement plans. The airlines shall notify FLL in writing within forty-five days after receipt of the written submission whether they approve the Capital Expenditures as a whole or in part. If the Airline doesn't reply within 45 days, FLL will consider it as approval of the recommended Capital Expenditures.

7-2. Projects delayed because of MII clauses revoked.

No project has been delayed due to MII clauses.

7-3. Plans to modify existing MII agreements.

The Airline-Airport Lease and Use Agreement covers the MII clauses and is set to expire on September 30 2026. Consideration is being given to potential negotiations on a possible new or extended agreement.

8. AIRPORT INTENTION TO BUILD OR ACQUIRE GATES AS COMMON FACILITIES

8.1. Common-use gates available.

FLL has 9 gates retained on a per-use basis. Please refer to Table 3.

8-2. Common-use gates scheduled to be built.

The Airport has plans to construct a new terminal (Terminal 5). Terminal 5 is designed as a two level facility containing approximately 180,000 square feet. It will have five domestic gates, some of which may be assigned as preferential non-exclusive gates if the airlines meet the gate utilization formula outlined in 1.4 above. Terminal 5 will expand FLL's gate count from 66 to 71 gates. The gates are designed to accommodate Aircraft Design Group (ADG) III aircraft. The County anticipates an approximate capacity increase of 5 million passengers annually. Terminal 5 will integrate with existing Terminal 4 by constructing a multi-level pedestrian bridge. One level of the bridge will allow public passengers to

connect between the ticket lobbies of Terminals 4 and 5. The second level will allow secure passengers to connect between the existing Concourse G to the new Terminal 5.

The Airport has a recently approved Master Plan Update (MPU) which defines a long-term airport development and improvement plan that would be incrementally implemented through a three-phase approach to ultimately provide 95 total aircraft gates, which will balance terminal capacity to the practical capacity of the airfield. This plan offers a roadmap for demand-driven development that would serve FLL's continued growth in an unconstrained manner. See Exhibit E.

8.3. International gates available for domestic use. Fee differences between international gate use for domestic service and Domestic gate.

All 66 gates at FLL can accommodate domestic arrivals. Only 17 gates have access to the Federal Inspection Services (FIS) facility for international arrivals. Please refer to Table 2-1. There only cost difference between the uses of an international gate versus a domestic gate is the FIS fee for processing international passengers. Please see Exhibit F for the Airport's fiscal year 2022 rates and charges.

8-4. Carrier reliance on common-use gates.

For CY 2021, there were 13,014 turns on the 9 per-use gates (1,446 turns per gate) that the County operates. Airlines that do not have preferential rights (non-signatory) on a gate accounted for 24% (3,167) of turns on the per-use gates. Airlines that have preferential rights (signatory) on a gate accounted for 76% (9,847) on the per-use gates.

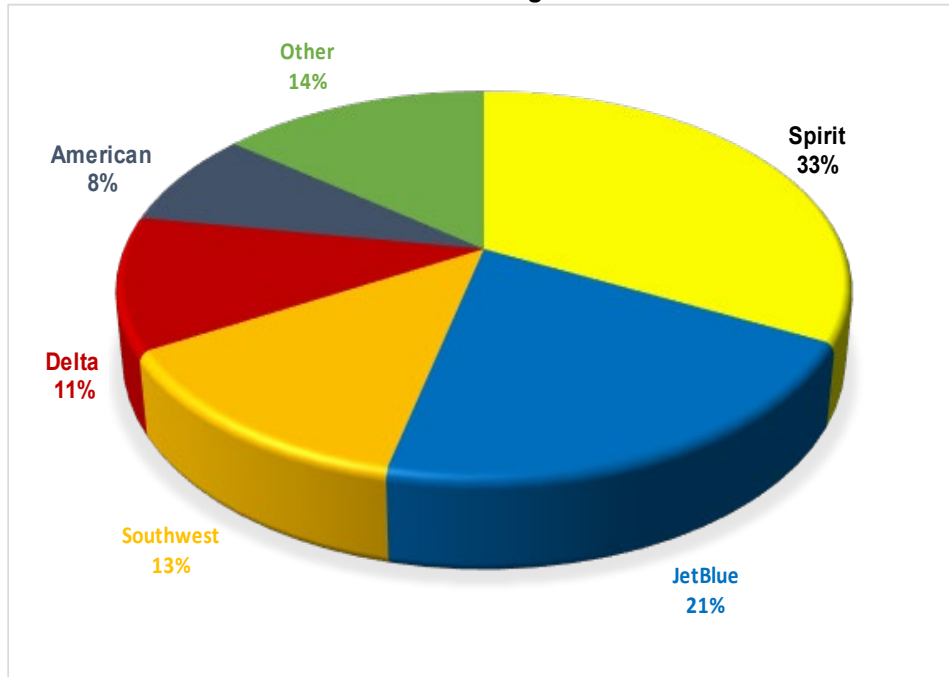
9. AIRFARE LEVELS COMPARED TO OTHER LARGE AIRPORTS

9-1. Carrier local passenger, average fare, market share and average passenger trip-length data.

In CY 2021, FLL carried 28,076,808 total passengers, an increase of 70.3% vs 2020 and a decrease of -23.6% vs 2019. In 2021 (ACI Data Jan-Dec 2021), FLL ranked 15th in total passengers traffic, 9th in international passenger traffic, and 13th in domestic traffic. ACI data indicates that FLL ranked 9th in total passenger recovery vs the same period in 2019. In CY2021, FLL was served by 22 airlines with an average of 246 daily departures to 91 US destinations and 52 daily departures to 44 international destinations in 21 countries. The top five (5) airlines ranked by passenger market share were: Spirit Airlines with 32.7%, JetBlue Airways with 20.9%, Southwest Airlines with 13.0%, Delta Airlines with

11.1%, and American Airlines with 8.1%. These carriers combined to carry 85.8% of FLL’s passenger traffic. For market share data, see Table 8.

Table 8 CY 2021 Passenger Market Share



Fiscal year ending September 2021, FLL average domestic base fare was \$87.69, and average international base fare was \$146.47. Both average domestic and international base fare ranks the lowest compared to the top 30 large hub airports in the US. See Table 9 and Table 10.

Table 9 Average Domestic Base Fare Comparison

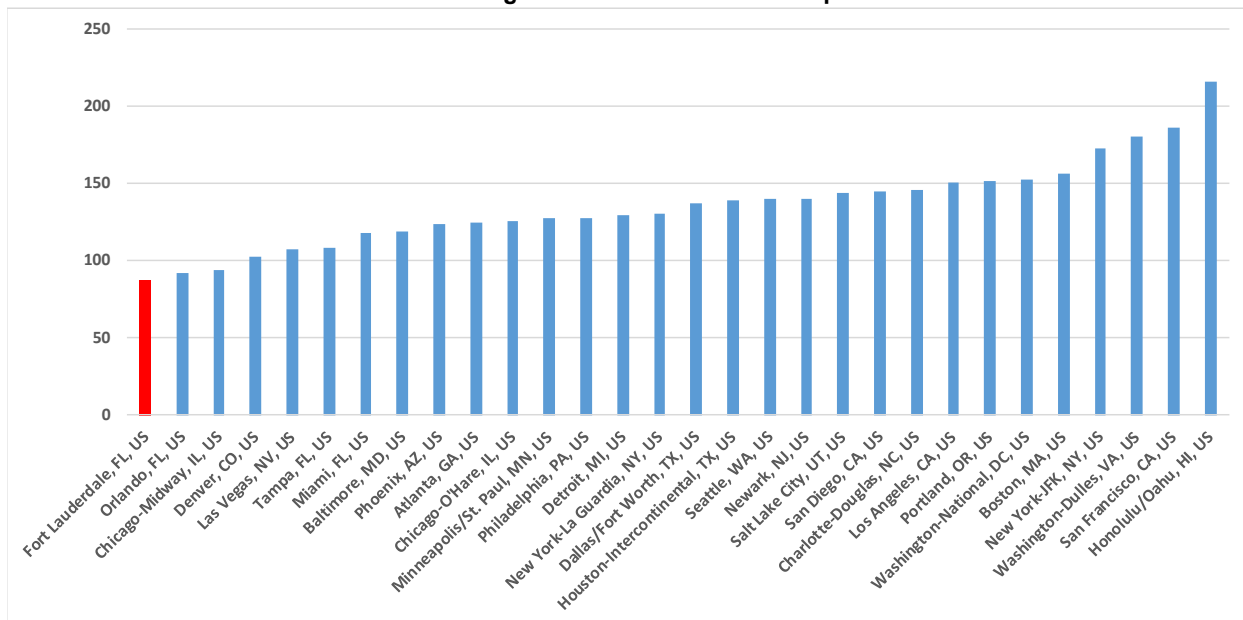


Table 10 Average Internaional Base Fare Comparison

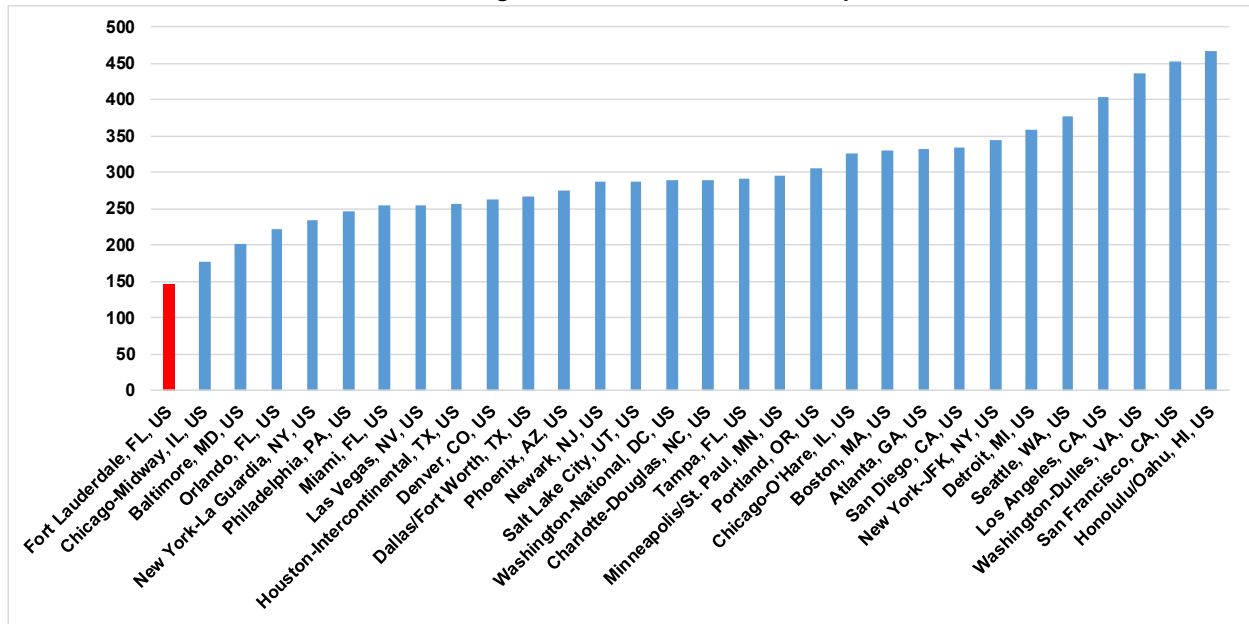


EXHIBIT A – GATE MONITORING CHARTS



Gate Monitoring
Charts Combined.pc

EXHIBIT B – SCHEDULE SUBMISSION POLICY



SSP 2021 rev3.pdf

EXHIBIT C – AIRPORT LAYOUT



FLL AIRCRAFT
PARKING EXISTING C

EXHIBIT D – AIRLINE-AIRPORT LEASE AND USE AGREEMENT



Signatory LU -
11-06-15 Revised 1.1

EXHIBIT E – MASTER PLAN



EXHIBIT F - FLL FY22 RATES AND CHARGES



FY22 Chapter 39
fees.pdf