

Managing Competition Among Aeronautical and Non-Aeronautical Tenants Eric T. Smith Kaplan Kirsch & Rockwell

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Presentation overview



Aeronautical competition



AIRLINES



FBOs



Non-aeronautical competition



CONCESSIONAIRES



RENTAL CARS / TNCs

(Mostly) state/local regulation



Aeronautical competition







Applicable Grant Assurances

Grant Assurance 5- Preserving Rights and Powers

Grant Assurance 25- Airport Revenues

Grant Assurance 22- Economic Nondiscrimination

Grant Assurance 37- Disadvantaged Business

Grant Assurance 23- Exclusive Rights

Grant Assurance 24- Fee and Rental Structure



Grant Assurance 39- Competitive Access

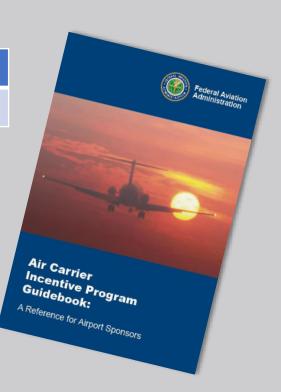
Enterprises

Air carrier incentive programs

• "New service" is not similarly situated to "existing" service for:

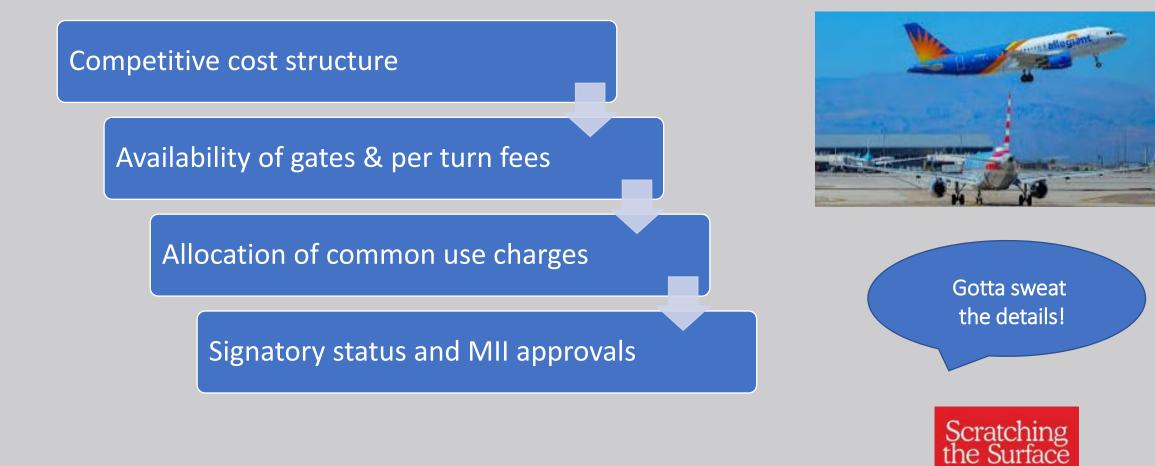
| New Entrants | New Routes |
|--------------|------------|
| One Year | Two Years |

- Incentives v. subsidies
- Marketing support
- Recommended: incentive program agreement



Airline rates and charges





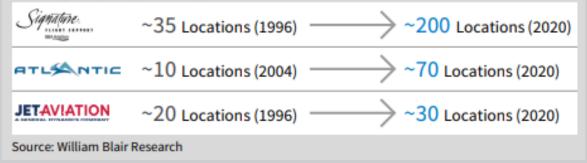


FBO competition: trends

- Increased consolidation among FBOs large and small
- FAA, Q&As FBO Industry Consolidation and Pricing Practices (Dec. 7, 2017)
- Limited engagement with sponsors on acquisition/divestiture

The Big Three FBO Owners

Despite being extremely acquisitive in the past 25 years, the three largest FBO companies own only 10% of the total number of operations at U.S. airports. Outside these three large players, the industry is extremely fragmented, creating ample opportunity for consolidation.



Protecting against exclusive rights

- Assignment provisions in FBO leases
- Rights of first refusal and options
- Excessive Minimum Standards





Ensuring diversity of services

- Minimum standards
- Different classes of FBO

- Grant Assurance 22(b)
- Unbundling of FBO services



Non-aeronautical competition













38TH ANNUAL AIRPORT LAW WORKSHOP

Airport concessions programs

- If you have seen one airport....
- Key considerations:
 - Risk mitigation
 - Passenger choice
 - Local business involvement (and challenges)
 - Federal requirements/limitations
- Few core topics...







Airport concessions: A variety of models

- Direct leasing model
- Prime concessionaire model
- Developer (and fee manager) model
- Multiple primes model









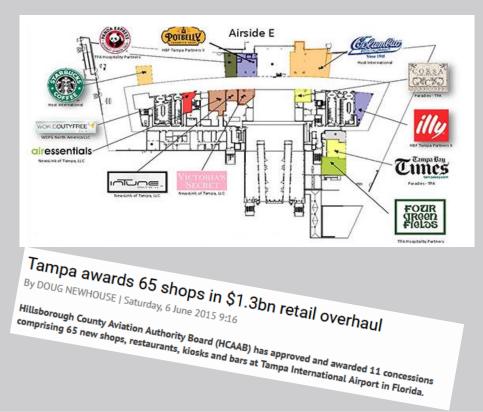
Airport concessions: selected issues

- Picking what works for YOUR airport
- Local flavor vs. local preference
- Street pricing
- Long-term exclusives





Douglas Kreulen Guest Columnist



Managing rental car competition

Too many cars, too little space









Managing the Process- Bid by <u>Brand</u> or <u>Parent</u>?





Managing RAC space and reallocation

- Dependent upon facility
- Establishing blocks
- QTA allocation
- Shared space
- Dedicated small operator space
- Reallocation

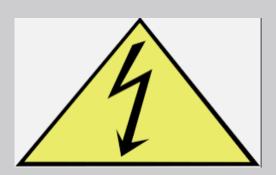




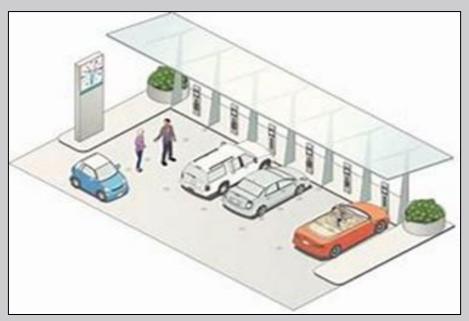
RAC electric vehicle charging stations



Electric Vehicle (EV) Charging Stations



- What is the service and space capacity?
- Who pays for the units/additional service?
- How does sponsor allocate?



RFP considerations

- Are minimum requirements too difficult for a variety of proposers to meet?
- What about the scope?
- How is scoring weighted?
- Outreach and educate.





Questions?

www.kaplankirsch.com | www.aaae.org | www.imla.org

