

Rickenbacker International Airport Cargo Airline Incentive Program

Effective Jan. 1, 2010

Growth Incentive

Rickenbacker International Airport (LCK) maintains a strong interest in cargo airline growth. The airport will provide a growth incentive in the form of a landing fee credit for year-over-year growth in charter or scheduled aircraft gross landed weight. A minimum of 2 flights per month is required for incentives to be applicable.

If an operator's landed weight exceeds the previous year's landed weight for that same month the operator will receive a 25% discount on the increased landed

weight. The savings will immediately benefit the operator, which will automatically receive the credit on the subsequent monthly invoice.

The Growth Incentive program also applies to new airlines. An airline with no landed weight in the same month of the previous year will receive a 25% discount on the entire landing fee. See the New Market Incentive for potentially greater savings.

New Market Incentive

Rickenbacker International Airport (LCK) seeks to encourage air cargo service from new markets. Therefore, any scheduled or charter flight activity from a market that does not already have LCK service will receive a 50% discount on all corresponding landing fees for the first 6 months of the new market service. New market

service incentives must have at least 4 corresponding frequencies per month for a minimum period of 6 months to qualify for these incentives. After new market incentives expire the air carrier remains eligible for Growth Incentives.

Aircraft Landing Fee Comparison for 2010

Airport	Fee For Maximum Gross Landed Aircraft Weight per 1,000 lbs (Rate for signatory airline.)	Amount Saved by Landing at LCK (Save an extra 25% - 50% through the programs explained above.)
Rickenbacker International Airport (LCK)	\$1.92	-
Chicago (ORD)	\$6.76	\$4.84 (72%)
New York (JFK)	\$6.96	\$5.04 (73%)

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Manager

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LCK
RICKENBACKER
INTERNATIONAL AIRPORT

Rickenbacker International Airport 2010 Fees, Rates & Charges

Effective Jan. 1, 2010

Landing Fees

Signatory Airlines

Landing Fees \$1.92/1,000 lbs

Non-Signatory Airlines

Landing Fees \$2.40/1,000 lbs

Minimum Commercial Landing Fee < 12,500 lbs.
\$17/landing

Signatory - Having a lease or sublease of a ground site or building space in accordance with the airport's rates and charges policy. An airline having a contractual airline operating arrangement with an organization that has such a lease on airport property.

Non-Signatory - Operators who do not have a lease agreement with the airport in accordance with the rates and charges policy.

Ground Handling Fee Schedule (For 747-200 and 747-400 aircraft)

Up to three hours of service

\$1,900 per download

\$1,900 per upload

Up to five hours of service

\$3,000 total download and upload

There will be a charge of \$30 per man hour for service after the specified times above caused by airline delay.

Contact

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Fueling Fees

Fuel System Management \$0.045/gal

General Aviation Fuel Flowage \$0.05/gal

Aircraft Parking Fees

Single Engine \$6/day

Light Twin Engine \$8/day

12,500-40,000 lbs \$20/day

40,001-90,000 lbs \$30/day

90,001-150,000 lbs \$50/day

150,001-250,000 lbs \$80/day

250,001-400,000 lbs \$100/day

Over 400,001 lbs \$150/day

Parking charges for signatory airlines do not apply for the first 24 hours, weekends or holidays.

Parking charges for non-signatory airlines apply after the first six hours.

Parking charges for general aviation aircraft exceeding 60,000 lbs apply after the first six hours.

Parking charges for general aviation aircraft less than 60,000 lbs apply when remaining overnight.

Parking charges for any general aviation aircraft based at the airport do not apply if the owner/operator rents hangar or tie-down space from LCK or the FBO.

Monthly parking charges for based aircraft using remote aircraft ramp as designated by LCK, will be assessed at a rate equal to 30% of the daily rate.

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