

**LOS ANGELES INTERNATIONAL AIRPORT - RULES AND REGULATIONS
APPENDIX 13**

**BOARD APPROVED GATE ASSIGNMENT AND UTILIZATION POLICY PRIORITIES
(RESOLUTION NO. 23538)**

LAX GATE USE PROTOCOLS

Los Angeles International Airport (“LAX” or the “Airport”) is a public facility essential to regional and national transport and the economy. These LAX Gate Use Protocols (the “Protocols”), which are effective July 1, 2025 (the “Effective Date”), provide a comprehensive set of gate assignment and use rules, policies and procedures that balance LAWA’s goal of maximizing flexibility, competition and efficient use of limited gate facilities with the airlines’ varying operational needs at LAX. These Protocols shall be the only rules, policies and procedures governing LAWA’s assignment and use of gates at LAX and shall supersede any other gate-related protocols issued by LAWA for LAX, including without limitation any gate-related protocols referenced in leases between LAWA and Passenger Carriers for use of terminal facilities.

These Protocols address the rules, policies and procedures for Common Use Gates and Preferential Use Gates.

Common Use Gates are controlled exclusively by LAWA and no airline will have priority scheduling rights to a specific Common Use Gate. However, LAWA will assign flights to Common Use Gates based on a schedule of priorities. Airlines that meet certain minimum requirements may have a limited number of flights designated as “Preferential Flights” that will receive the highest priority for Common Use Gate assignments. The rules, policies and procedures governing the use of Common Use Gates are addressed in Section 1 and Preferential Flights are addressed in Section 2.

Preferential Use Gates are limited to gates leased to airlines under an agreement with LAWA and provide the airline the preferential right to schedule flights on the gate. LAWA is seeking opportunities to clarify and improve the process to accommodate other airlines on Preferential Use Gates and to recapture underutilized Preferential Use Gates, as discussed in Section 3.

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**Section 1.
Common Use Gates**

1.1. Schedule Submissions and Scheduling on Common Use Gates

1.1.1. LAX as a Level 2 Slot Coordinated Airport will adopt the IATA Worldwide Airport Slot Guidelines (WASG) timelines for schedule submissions. Compliance with schedule submission timelines is critical as flights outside the “Final Seasonal Schedule” will lose scheduling priorities.

1.1.2. Airlines seeking to use Common Use Gates must submit to LAWA the seasonal schedules required in these Protocols in a format specified by the CEO. An Initial Seasonal Schedule shall be submitted at least 150 days prior to the Seasonal Commencement Date of each winter and summer season. LAWA will treat all scheduled data as publicly available, unless otherwise noted by the airline. (Illustrative schedule submission timeline included in Exhibit 1.) Initial Seasonal Schedule submissions made after the 150-day deadline may be accepted or rejected at LAWA’s sole discretion.

1.1.3. LAWA may provide comments on an airline’s Initial Seasonal Schedule no later than 105 days prior to the Seasonal Commencement Date of the upcoming season. Airlines may submit changes to the Initial Seasonal Schedule for the upcoming season no later than 75 days prior to the Seasonal Commencement Date of the upcoming season.

1.1.4. The Final Seasonal Schedule will be the most recent schedule submitted 75 days prior to the applicable Seasonal Commencement Date.

1.1.5. Any changes to the Final Seasonal Schedule proposed within 75 days of an applicable Seasonal Commencement Date must be submitted to LAWA in a format specified by the CEO and will be reviewed by LAWA who may approve or reject any such request to change a Final Seasonal Schedule in its sole discretion.

1.1.6. If an airline fails to meet these submittal requirements, its flights will only be considered for Common Use Gate assignment after all other flights under the priorities set forth in Section 1.1.8.

1.1.7. The capacity of Common Use Gate facilities is multi-faceted and may include check-in counters, gates, inbound baggage and Customs and Border Protection (as applicable) components. LAWA, in its sole discretion, may require airlines to adjust their schedules to ensure that facilities are not over-subscribed.

1.1.8. In case of a capacity conflict situation, priority will be given to requested flights in the following order (“Gate Scheduling Priorities”):

- (a) Priority Flights
- (b) Preferential Flights

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- (c) Construction Replacement Flights
- (d) International flights and domestic flights with a consistent year-over-year schedule (within 15 minutes) (scheduled flights from previous equivalent season)
- (e) Introduction of year-round scheduled service on existing seasonal routes
- (f) Expansion of seasonal service on existing routes or expansion of the number of days per week on existing routes
- (g) New international scheduled flights (including scheduled flights that were canceled and then rescheduled) that require access to FIS Areas (“International Flight”)
- (h) New domestic scheduled flights (including domestic scheduled flights that were canceled and then rescheduled and new international scheduled flights that do not require access to FIS Areas (“Pre-Cleared International Flight”))

If two or more airlines qualify for a priority and there are insufficient gates to meet their requirements, then LAWA will determine which flight to select based on the size of aircraft (aircraft with more seats shall be given priority), on operational efficiency, and fostering competition at the Airport, as determined by LAWA in its sole discretion.

1.1.9. The LAWA Published Final Seasonal Schedule will be issued by LAWA 60 days prior to the Seasonal Commencement Date.

1.1.10. Based on schedule submissions, LAWA will plot and disseminate to airlines a one-week gate schedule four weeks prior to the commencement of each season to generally demonstrate the feasibility of the schedule.

1.1.11. LAWA will schedule a “Gate Assignments Overview” session to provide stakeholders with real time awareness and discuss concerns raised by airlines no less than once prior to each IATA season.

1.1.12. In making day-of gate assignments, LAWA will retain the right to change gate assignments at any time as needed to further the efficient operation of and passenger experience at LAX. Such gate assignments will be done in accordance with LAWA operating procedures.

1.1.13. LAWA will maintain records of all gate assignments made and can provide a monthly report of actual gate assignments upon request.

1.1.14. Dwell time on Common Use Gates may be limited to the following¹:

OPERATION TYPE	INTERNATIONAL FLIGHT MAXIMUM GATE OCCUPANCY TIMES		
	ADG III < 100 Seats	ADG III >100 Seats and ADG IV	ADG V and ADG VI

¹ Exceeding these dwell times on Common Use Gates may result in additional gate use fees and charges.

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Full turn	60 minutes	90 minutes	150 minutes
Arrival only	45 minutes	60 minutes	60 minutes
Departure only	45 minutes	60 minutes	90 minutes

OPERATION TYPE	PRE-CLEARED INTERNATIONAL FLIGHT MAXIMUM GATE OCCUPANCY TIMES		
	ADG III < 100 Seats	ADG III >100 Seats and ADG IV	ADG V and ADG VI
Full turn	60 minutes	90 minutes	105 minutes
Arrival only	30 minutes	45 minutes	60 minutes
Departure only	30 minutes	45 minutes	60 minutes

OPERATION TYPE	DOMESTIC FLIGHT MAXIMUM GATE OCCUPANCY TIMES		
	ADG III < 100 Seats	ADG III >100 Seats and ADG IV	ADG V and ADG VI
Full turn	60 minutes	75 minutes	95 minutes
Arrival only	30 minutes	45 minutes	60 minutes
Departure only	30 minutes	45 minutes	60 minutes

Note: See "Active Periods" in Section 7

Section 2. Preferential Flights

2.1. **Concept.** Passenger Carriers that have committed to a flight schedule that demonstrates relatively high utilization throughout the day that, if coordinated, could be accommodated on a single Gate and have a need for scheduling certainty, as determined in LAWA's sole discretion, may have certain flights designated as "Preferential Flights" and receive priority scheduling on Common Use Gates in accordance with Section 1.1.8(b)

2.2. Qualification Criteria.

2.2.1. Capacity Determination. Before granting any request for Preferential Flight designations, LAWA will first determine, in its sole discretion, whether sufficient Common Use Gate capacity exists to meet current and forecasted demand for the use of Common Use Gates at LAX, after considering the factors listed in Section 2.5.1(d)-(i) and whether sufficient capacity exists to accommodate the requested schedule for Preferential Flights (e.g. requested size of aircraft, flight time of day and flight frequency).

2.2.2. Qualifying Airline Requirements. In order to be deemed a Qualifying Airline for Preferential Flight assignments, a Passenger Carrier must demonstrate to LAWA's sole satisfaction each of the following requirements:

2.2.2.1. The Passenger Carrier must demonstrate that it has over the last 12-months and will continue for at least the next IATA season to actually operate the flights in its flight schedule; and

2.2.2.2. The distribution of scheduled daily Departing Flights in the Initial Seasonal Schedule must demonstrate an ability to schedule flights, if coordinated, that could be accommodated on a single Gate in a manner that would meet the Minimum Utilization Requirement in Section 4.1.

2.2.2.3. To the extent that two or more airlines request conflicting Preferential Flight designations and only one designation can be accommodated at the Airport, the airline with the highest utilization will receive preference.

2.3. **Seasonal Schedules.** A Qualifying Airline must follow the seasonal schedule submission requirements in Section 1.1. If the Qualifying Airline is not changing its schedule from the current season to the upcoming season, it will not be required to submit a new schedule for the upcoming season but it must notify LAWA at least 150 days prior to the Seasonal Commencement Date of each winter and summer season that it will not submit a new schedule and will maintain its historic schedule. If a Qualifying Airline fails to timely provide the Initial Seasonal Schedule or provide LAWA a notification of no change in its schedule, LAWA may immediately discontinue all Preferential Flight designations. LAWA may, in its sole discretion, allow the resumption of Preferential Flights in future seasons, subject to all of the requirements in this Section 2.

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2.4. **Increasing Preferential Flights.** A Qualifying Airline may seek to increase its number of Preferential Flights each season, subject to a determination by LAWA, in its sole discretion, that the Qualifying Airline's request for additional Preferential Flights meets the determinations and requirements in this Section 2.

2.5. **Gate Locations for Preferential Flights and Other Flights of Qualifying Airline**

2.5.1. Preferential Flights will be gated on Common Use Gates. LAWA shall determine, in its sole discretion, where to gate each Preferential Flight after considering the following factors, among others:

- (a) Maintaining the current locations of the Common Use Gates assigned for the Qualifying Airlines Preferential Flights;
- (b) The location of the Qualifying Airline's leased or licensed terminal operations space under the Agreement;
- (c) Efficient operation of the Qualifying Airline's Seasonal Schedule, including minimizing the number of Preferential Flights gated in different terminals;
- (d) Current utilization and forecasted demand for Common Use Gates;
- (e) Overall gate utilization and forecasted demand at LAX for all gates, after adjusting for different size aircraft;
- (f) The need to accommodate new entrant passenger carriers or increases in service by passenger carriers already serving LAX;
- (g) Planned or completed changes in the terminals at LAX, including without limitation the addition of new terminal facilities;
- (h) The need to address operational issues or facility imbalances at LAX; and
- (i) Other factors affecting operational efficiency or the passenger experience at LAX, as determined by LAWA in its sole discretion.

2.5.2. LAWA retains the right to change the gate assignment for any Preferential Flight at any time as needed to further the efficient operation of and passenger experience at LAX. If the Qualifying Airline does not fly a Preferential Flight on any given day, LAWA shall have complete discretion to use the open scheduling period for another flight and for irregular operations on that day.

2.6. **Maintaining Preferential Flights.** To retain Qualifying Airline status, a Qualifying Airline must operate the flights in its Final Seasonal Schedule, unless circumstances outside of the control of the Qualifying Airline prevent the operation of the flights (such as an irregular operation as defined in Section 5), and meet the requirements of Section 2.2.2. If the Qualifying Airline fails to meet this requirement over any twelve-month period, as determined in LAWA's sole discretion, LAWA may discontinue all or a portion of the Qualifying Airline's Preferential Flight designations. LAWA may, in its sole discretion, allow the resumption of discontinued Preferential Flights in future seasons, subject to the requirements of this Section 2.

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Section 3.
Accommodation and Recapture on Preferential Use Gates

3.1. **Concept.** LAWA will seek opportunities to include the accommodation and recapture provisions specified in Sections 3.2 through 3.3 in all leases of Preferential Use Gates.

3.2. LAWA's Right to Schedule Flights on Preferential Use Gates in Amended Leases.

3.2.1. Scheduling Priority on Preferential Use Gates and LAWA's Right to Accommodate Requesting Airlines. A Passenger Carrier shall have scheduling priority on all of its Preferential Use Gates for all of its Active Periods with respect to the Scheduled Operations of a passenger carrier's handled airlines, alliance partner airlines, code-share partner airlines, LAWA approved affiliates, and the Airline's approved subtenants, subject to the terms of this Section 3.2. LAWA shall have the right to schedule at a Passenger Carrier's Preferential Use Gate the Scheduled Operations of a Requesting Airline during any Non-Active Periods in accordance with the procedures in this Section 3.2.

3.2.2. Submission of Seasonal Schedules.

3.2.2.1. A Passenger Carrier with Preferential Use Gates shall submit to LAWA Initial and Final Seasonal Schedules in a format specified by the CEO.

- (a) An Initial Seasonal Schedule shall be submitted at least 150 days prior to the Seasonal Commencement Date of each winter and summer season. LAWA will treat all scheduled data as publicly available, unless otherwise noted by the airline.
- (b) LAWA may provide comments on an airline's Initial Seasonal Schedule no later than 105 days prior to the Seasonal Commencement Date of the upcoming season. Airlines may submit changes to the Initial Seasonal Schedule no later than 75 days prior to the Seasonal Commencement Date of the upcoming season.
- (c) The Final Seasonal Schedule will be the most recent schedule submitted 75 days prior to the applicable Seasonal Commencement Date.
- (d) Any changes to the Final Seasonal Schedule proposed within 75 days of an applicable Seasonal Commencement Date must be submitted to LAWA in a format specified by the CEO and will be reviewed by LAWA who may approve or reject any such request to change a Final Seasonal Schedule in its sole discretion.

3.2.2.2. Notwithstanding anything to the contrary set forth in these Protocols, a Passenger Carrier shall have a scheduling priority for Active Periods at its Preferential Use Gates with respect to a Scheduled Operation only if the Passenger Carrier has submitted Seasonal Schedules that include the Scheduled Operation.

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3.2.3. Form and Timing of Request for Accommodation. At least ninety (90) days prior to commencing a flight that a Requesting Airline cannot accommodate on its own Preferential Use Gates, if any, a Requesting Airline may submit a written request to LAWA with the following information: name of airline, type of aircraft, number of Seats on the aircraft, desired time of day and day of week for the flight and whether the flight requires access to FIS Areas.

3.2.4. Selection of the Gate for Accommodation.

3.2.4.1. If a Common Use Gate is available to, in LAWA's sole judgment, reasonably accommodate the Requesting Airline's flight, LAWA will accommodate the flight on a Common Use Gate.

3.2.4.2. If LAWA determines that a Common Use Gate is not available to accommodate the requested flight, LAWA may seek to work with the Requesting Airline to identify an alternative time or day (as applicable) to accommodate the request on a Common Use Gate.

3.2.4.3. If an accommodation is not reached with the Requesting Airline pursuant to Section 3.2.4.2, LAWA will provide notice to Passenger Carrier's leasing Preferential Use Gates of the Requesting Airline's request for accommodation. A Requesting Airline accepting a Passenger Carrier's offer of accommodation must report to LAWA in writing that it has accepted an offer of accommodation and provide a summary of the terms of the accommodation within forty-five (45) days of LAWA's notice.

3.2.4.4. If an accommodation is not reached with the Requesting Airline pursuant to Section 3.2.4.2 or LAWA does not receive a report from a Requesting Airline within the timeframe specified in Section 3.2.4.3, LAWA will determine, based on Final Seasonal Schedules, and the resulting Non-Active Periods, in effect at the time LAWA receives a request under Section 3.2.3, whether the Requesting Airline's flight can be accommodated on a Preferential Use Gate. If more than one Passenger Carrier can accommodate the flight, LAWA will select the Passenger Carrier with the lowest Average Gate Utilization for Seats for all of its Preferential Use Gates over the prior twelve months (measured from the date of the request under Section 3.2.3) to accommodate the Requesting Airline on its Preferential Use Gates (the "Accommodating Airline").

3.2.4.5. LAWA will allow the Accommodating Airline to select the specific Preferential Use Gate at which such accommodation will occur; *provided*, however, that the Preferential Use Gate selected by the Accommodating Airline shall be able to accommodate the size of the Requesting Airline's aircraft and, if necessary, shall provide access to FIS Areas; and *further provided*, that LAWA shall have the right to select a Preferential Use Gate other than that selected by the Accommodating Airline if LAWA determines, in its sole discretion, that a different selection is warranted under the circumstances.

3.2.4.6. In accommodating LAWA in its right to schedule such operations, the Accommodating Airline shall allow and provide for use of its facilities at the Preferential Use Gate, or alternatively permit use of common use systems, as may be required for the Requesting Airline's efficient use of the Preferential Use Gate and at the Requesting Airline's expense; *provided*, however, that the Requesting Airline shall leave the associated facilities and holdrooms in as good as condition as when it began using the Preferential Use Gate.

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3.2.5. Duration of the Accommodation. A Requesting Airline shall be accommodated at the Accommodating Airline's Preferential Use Gate until:

3.2.5.1. the Requesting Airline discontinues the flight(s) for which it sought accommodation; or

3.2.5.2. the Accommodating Airline makes a written request to LAWA that it is necessary to move the Requesting Airline's flight in order to schedule a new flight by the Accommodating Airline on its Preferential Use Gates and either:

- (a) a Common Use Gate becomes available during a time that will accommodate the Requesting Airline's requested Active Period; or
- (b) another Passenger Carrier can accommodate the Requesting Airline's flight and aircraft without, in the sole discretion of LAWA, unduly affecting the Requesting Airline's operations.
- (c) the end of the IATA season is reached.

In the event of either Section 3.2.5.2(a) or 3.2.5.2(b), the Requesting Airline shall be relocated within thirty (30) days' written notice from LAWA.

3.2.6. Charges for Accommodation. LAWA will charge the Requesting Airline the applicable fees in accordance with LAWA published and board approved airport rates and charges and LAWA will credit any such fee that is collected from the Requesting Airline to the Accommodating Airline after deducting 15% for LAWA's administrative costs. The Accommodating Airline and the Requesting Airline may mutually agree to additional charges for services offered by the Accommodating Airline that are in addition to the requirements in Section 3.2.4.6. Any such charges must be approved by LAWA in writing.

3.2.7. Additional Obligations of Requesting Airline. The following shall apply any time an Accommodating Airline accommodates a Requesting Airline:

(a) The Accommodating Airline may require the Requesting Airline to provide insurance coverage and agree in writing to indemnify the Accommodating Airline in the manner and to the extent required of the Accommodating Airline in its Agreement with LAWA.

(b) Requesting Airlines shall have the right to use any ground service companies on the ramp and passenger service companies in the terminal (provided that such companies are authorized to operate at the Airport) and shall not be required to use the Accommodating Airline's employees or the Accommodating Airline's ground service or passenger service companies. LAWA shall require any ground service company on the ramp that a Requesting Airline is using to have their equipment on the ramp only during the Requesting Airline's Active Periods and to remove any equipment from the ramp during the Requesting Airline's Non-Active Periods.

(c) During the period of time that a Requesting Airline is using the Accommodating Airline's Preferential Use Gate, the Accommodating Airline's indemnification of LAWA as required under its Agreement shall not extend to the use, occupancy and operations

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of the Requesting Airline, unless damage or injury is caused by or contributed by the Accommodating Airline, its officers, directors, employees, agents or invitees.

(d) LAWA may require the Accommodating Airline to tow aircraft from the apron area adjacent to the Accommodating Airline's Preferential Use Gate to accommodate a Requesting Airline. LAWA shall designate an area to tow the aircraft and will make reasonable efforts to assign a reasonably convenient parking location. This obligation of the Accommodating Airline to tow any parked aircraft not engaged in an Active Loading or Active Unloading operations shall include, but not be limited to, any parked aircraft remaining overnight. This towing requirement shall not be invoked by LAWA if the period of time between the completion of the Active Unloading and the commencement of the Active Loading periods for a turn-around aircraft operation is less than 90 minutes. The Accommodating Airline shall receive a credit from LAWA in the amount to be mutually determined based on actual costs as evidenced by third-party towing rates. In the event the Accommodating Airline fails to remove any aircraft as directed by LAWA under this subsection, then LAWA may cause the removal of such aircraft and the Accommodating Airline shall pay to LAWA (1) all costs incurred by LAWA plus a fifteen percent (15%) administrative fee. In such case, the Accommodating Airline waives any and all claims against LAWA and any of its officers, employees for any loss or damage sustained to any such aircraft, or any part thereof, by reason of such removal and (2) the Accommodating Airline shall indemnify LAWA and its officers and employees against all liability arising out of such removal of said aircraft. Nothing in this section shall impair the rights of the Accommodating Airline vis-a-vis the agent who moves the Accommodating Airline's aircraft.

3.3. LAWA's Recapture Rights on Preferential Use Gates

3.3.1. LAWA's right to recapture Preferential Use Gates pursuant to Section 3.3 of the Protocols will May 1, 2027.

3.3.2. Sixty (60) days after the conclusion of each IATA season, LAWA will determine whether a Passenger Carrier has failed to meet the applicable Seasonal Minimum Utilization Requirement, as defined in Section 4.1, and LAWA may, in its sole discretion, recapture one or more of that Passenger Carrier's Preferential Use Gates in accordance with the provisions in this Section 3.3.

3.3.3. LAWA will have the right to recapture, in its sole discretion, up to the number of Preferential Use Gates that would bring the Passenger Carrier into compliance with the Minimum Utilization Requirement in Section 4.1 based on the Passenger Carrier's activity over the prior twelve month period used to assess the Minimum Utilization Requirement. For example, if the Passenger Carrier leases eight Preferential Use Gates and LAWA would need to recapture three Preferential Use Gates for the Passenger Carrier to meet the Minimum Utilization Requirement based on the prior twelve months of activity, LAWA may recapture up to three Preferential Use Gates.

3.3.4. If LAWA elects to recapture Preferential Use Gates, LAWA will provide the Passenger Carrier with 90 days' written notice specifying the initial number and proposed location of the gate(s) to be recaptured ("Recapture Notice").

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3.3.5. If requested by the Passenger Carrier within 10 days of LAWA's issuance of the Recapture Notice, LAWA will discuss alternative locations for the recaptured gate(s) with the Passenger Carrier.

3.3.6. LAWA will make the final determination on the location of the recaptured gates in its sole discretion within 30 days of issuing the Recapture Notice. In making the final decision, LAWA will take the following factors into account: (a) minimizing split operations and maximizing adjacency of Preferential Use Gates and Common Use Gates; (b) the location of the operational space of Passenger Carriers that may use the recaptured gate; (c) the efficient operation of Passenger Carrier schedules; (d) access to FIS facilities; (e) the Passenger Carrier's stated preference, if any; and (f) the LAX passenger experience.

3.3.7. The Passenger Carrier's lease will be updated to reflect the change in Preferential Use Gates. At LAWA's request at any time after LAWA makes a final decision to recapture gates, the Passenger Carrier shall be responsible for removing its proprietary gate equipment from any recaptured Preferential Use Gates in a timely manner and at the Passenger Carrier's sole cost.

3.3.8. Subject to Sections 3.3.7.1 and 3.3.7.2 if a Passenger Carrier's Preferential Use Gates are recaptured pursuant to this Section 3.3, LAWA may also terminate, upon 90 days' written notice to the Passenger Carrier that Passenger Carrier's right to use those portions of its leased premises, including but not limited to ticket counters, baggage systems and support space, that are no longer necessary, in LAWA's sole discretion, to support the Passenger Carrier's operations at its remaining Preferential Use Gates; *provided* that such reduction in the Passenger Carrier's leased premises is in reasonable proportion to the reduced number of Preferential Use Gates and the remaining leased premises is reasonably sufficient to maintain the Passenger Carrier's operations as determined by LAWA in its sole discretion. The Passenger Carrier shall be responsible for removing its property and equipment from any such terminated leased premises in a timely manner and at the Passenger Carrier's sole cost. Unless otherwise agreed to by LAWA and the Passenger Carrier, LAWA's termination of leased premises related to the recaptured Preferential Use Gates shall be based on the following:

3.3.8.1. If LAWA recaptures one (1) of the Passenger Carrier's Preferential Use Gates that is configured to handle Aircraft Design Group III and IV aircraft, LAWA shall have the right to terminate related leased premises, for each such conversion, of no more than (a) four (4) ticket counter positions, (b) 500 square feet of back office space, (c) the adjacent holdroom, and (d) 1,000 square feet of operations space which includes space required for maintaining and servicing the aircraft and flight operations.

3.3.8.2. If LAWA recaptures one (1) of the Passenger Carrier's Preferential Use Gates that is configured to handle Aircraft Design Group V and VI aircraft, LAWA shall have the right to terminate related leased premises, for each such conversion, of no more than (a) six (6) ticket counter positions, (b) 500 square feet of back office space, (c) the adjacent holdroom, and (d) 1,000 square feet of operations space which includes space required for maintaining and servicing the aircraft and flight operations.

3.3.9. If a Passenger Carrier has any Preferential Use Gate recaptured in accordance with this Section 3.3 and the Passenger Carrier is unable to accommodate its flights on its

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remaining Preferential Use Gates, the flights may be accommodated on Common Use Gates in the same terminal as the recaptured Preferential Use Gate in accordance with Section 1 or the Passenger Carrier may seek to qualify the flights for Preferential Flights in accordance with Section 2.

Section 4. Minimum Utilization Requirements.

4.1. **Minimum Utilization Requirements for Preferential Use Gates.** Upon the amendment of leases of Preferential Use Gates, LAWA will incorporate the requirements of this Section 4.1.

4.1.1. To meet the Minimum Utilization Requirement, a Passenger Carrier's Average Gate Utilization for Seats for all of its Preferential Use Gates over the past twelve months based on actual Departing Seats as of the conclusion of each IATA season must be equal to or greater than the Minimum Utilization Requirement established in Section 4.1.3.

4.1.2. In calculating the number of Gates (including Preferential Use Gates) under Section 4.1.1 and 4.1.3, LAWA will (a) exclude any Gate that was not operational (except as provided below) and (b) adjust the value of each Multiple Aircraft Ramp System (MARS) Gate to reflect actual, average aircraft usage on the MARS Gate, as further specified in Exhibit 2. In calculating the number of Gates for the Minimum Utilization Requirement under Section 4.1.3, LAWA will include the 15 T5 gates during the reconstruction of Terminal 5 ("T5") from 2025 through 2028 only.

4.1.3. LAWA will calculate and publish 180 days prior to each Seasonal Commencement Date, the then-current Minimum Utilization Requirement to be used to evaluate compliance in accordance with Section 3.3.1 (the "Seasonal Minimum Utilization Requirement"). In each published calculation, LAWA will also calculate and publish, for informational purposes only, a forecasted Minimum Utilization Requirement based on published schedules for the next three months.

4.2. In calculating Average Gate Utilization and the Minimum Utilization Requirement, LAWA will include the activity of a Passenger Carrier's handled airlines, alliance partner airlines, code-share partner airlines, LAWA approved affiliates, the Passenger Carrier's approved subtenants, and any airline that is accommodated in accordance with Section 3.2.4.3 and will exclude the activity of any airline that is accommodated through LAWA's rights to schedule on Preferential Use Gates or require accommodations in accordance with Section 3.2.4.4. In calculating the Passenger Carrier's Average Gate Utilization, no activity on a Common Use Gate shall be included. LAWA will make reasonable adjustments for Preferential Use Gates that are not in service the full twelve-month review period. Passenger Carriers will provide flight activity data to LAWA in a form and manner determined in LAWA's sole discretion.

Section 5. Irregular Operations on Preferential Use Gates. In order to minimize operational inconvenience to passengers and aircraft operations, all Passenger Carriers shall make good faith efforts to assist LAWA in accommodating other Passenger Carrier's aircraft operations on Preferential Use Gates during periods of emergencies and irregular operations caused by among other things as reasonably determined by LAWA, extreme weather at the

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Airport or other airports, air traffic control or airline operational technology failures, aviation incidents or accidents, labor strikes or slowdowns, acts of God, enemy action, terrorist acts, or civil commotion. A Passenger Carrier's obligations to make good faith efforts to assist LAWA in such circumstances shall not be constrained by any notice periods in these Protocols or the Agreement between the Passenger Carrier and LAWA. LAWA will make good faith efforts to provide a Passenger Carrier with as much notice as is reasonably possible once a period of emergency or irregular operations has been determined to exist by LAWA. However, a Passenger Carrier's obligations under this section shall not extend to a requirement that the Passenger Carrier's scheduled aircraft operations will be unduly delayed or inconvenienced, as determined by LAWA, and Passenger Carrier's irregular operations shall have priority over the irregular operations of other Airlines on the Passenger Carrier's Preferential Use Gates.

Section 6. LAWA's Rights to Revise Protocols

LAWA may in its sole discretion revise these Protocols from time to time to, among other things, optimize LAX gate utilization and efficiency. Prior to revising these Protocols, LAWA will meet and confer with all affected Passenger Carriers then currently serving LAX to review the nature and timing of the proposed revisions.

Section 7. Definitions

Active Loading means that period of time that is consistent with the table in Section 1.1.14 that excludes 15 minutes after the scheduled departure time of the aircraft, or such other time periods as may be established from time to time by the CEO in accordance with Section 6.

Active Periods means the periods of time when the Gate is scheduled to be in use for Active Loading and Active Unloading of Scheduled Operations.

Active Unloading means that period of time that is consistent with the table in Section 1.1.14 that excludes 15 minutes prior to the scheduled arrival time of an aircraft, or such other time periods as may be established from time to time by the CEO in accordance with Section 6.

Agreement means a lease between a Passenger Carrier and LAWA for terminal facilities at LAX or a license issued by LAWA for the use of facilities under the Tariff.

Average Gate Utilization for Seats means the average number of Departing Seats per Gate per day over a specified period of time.

Common Use Gate means each gate that has not been leased or licensed to a Passenger Carrier as a Preferential Use Gate.

Construction Replacement Flight means a flight on a Preferential Use Gate that has been displaced due to LAWA approved construction and that LAWA is obligated to accommodate under its lease with the airline leasing the Preferential Use Gate.

Departing Flight means a scheduled revenue aircraft operation Actively Loaded at the Terminal that departs from the Airport.

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Departing Seats shall mean the actual number of available Seats on a Departing Flight.

Final Seasonal Schedule means the Seasonal Schedule that is in place 75 days prior to the Seasonal Commencement Date of each summer and winter flight season.

FIS Areas means the space in the terminals at LAX designated by the CEO to be used in common with other Passenger Carriers for federal inspection services, as determined by LAWA.

Gate means a gate position and the adjacent aircraft loading area excluding the American Airlines regional jet facility (Gates 52A-52I) and remote gates (Gates 401-419).

Initial Seasonal Schedule means the Seasonal Schedule submitted to LAWA by a Passenger Carrier at least 150 days prior to the Seasonal Commencement Date of each summer and winter flight season. (Consistent with IATA seasonal scheduling timeline). Upon request by a Passenger Carrier, LAWA may in its sole discretion accept Initial Seasonal Schedules that cover a 12-month period.

International Flight means an international flight that requires access to FIS Areas.

LAWA Published Final Seasonal Schedule means the final seasonal schedule published by LAWA 60 days prior to the Seasonal Commencement Date.

Minimum Utilization Requirement means the minimum activity levels specified in Section 4.

Non-Active Periods means the periods of time when a Gate is not scheduled to be in use for Active Loading and Active Unloading of Scheduled Operations.

Passenger Carrier means an air carrier certificated by the Secretary of the U.S. Department of Transportation under 49 U.S.C. § 41102 or as a foreign carrier under 49 U.S.C. § 41302 that provides passenger air transportation.

Pre-Cleared International Flight means an international flight that does not require access to FIS Areas.

Preferential Use Gate means a Gate over which a Passenger Carrier has priority use over all other Passenger Carriers during Active Periods, subject to the terms and conditions of any lease or license and these Protocols.

Preferential Flight means a Scheduled Operation of a Qualifying Airline that LAWA will, in accordance with these Protocols, prioritize over the flights of other passenger carriers when scheduling flights on Common Use Gates.

Priority Flight means a flight that LAWA has determined in its sole discretion requires scheduling priority on a certain Common Use Gate to provide an airline committing to lease operations space with the scheduling certainty necessary to sustain the airline's financial commitment. The rights and obligations of Priority Flights shall be governed by the terms and conditions of the lease between the airline and LAWA.

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Protocols means these LAX Gate Assignment Protocols.

Qualifying Airline means a Passenger Carrier that meets the criteria for Preferential Flights specified in Section 2.2 of these Protocols.

Requesting Airline means a Passenger Carrier seeking to initiate new service at LAX or expand its existing service at LAX and is seeking to be accommodated on the Preferential Use Gate(s) that have been leased or assigned to another Passenger Carrier.

Seasonal Commencement Date means first day of flights under the summer and winter schedules.

Seasonal Schedule means the flight schedule submitted by a Passenger Carrier to LAWA each winter and summer season.

Scheduled Operation means a Passenger Carrier's operation (arrival or departure) that occurs pursuant to that Passenger Carrier's current LAWA Published Final Seasonal Schedule.

Seats means a seat on an aircraft arriving or departing from the Airport other than those seats reserved in the flight deck or aircraft cabin for members of the flight crew.

Tariff means the Los Angeles International Airport Passenger Terminal Tariff - Revision No. 5 or a successor tariff.

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LAX GATE USE PROTOCOLS

EXHIBIT 1

Days before IATA Season	Illustrative Schedule Milestones
180 days	LAWA will calculate and publish Seasonal Minimum Utilization Requirement (MUR)
150 days	Airline shall submit Initial Seasonal Schedule to LAWA
105 days	LAWA may provide feedback on airline's Initial Seasonal Schedule
75 days	Final Seasonal will be the most recent schedule submitted to LAWA 75 days prior to the Seasonal Commencement Date of the upcoming season
60 days	LAWA Published Final Seasonal Schedule is issued
28 days	LAWA provides a one-week gate schedule to airlines
Season start	IATA season start
Season end	IATA season end
60 days after IATA season	LAWA determines if airlines have met Seasonal Minimum Utilization Requirement

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LAX GATE USE PROTOCOLS

EXHIBIT 2

Illustrate MARS Gates	Gate A	Gate B
Actual widebody (WB) flights	156 flights	10 flights
Actual narrowbody (NB) flights	112 flights	326 flights
Adjusted NB flights	$112 / 2 = 56$	$326 / 2 = 163$
Ratio of WB to adjusted NB	$156 : 56$ Adjustment ratio 74% : 26%	$10 : 163$ Adjustment ratio 6% : 94%
Equivalent Preferential Use Gates	1.26 equivalent gates (74% x 1 gate + 26% x 2 gates)	1.94 equivalent gates (6% x 1 gate + 94% x 2 gates)