

From: **Ken Spirito** <KSpirito@flyphf.com>  
To: **Bourey, James M.** <jbourey@nngov.com>  
Subject: RE: Some suggestions  
Date: 07.10.2014 13:33:55 (+02:00)

Some of these will be referred to Florence.

From: Bourey, James M. [mailto:jbourey@nngov.com]  
Sent: Tuesday, October 07, 2014 9:26 AM  
To: Ken Spirito  
Subject: FW: Some suggestions

Ken:

Below are some follow up questions Dave Ress has. I told him you would be the best person to answer these questions and gave him your number.

Jim

From: Ress, Dave [mailto:dress@dailypress.com]  
Sent: Monday, October 06, 2014 4:35 PM  
To: Bourey, James M.  
Subject: RE: Some suggestions

Jim,

Do you have any information on financial impact for the airport of the increased passenger traffic – parking fees, other fees or spending?

Was the advertising expense reported for June involving PEX the only such airport expense or did the airport spend money advertising and marketing the PEX service in July and August as well?

We haven't reported much on the AirTran subsidies, which appear to be revenue guarantees. I believe that's the same for Frontier. DO you know what the airport, the EDA or RAISE or any predecessor actually spent on subsidies, in addition to what was committed.

The Vision air services agreement does not appear to be a revenue guarantee – any special reason why not?

The Vision agreement doesn't mention a requirement for three planes – any particular reason, given its importance?

Do you know when Vision actually emerged as PEX's partner? I ask because Vision/PEX bid for service at Reagan National in March and other airlines were critical of the financial capability of the two to deliver service (90-days past due surety bond, judgments for hazard pay, tax liens and just-settled unpaid airport service fees mentioned) and because I wonder if the commission, EDA or RAISE were aware of these.

Dave