

EXHIBIT “F”
to Signatory Airline Agreement for
San Antonio International Airport

RATES AND FEES SCHEDULE

SECTION I - DEFINITIONS

The following words, terms and phrases used in this Exhibit “F” shall have the meanings set forth in this Section and the meanings shall apply to both the singular and plural forms of such words, terms and phrases. Additional words, terms and phrases used in this Exhibit “F”, but not defined in this Section, shall have the meanings ascribed to them in the individual sections of this Exhibit “F”, the Agreement or the Bond Resolution. The specific methodologies for calculating the rates, fees and charges defined below can be found in Section II of this Exhibit “F”.

Sections I, II, III and IV of this Rates and Fees Schedule will not be revised during the Term of the Agreement unless mutually agreed upon and amended by the Airline and City.

1. “Additional Revenue Required – Coverage” means the amount calculated by dividing the Baseline Net Revenue by Debt Service that results in a minimum Debt Service Coverage of twenty five percent (25%).
2. “Adjusted Signatory Landing Fee” means the adjusted Landing Fee needed to meet a minimum Debt Service Coverage of twenty five percent (25%) of Debt Service in a rate setting period.
3. “Adjusted Signatory Terminal Rental Rate” means the adjusted Terminal Building Rentals needed to meet a minimum Debt Service Coverage of twenty five percent (25%) of Debt Service in a rate setting period.
4. “Airfield Area Cost Center” means the Airport Cost Center further described in **Table F-8** of this Exhibit “F”.
5. “Apron Area Cost Center” means the Airport Cost Center further described in **Table F-8** of this Exhibit “F”.
6. “Baggage Handling System/ Security Checkpoint (BHS) Cost Center” means the Airport Cost Center further described in **Table F-8** of this Exhibit “F”.
7. “Baseline Net Revenues” means Airport Revenues minus Maintenance and Operating Expenses to calculate the Adjusted Signatory Terminal Rental Rate and Adjusted Signatory Landing Fee.
8. “Bond Reserve Fund” means the fund(s) by that name established by City for the Airport to assure that there are sufficient funds to pay debt service on a timely basis.
9. “Differential Rate Period” means the period beginning upon the start of the first full Fiscal Year following DBO of the expanded Terminal Building facilities constructed as part of TDP and continuing for three (3) Fiscal Years total of the subject adjustments, as set forth in Section 5.11 of the Agreement.
10. “Excess PFC Revenues” means PFC Revenues available to repay Debt Service that was issued to fund PFC-eligible Capital Improvements.
11. “Fuel Flowage Revenues” means the fees collected by the City for each gallon of fuel and oil delivered to the Airports for use by private aircraft owners with City-approved self-fueling facilities or sold to the public by the fixed base operators.
12. “Leased Unenclosed Space” means space that is leased by an Air Carrier as Exclusive Use Premises that is classified as unenclosed space in the Terminal Building and charged at the Unenclosed Space Rate.

13. "Loading Bridge Cost Center" means the Direct Cost Center further described in **Table F-8** of this Exhibit "F".
 14. "Non-Rentable Space" means space in the Terminal Building that is non-rentable such as City Aviation Department, Art, Mechanical, Storage, Public Use, Stairs, Elevators and Escalators.
 15. "Other Buildings and Areas Cost Center" means the Direct Cost Center further described in **Table F-8** of this Exhibit "F".
 16. "Parking Cost Center" means the Direct Cost Center further described in **Table F-8** of this Exhibit "F".
 17. "Rate Setting Period" means the Fiscal Year for which the rates, fees and charges are being calculated hereunder.
 18. "Stinson Cost Center" means the Direct Cost Center further described in **Table F-8** of this Exhibit "F".
 19. "Terminal Building Cost Center" means the Direct Cost Center further described in **Table F-8** of this Exhibit "F".
 20. "Ticket Counter" means each two-position ticket counter within the Terminal rentable by an Air Carrier for the processing of passengers and baggage for a departing flight, including the ticket counter itself, kiosks, queuing space, and space behind the ticket counter position.
 21. "Total Rentable Space" means the total amount of space available for rent in the Terminal Building to Air Carriers (or available for use by an Air Carrier on a per-use fee basis), which includes Preferential Use Premises and Exclusive Use Premises assignable to Signatory Airlines and/or Non-Signatory Airlines, Joint Use Space (enclosed and unenclosed), and City Gates ("Airline Rentable Space"), and to tenants/users other than Air Carriers (e.g., concessionaires) ("Non-Airline Rentable Space"), as may be adjusted and/or weighted during the course of any Fiscal Year for changes in space classifications after consultation with the airlines. If the City assigns Exclusive Use Premises (except for passenger clubs or lounges) to a Non-Signatory Airline on a month-to-month basis, such Non-Signatory Airline will be required to pay Terminal Building Rentals to the City for the use of such space at the same rate as Signatory Airlines would pay for such space, plus the Non-Signatory premium of fifteen percent (15%). Airline Rentable Space as of the Effective Date is shown on Exhibit D-1 to this Agreement, which may be changed from time to time due to a change in the purpose of the space or due to the construction or demolition of Terminal Building space.
 22. "Turn" means a single inbound and outbound flight operation, for which an Air Carrier uses a Gate, Loading Bridge, and Apron.
 23. "Turns per Day" means the divisor for the Per Use Fee calculation with an average of four (4) Turns per day.
 24. "Unenclosed Space Rate" means the discounted rate for Leased Unenclosed Space which is sixty percent (60%) of the Terminal Rental Rate as calculated in Section II of this Exhibit "F".
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SECTION II - RATE CALCULATIONS

1. Explanation of Rate Calculation Line Items. The following Line Items listed in **Tables F-1.1** and **F- 2 - F-5** are included in the calculation of Terminal Rental Rate, Baggage Handling System/ Security Checkpoint Fee, Loading Bridge Fee, Apron Area Fee and Landing Fee for each Rate Setting Period. Each Line Item in **Tables F-1.1** and **F-2 - F-5** is identified by the corresponding letter set forth below.

Line Item A. Maintenance and Operating Expenses. This Line Item includes those expenses directly assignable to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers ("Direct Maintenance and Operating Expenses") and those expenses associated with Maintenance and Operating of the Airport that are not directly assignable but are allocated to the Airport Cost Centers ("Indirect Maintenance and Operating Expenses"). The sum of Direct Maintenance and Operating Expenses and Indirect Maintenance and Operating Expenses are hereinafter referred to as "Maintenance and Operating Expenses".

Line Item B. Maintenance and Operating Reserve. This Line Item includes the Maintenance and Operating Reserve for the current Rate Setting Period less the Maintenance and Operating Reserve for the prior Rate Setting Period allocated to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers

Line Item C. Debt Service. This Line Item includes Debt Service directly assignable to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers ("Direct Debt Service") and Debt Service assignable to the Indirect Cost Centers ("Indirect Debt Service"). Indirect Debt Service shall be allocated to the Direct Cost Centers on the basis of the procedures set forth in Section V(3) below for the distribution of Indirect Maintenance and Operating Expenses. The sum of Direct Debt Service and Indirect Debt Service are hereinafter referred to as "Total Debt Service".

Line Item D. Debt Service Coverage. This Line Item includes Debt Service Coverage attributable to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers.

Line Item E. Other Debt. This Line Item includes Other Financing attributed to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers.

Line Item F. Amortization. This Line Item includes Amortization attributable to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers.

Line Item G. Non-Amortized Capital and Equipment Outlays. This Line Item includes Non-amortized Capital and Equipment Outlays attributable to the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers.

Line Item H. Total Requirement. The Total Requirement is the sum of Line Items A through G. The Total Requirement is applicable to Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers.

Line Item I. Credits. This Line Item identifies the Credits to the Total Requirement that may be included in the Terminal, Baggage Handling System/ Security Checkpoint, Loading Bridge, Apron Area or Airfield Cost Centers and as follows:

- a. Credits to the Terminal Total Requirement in **Table F-1.1** includes Excess PFC Revenues.
- b. Credits to the Baggage Handling System Total Requirement in **Table F-2** include Excess PFC Revenues.

- c. Credits to the Loading Bridge Total Requirement in **Table F-3** include Excess PFC Revenues.
- d. No credits are included in the Apron Area Total Requirement in **Table F-4** except in FY2025 pursuant to subsection (f) below.
- e. Credits to the Airfield Total Requirement in **Table F-5** include Excess PFC Revenue, Fuel Flowage Revenue, and Non-Terminal RON Parking.
- f. In FY2025, and in no other Rate Setting Period, credits to the above-referenced requirements include the prior Rate Setting Period's Debt Service Coverage (if any).

Line Item J. Net Requirement. The Net Requirement equals Total Requirement minus Credits.

Line Item K. Line Item K in **Tables F-1.1** and **F-2 - F-5** shall be defined as follows:

- **Table F-1.1: Leased Airline Preferential, Exclusive and Joint Use Space.** The term "Leased Airline Preferential, Exclusive and Joint Use Space" in **Table F-1.1** means the total amount of the Airline Rentable Space that is leased or assigned to an Air Carrier in the Terminal Building.
- **Table F-2: Total Enplaned Passengers.** The term "Total Enplaned Passengers" in **Table F-2** means the Enplaned Passengers for all commercial airlines, including Signatory and Non-Signatory Airlines.
- **Table F-3: Total Loading Bridges.** The term "Total Loading Bridges" means the total Loading Bridges at the Airport.
- **Table F-4: Total Apron Area.** The term "Total Apron Area" means the total linear feet of apron adjacent to Terminal Building.
- **Table F-5: Total Landed Weight.** The term "Total Landed Weight" in **Table F-5** means the Landed Weight for all commercial airlines, including Signatory and Non-Signatory Airlines.

Line Item L. Line Item L in **Tables F-1.1** and **F-2 - F-5** shall be calculated as follows:

- **Table F-1.1: Leased Unenclosed Space.** The term "Leased Unenclosed Space" has the meaning given to it in Section I of this Exhibit "F".
- **Table F-2: BHS/ Security Checkpoint Fee.** Calculated in **Table F-2** as (J) Baggage Handling System/ Security Checkpoint Net Requirement divided by (K) Total Enplaned Passengers.
- **Table F-3: Loading Bridge Fee.** Calculated in **Table F-3** as (J) Loading Bridge Net Requirement divided by (K) Total Loading Bridges.
- **Table F-4: Apron Area Fee.** Calculated in **Table F-4** as (J) Apron Area Net Requirement divided by (K) Total Apron Area.
- **Table F-5: Landing Fee.** Calculated in **Table F-5** as (J) Airfield Net Requirement divided by (K) Total Landing Weight.

Line Item M. Total Rentable Space. The term "Total Rentable Space" in **Table F-1.1** means all Airline Rentable Space and Non-Airline Rentable Space in the Terminal Building.

Line Item N. Airline Terminal Net Requirement. Calculated in **Table F-1.1** as (1) (J) Terminal Net Requirement multiplied by (2) (the sum of (K) Leased Airline Preferential Use Premises, Exclusive Use Premises and Joint Use Space and (L) Leased Unenclosed Space) divided by (M) Total Rentable Space.

Line Item O. Terminal Rental Rate for Preferential, Exclusive and Joint Use Space (per square foot).
Calculated in **Table F-1.1** as (N) Airline Terminal Net Requirement divided by the sum of (AA) Signatory Preferential Use Premises and Exclusive Use Premises (Weighted to \$15 during Differential Rate Period), (BB) Joint Use Space, (CC) Terminal A+B Holdroom Leased Space, (DD) Non-Signatory Airline Exclusive Leased Space (Weighted for 115% Non-Signatory Premium), and (EE) Unenclosed Leased Space (Weighted for 60% discount).

2. Calculation of Terminal Rental, Baggage Handling System/ Security Checkpoint Fee, Loading Bridge Fee, Apron Area Fee and Landing Fee. The Terminal Rental Rate, Baggage Handling System/ Security Checkpoint Fee, Loading Bridge Fee, Apron Area Fee and Landing Fee for each Rate Setting Period shall be calculated as set forth in this subsection.

- A. Terminal Rental Rate. The methodology for calculating the Terminal Rental Rate is set forth in **Table F-1.1** below. During the Differential Rate Period and as described in Section 5.11 of the Agreement, there will be a differential rate calculation. Such differential rate calculation is applied to Line Item O through Z in the following Table F-1.1.

Table F-1.1 Terminal Rental Rate Calculation	
	Line Item (See Section II(1) above for corresponding descriptions)
Maintenance and Operating Expenses	A
Maintenance and Operating Reserve	B
Debt Service	C
Debt Service Coverage	D
Other Debt	E
Amortization	F
Non-Amortized Capital Improvements	G
Terminal Total Requirement	H = SUM (A:G)
Less: Credits to Terminal Total Requirement	I
Terminal Net Requirement	J = H + I
Leased Airline Preferential Use Premises, Exclusive Use Premises, and Joint Use Space	K
Leased Unenclosed Space	L
Total Rentable Space	M
Airline Terminal Net Requirement	N = J * ((K + L) / M)
Terminal Rental Rate for Preferential Use Premises, Exclusive Use Premises and Joint Use Space (per square foot)	
Signatory Airline Terminal Rental Rate	$O = N / (AA + BB + CC + (115\% * DD) + (60\% * EE))$
Non-Signatory Airline Terminal Rental Rate	$P = O * 115\%$
Differential Signatory Airline Terminal Rental Rate ¹	$O2 = (N + \$15 * CC) / (AA + BB + CC + (115\% * DD) + (60\% * EE))$
Differential Non-Signatory Airline Terminal Rental Rate	$P2 = O2 * 115\%$
Terminal A+B Holdroom Rental Rate (per square foot)	
Signatory Airline ¹	$Q = O2 - \$15$
Non-Signatory Airline	$R = Q * 115\%$
Unenclosed Space Rate (per square foot)	
Signatory Airline	$S = O * 60\%$
Non-Signatory Airline	$T = S * 115\%$
Baseline Net Revenues	U
Additional Terminal Revenue Required – 1.25X Coverage	V

Terminal Portion	W
Airfield Portion	X
Total Additional Revenue Required - Terminal	$Y = V * W$
Additional Signatory Terminal Rental Rate (per square foot)	$Z = Y / (AA + CC)$
Adjusted Signatory Airline Terminal Rental Rate ²	$Z2 = Z + O$
Adjusted Signatory Airline Terminal A+B Holdroom Rental Rate (per square foot)	$Z3 = Z + Q$
Signatory Preferential Use Premises and Exclusive Use Premises	AA
Joint Use Space	BB
Terminal A+B Holdroom Leased Space	CC
Non-Signatory Exclusive Leased Space	DD
Unenclosed Leased Space	EE
Total Airline Leased Space	$FF = \text{SUM}(AA:EE)$

Note:

- 1/ The Terminal Rental Rate calculation only includes the \$15 differential rental rate adjustment during the Differential Rate Period. When not in the Differential Rate Period, the Terminal A+B Holdroom Rental Rate (per square foot) for Signatory and Non-Signatory does not apply and the calculation for the Signatory Terminal Rental Rate is $O = N / (AA + BB + CC + (115\% * DD) + (60\% * EE))$.
- 2/ If extraordinary coverage pursuant to Section 6.3(d) or Section 6.5(c) of the Agreement is triggered during the Differential Rate Period, then the calculation for Z2 would be $Z2 = Z + O2$.

- B. Calculation of Joint Use Charges. The methodology for calculating Joint Use Charges, as defined in Section I to this Exhibit “F”, is set forth in **Table F-1.2** below.

Table F-1.2 Joint Use Charges Calculation	
Total Enclosed Joint Use Space (square feet)	A
Signatory Airline Terminal Rental Rate (per square foot)	B
Enclosed Joint Use Requirement	$C=A*B$
Total Unenclosed Joint Use Space (square feet)	D
Signatory Unenclosed Space Rate (per square foot)	E
Unenclosed Joint Use Requirement	$F=D*E$
Total Joint Use Requirement	$G=C+F$
Total Signatory Airline Enplaned Passengers	H
Total Non-Signatory Airline Enplaned Passengers	I
Total Enplaned Passengers	$K=H+I$
Average Joint Use Charge Per Enplaned Passenger	$L=G/K$
Non-Signatory Airline Joint Use Charge Per Enplaned Passenger	$M=L*115\%$
Total Non-Signatory Airline Joint Use Charges	$N=I*M$
Net Signatory Airline Joint Use Requirement	$O=G-N$
Net Signatory Airline Joint Use Requirement Allocation – Enplaned Passenger Based	$P=O*90\%$
Net Signatory Airline Joint Use Requirement Allocation – Fixed Based	$Q=O*10\%$

- C. Per Use Fee – Gate. The methodology for calculating Per Use Fee - Gate is set forth in **Table F-1.3** below.

Table F-1.3 Per Use Fee - Gate Calculation	
Terminal A Holdrooms (square feet)	A
Ground Load Facility Holdrooms (square feet)	B
Terminal B Holdrooms (square feet)	C
Terminal C Holdrooms (square feet)	D
Total Holdroom Space (square feet)	$E = \text{SUM (A:D)}$
Total Number of Gates	F
Average Space Per Holdroom (square feet)	$G=E/F$
Signatory Airline Terminal Rental Rate (per square foot) ¹	H
Average Cost Per Holdroom (All Terminal)	$I=G*H$
Total Terminal A+B Holdroom Space (square feet)	$J = A + B + C$
Total Number of Gates (Terminal A, B, and Ground Load Facility)	K
Average Space Per Holdroom (square feet)	$L = J / K$
Terminal A+B Holdroom Rental Rate (square feet)	M
Average Cost Per Holdroom (Terminal A+B)	$N = L * M$
Total Terminal C Holdroom (square feet)	O
Total Number of Gates (Terminal C)	P
Average Space Per Holdroom (square feet)	$Q = O / P$
Signatory Airline Terminal Rental Rate (per square foot)	R
Average Cost Per Holdroom (Terminal C)	S
Total Apron Area (linear feet)	T
Total Number of Gates	U
Average Space Per Apron Area (linear feet)	$V=T/ U$
Apron Area Net Requirement (per linear foot)	W
Average Cost Per Apron Area	$X=V* W$
Loading Bridge Fee	Y
Total Cost Per Gate	$Z=I+X+Y$
Days in Year	AA
Turns per Day	BB
Signatory Airline Per Use Fee - Gate	$CC=Z/AA/BB$
Non-Signatory Airline Per Use Fee - Gate	$DD = CC * 115\%$
Average Cost Per Holdroom (Terminal A+B)	$EE = N$
Average Cost Per Apron	$FF = X$
Loading Bridge Fee	$GG = Y$
Total Cost Per Gate (Terminal A+B)	$HH = EE + FF + GG$
Days in Year	II
Turns per Day	JJ
Signatory Airline Per Use Fee – Gate (Terminal A+B) ²	$KK = HH / II / JJ$
Non-Signatory Airline per Use Fee – Gate (Terminal A+B)	$LL = KK * 115\%$

Average Cost Per Holdroom (Terminal C)	MM = S
Average Cost Per Apron	NN = X
Loading Bridge Fee	OO = Y
Total Cost Per Gate (Terminal C)	PP = MM + NN + OO
Days in Year	QQ
Turns per Day	RR
Signatory Per Use Fee – Gate (Terminal C) ²	SS = PP / QQ / RR
Non-Signatory Per Use Fee – Gate (Terminal C)	TT = SS * 115%

Note:

- 1/ The Terminal Rental Rate calculation only includes the \$15 differential rental rate adjustment during the Differential Rate Period. During this time, Line Item H pulls Line Item O2 from **Table F.1-1**. When not in the Differential Rate Period, the Terminal A+B Holdroom Rental Rate (per square foot) for Signatory Airlines and Non-Signatory Airlines does not apply and the calculation for the Signatory Terminal Rental Rate is $O = N / (AA + BB + CC + (115\% * DD) + (60\% * EE))$ as depicted in **Table F.1-1** above.
- 2/ There is only a separate calculation for a Per Use Fee – Gate (Terminal A+B) and a Per Use Fee – Gate (Terminal C) during the Differential Rate Period. When not in the Differential Rate Period, the Per Use Fee – Gate is calculated as shown on Line Item CC in this **Table F.1-3**.

- D. Per Use Fee - Ticket Counter. The methodology for calculating Per Use Fee – Ticket Counter is set forth in **Table F-1.4** below.

Table F-1.4 Per Use Fee - Ticket Counter Calculation	
Ticket Counter Space (square feet per position)	A
Signatory Airline Terminal Rental Rate (per square foot)	B
Cost of Ticket Counter (Per Position)	$C=A*B$
Days in Year	D
Turns per Day	E
Signatory Airline Per Use Fee – Ticket Counter	$F=C/D/E$
Non-Signatory Airline Per Use Fee – Ticket Counter	$G = F * 115\%$

- E. Baggage Handling System/ Security Checkpoint Fee: The methodology for calculating the Baggage Handling System Fee is set forth in **Table F-2** below.

Table F-2. Baggage Handling System/ Security Checkpoint (BHS) Fee Calculation	
	Line Item (See Section II(1) above for corresponding descriptions)
Maintenance and Operating Expenses	A
Maintenance and Operating Reserve	B
Debt Service	C
Debt Service Coverage	D
Other Debt	E
Amortization	F
Non-Amortized Capital Improvements	G
BHS/ Security Checkpoint Total Requirement	$H=A+B+C+D+E+F+G$
Less: Credits to BHS/ Security Checkpoint Total Requirement	I
BHS/ Security Checkpoint Net Requirement	$J=H-I$
Total Signatory Airline Enplaned Passengers	K
Total Non-Signatory Airline Enplaned Passengers	L
Total Enplaned Passengers	$M=K+L$
Average BHS/Security Checkpoint Fee Per Enplaned Passenger	$N=J/M$
Non-Signatory Airline BHS/ Security Checkpoint Fee Per Enplaned Passenger	$O=N*115\%$
Total Non-Signatory Airline BHS/Security Checkpoint Charges	$P=O*L$
Net Signatory Airline BHS/ Security Checkpoint Requirement	$Q=J-P$
Net Signatory Airline BHS/ Security Checkpoint Requirement Allocation – Enplaned Passenger Based	$R=Q*100\%$
Net Signatory Airline BHS/ Security Checkpoint Requirement Fee – Signatory Enplaned Passenger	$S=R/K$

- F. Loading Bridge Fee: The methodology for calculating the Loading Bridge Fee is set forth in **Table F-3** below.

Table F-3. Loading Bridge Fee Calculation	
	Line Item (See Section II(1) above for corresponding descriptions)
Maintenance and Operating Expenses	A
Maintenance and Operating Reserve	B
Debt Service	C
Debt Service Coverage	D
Other Debt	E
Amortization	F
Non-Amortized Capital Improvements	G
Loading Bridge Total Requirement	$H=A+B+C+D+E+F+G$
Less: Credits to Loading Bridge Total Requirement	I
Loading Bridge Net Requirement	$J=H-I$
Total Loading Bridges	K
Loading Bridge Fee	$L=J/K$

- G. Apron Area Fee: The methodology for calculating the Apron Area Fee is set forth in **Table F-4** below.

Table F-4. Apron Area Fee Calculation	
	Line Item (See Section II(1) above for corresponding descriptions)
Maintenance and Operating Expenses	A
Maintenance and Operating Reserve	B
Debt Service	C
Debt Service Coverage	D
Other Debt	E
Amortization	F
Non-Amortized Capital Improvements	G
Apron Area Total Requirement	$H=A+B+C+D+E+F+G$
Less: Credits to Apron Area Total Requirement	I
Apron Area Net Requirement	$J=H-I$
Total Apron Area (linear feet)	K
Apron Area Fee (per linear foot)	$L=J/K$

H. Landing Fee. The methodology for calculating the Landing Fee is set forth in **Table F-5** below.

Table F-5. Landing Fee Calculation	
	Line Item (See Section II(1) above for corresponding descriptions)
Maintenance and Operating Expenses	A
Maintenance and Operating Reserve	B
Debt Service	C
Debt Service Coverage	D
Other Debt	E
Amortization	F
Non-Amortized Capital Improvements	G
Airfield Total Requirement	$H = \text{SUM (A:G)}$
Less: Credits to Airfield Total Requirement	I
Airfield Net Requirement	$J = H - I$
Signatory Airline Landing Fee	$K = P / R$
Non-Signatory Airline Premium	L
Non-Signatory Airline Landing Fee	$M = K * L$
Non-Signatory Airline Landed Weight (thousand pound units)	N
Non-Signatory Airline Landing Fee Revenues	$O = M * N$
Net Signatory Airline Requirement	$P = J - O$
Additional Revenue Required – Coverage	Q
Signatory Airline Landed Weight (thousand pound units)	R
Adjusted Signatory Airline Landing Fee	$S = (P + Q) / R$

3. Miscellaneous Fees and Charges.

- A. FIS Fee. The FIS Fee shall be a fee charged per deplaned international passenger as established by the City and presented in Attachment F-1 of this Exhibit "F".
- B. Non-Terminal RON Parking Fee. Any Air Carrier parking an aircraft in a remote location overnight shall be charged a fee per overnight period as established by the City and presented in Attachment F-1 of this Exhibit "F".
- C. RON Parking Fees. A Signatory Airline shall not be charged RON Parking Fees for the RON parking of its aircraft at its preferentially assigned Gate. All Air Carriers shall be charged RON Parking Fees for the use of RON parking in non-Terminal Building locations designated by the Director. If an Air Carrier is authorized to use a City Gate for RON parking, such Air Carrier will be charged a RON Parking Fee for such use presented in Attachment F-1 of this Exhibit "F".

SECTION III – COMPETITIVE CREDIT

1. Calculation of Tier 1 Competitive Credit. Tier 1 Competitive Credit shall be calculated by City in accordance with this Section. The following Line Items listed in **Table F-6** are included in the calculation of Revenue Sharing. Each Line Item in **Table F-6** is identified by the corresponding letter set forth below.

Line Item A. Competitive Credit per Enplaned Passenger. Line Item A will be \$2.00 prior to DBO of the expanded Terminal Building facilities and \$1.25 thereafter.

Line Item B. Signatory Enplaned Passengers. Line Item B will be total Signatory Enplaned Passengers for that Fiscal Year.

Line Item C. Total Activity-Based Competitive Credit. Line Item C will be Line Item A times Line Item B.

Line Item D. Total Tier 1 Airline Share. Line Item D will be the calculated Total Amount for Signatory Activity-Based Tier 1 Competitive Credit.

Line Item E. Signatory Air Carrier's Landed Weight Based Competitive Credit. Line Item E will be the percentage share for Landed Weight Based Competitive Credit at twenty five percent (25%).

Line Item F. Signatory Air Carrier's Passenger Based Competitive Credit. Line Item F will be the percentage share for Passenger Based Competitive Credit at seventy five percent (75%).

2. Table F-6. The methodology for calculating each Signatory Airline's (including Airline's) share of Revenue Sharing is set forth in **Table F-6** below.

Table F-6. Signatory Airline Competitive Credit Calculation	
	Line Item (See Section III(1) above for corresponding descriptions)
Competitive Credit per Enplaned Passenger	A
Signatory Airline Enplaned Passengers	B
Tier 1 Competitive Credit	$C = A * B$
Total Activity-Based Tier 1 Competitive Credit	$D = C$
Signatory Airlines' Landed Weight Based Tier 1 Credit	$E = D * 25\%$
Signatory Airlines' Enplaned Passenger Based Tier 1 Credit	$F = D * 75\%$

3. Calculation of Tier 2 Competitive Credit. Competitive Credit shall be calculated by City in accordance with this Section. Starting at DBO of the expanded Terminal Building facilities the following Line Items listed in **Table F-7** are included in the calculation of the Tier 2 Competitive Credit. Each Line Item in **Table F-7** is identified by the corresponding letter set forth below.

- Line Item A.** Total Airport Revenues (as defined in Article 1 of this Agreement). less, \$25M in the first year after DBO (and then escalated by 2% per year thereafter).
- Line Item B.** Total Debt Service. Line Item B includes total Debt Service, as defined in Article 1 of this Agreement, excluding any Debt Service funded with PFCs or CFCs.
- Line Item C.** Total Interim Financing. Line Item C includes any interest payments by the Airport for outstanding principal on project costs funded through interim financing.
- Line Item D.** Total Maintenance and Operating Expenses. Line Item D means "Total Maintenance and Operating Expenses" as defined in Article 1 of the Agreement.
- Line Item E.** Total Debt Service Coverage. Line Item E includes Debt Service Coverage calculated using Total Debt Service defined in Line Item B.
- Line Item F.** Total Amortization of Capital Expenditures. Line Item F includes Amortization attributable to the Airport Cost Centers but not including amortization attributable to the Terminal C Fuel Hydrant "Stub Out" Costs as described in Section 5.12 of the Agreement.
- Line Item G.** Tier 1 Competitive Credit. Line Item G includes the Tier 1 Competitive Credit as calculated above in **Table F-6** in this Exhibit "F".
- Line Item H.** Total Amount Available for Tier 2 Competitive Credit. Line Item H includes Line Item A less Line Items B, C, D, E, F, and G.
- Line Item I.** Airport Share Percentage. Line Item I denotes the percentage share for the Airport.
- Line Item J.** Airline Share Percentage. Line Item J denotes the percentage share for the Signatory Air Carriers.
- Line Item K.** Total Tier 2 Airport Share. Line Item K will be the calculated Total Amount for Airport Share at fifty percent (50%).
- Line Item L.** Total Tier 2 Airline Share. Line Item L will be the calculated Total Amount for Signatory Airline Share at fifty percent (50%).
- Line Item M.** Signatory Airlines' Landed Weight Based Competitive Credit. Line Item M will be the percentage share for Landed Weight Based Competitive Credit at twenty five percent (25%).
- Line Item N.** Signatory Airlines' Passenger Based Competitive Credit. Line Item N will be the percentage share for Passenger Based Competitive Credit at seventy five percent (75%).
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4. Table F-7. The methodology for calculating each Signatory Airline's (including Airline's) share of Revenue Sharing is set forth in **Table F-7** below.

Table F-7. Signatory Airline Competitive Credit Calculation	
	Line Item (See Section III(1) above for corresponding descriptions)
Total Airport Revenues	A
Total Debt Service	B
Total Interim Financing	C
Total Maintenance and Operating Expenses	D
Total Debt Service Coverage	E
Total Amortization	F
Tier 1 Competitive Credit	G
Total Amount Available for Tier 2 Competitive Credit	$H = A - \text{SUM}(B:G)$
Airport Share – Percentage	I – 15%
Airline Share – Percentage	J – 85%
Total Tier 2 Airport Share	$K = H * I$
Total Tier 2 Airline Share	$L = H * J$
Signatory Airlines' Landed Weight Based Tier 2 Credit	$M = L * 25\%$
Signatory Airlines' Enplaned Passenger Based Tier 2 Credit	$N = L * 75\%$

SECTION V – COST CENTERS

1. Direct Cost Centers. The Direct Cost Centers are those Cost Centers listed in **Table F-8** below.

Table F-8. Direct Cost Centers	
Cost Center	Description of Area Included or Functional Activity
Airfield Area	Those portions of the Airport including runways, taxiways, taxilanes, and apron areas (other than the Apron Area, other leased apron areas, and common use cargo aprons), navigational aids, hazard designation and warning devices, airfield security roads and fencing, blast fencing, lighting, runway protection zones and safety areas for landing, taking off, and taxiing of aircraft, aviation easements, land used in connection therewith or acquired for such purpose, and facilities, the acquisition, construction, or installation cost of which is wholly or partially paid by City.
Apron Area	The areas at the Airport dedicated to the parking, servicing, and ground handling of aircraft at the Terminal Building.
Baggage Handling System/ Security Checkpoint	The areas and non-TSA equipment at the Airport associated with the consolidated baggage handling system (BHS), security checkpoint in the Terminal Building, and related areas designed to automatically transfer checked baggage from airline-monitored inputs to a Transportation Security Administration (TSA) operated inline checked baggage inspection system with sortation capabilities to automatically transfer checked baggage inspection system cleared bags to designated baggage makeup carousels for pickup by Airline and other airline personnel.
Loading Bridges	Any passenger loading bridges serving aircraft at the Terminal Building.
Other Buildings and Areas	All other facilities that are not included in the other direct cost centers of the Airport, including air cargo buildings, areas occupied by the Federal Aviation Administration (FAA), the fuel storage facility, areas for the sale and servicing of aircraft, and general aviation hangars, buildings, and aprons.
Parking and Ground Transportation	Areas designated for employee and public automobile parking, rental car operations, all Airport access roadways, and the public parking garage and associated access ramps, surface lots (hourly, daily, and economy), and other automobile parking areas; employee parking lots; and taxicab service areas at the Airport.
Stinson	Stinson Municipal Airport and any other aviation facility as may be from time to time be owned or operated by City and designated by City to be part of the Airport System.
Terminal Building	The portion of the Terminal Building and associated curbside entrance areas, including, but not limited to, passenger ticket counters, TSA screening areas, baggage claim areas, non-rentable space, FIS, Terminal A, Terminal B and Terminal C which includes the secure area containing the holdrooms, concession areas, and public circulation areas.

**ATTACHMENT “F-1”
TO EXHIBIT “F”**

**STATEMENT OF RATES
FISCAL YEAR 2025**

(October 1, 2024 through September 30, 2025)

SECTION I – FY 2025 SUMMARY of RATES

1. Terminal Rental Rate.
 - a. Signatory Airline: \$163.98 per square foot.
 - b. Non-signatory Airline: \$188.57 per square foot.¹
2. Landing Fee Rate.
 - a. Signatory Airline: \$3.50 per 1,000 pounds of Landed Weight.
 - b. Non-signatory Airline: \$4.03 per 1,000 pounds of Landed Weight.
3. Baggage Handling System/ Security Checkpoint Fee:
 - a. Signatory Airline: \$0.64 per Enplaned Passenger.
 - b. Non-signatory Airline: \$0.74 per Enplaned Passenger
4. Loading Bridge Fee:
 - a. \$29,962.00 per loading bridge attached to preferentially leased holdroom
5. Apron Area Fee:
 - a. \$1,753.00 per linear foot adjacent to preferentially leased holdroom passenger.
6. Per Use Fee – Gate:
 - a. Signatory Airline: \$427.10 per two (2) hour use, or any portion thereof.
 - b. Non-Signatory Airline: \$491.17 per two (2) hour use, or any portion thereof.
7. Per Use – Fee Ticket Counter:
 - a. Signatory Airline: \$30.21 per two (2) hour use, or portion thereof, of ticket counter area.
 - b. Non-Signatory Airline: \$34.74 per two (2) hour use, or portion thereof, of ticket counter area.
8. Federal Inspection Services (FIS) Facility Fee Rate: \$10.50 per international Deplaned Passenger requiring FIS processing.
9. Non-Terminal RON Parking Fee: \$150.00 for each Overnight use of Remote aircraft parking area.
10. RON Parking Fee: \$150.00 for each Overnight use of aircraft parking at a City Gate.

¹ Non-Signatory Airline rates shall apply to Non-Signatory Airline terminal tenants/licensees if terminal rental rates apply to such tenants/licensees. Non-Signatory Joint Use charges will include a fifteen percent surcharge in addition to the rate charged to Signatory Airlines.

SECTION II – FY 2025 RATE CALCULATIONS TABLE