

**EXHIBIT XV
 SUMMARY
 AIRPORT RATES & CHARGES SCHEDULE
 Effective February, 2020**

The rates, charges and fees below have been established by the Texarkana Airport Authority in an effort to meet the revenue goals for Texarkana Regional Airport as required by the Federal Aviation Administration.

Commercial Landing Fee

A commercial aircraft operation is a non-tenant aircraft that conducts operations at Texarkana Regional Airport under FAR Part 121, 125, 129, 135 with a Maximum Certified Gross Landing Weight (MCGLW) over 8,000 pounds. A non-signatory commercial aircraft operator is one that is engaged in the business of air transportation or commercial aviation, and who:

1. Does not have a use agreement with the Texarkana Airport Authority.
2. Conducts passenger-carrying and/or air cargo operations for compensation or hire on an ad hoc or regularly scheduled basis.

Landing Fee per 1000 pounds - Signatory (passenger /cargo)	\$0.92
Landing Fee per 1000 pounds - Non-Signatory (passenger /cargo)	\$2.00
RON Non-Signatory (passenger / cargo)	\$100.00
Cargo Temporary Storage	Negotiable

General Aviation – Non-Commercial

General aviation operations, are a non-tenant aircraft that conducts operations at Texarkana Regional Airport under FAR Part 91 with a Maximum Certified Gross Landing Weight (MCGLW) over 8,000 pounds. Aircraft 7,999 pounds or less are exempt from the landing fee:

Landing Fee per 1000 pounds	\$2.00
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Military Operations

Military operations are exempt from landing fees if the aircraft is acting on behalf of the military under the jurisdictional control of the armed forces of the United States or the National Guard. Foreign military aircraft are subject to rates listed above.

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Medical Operations

Medical operations are exempt from landing fees.

Examples of Aircraft Weight Classes

7,999 lbs and under: Cessna 152 to 210; Navajo; Bonanza, Baron
 8,000 lbs to 12,500 lbs: Caravan; Conquest; Citation Mustang; King Air; King Air 200
 12,501 lbs to 60,000 lbs: Beech King Air 300 and 350; Convair; Learjet; Falcon; Citation
 60,001 lbs to 100,000 lbs: Gulfstream; Challenger; Fokker 28; BAC-111; DC-9 Models 10 and 20
 100,001 lbs to 300,000 lbs: Boeing 727, 737, 757; DC-9 Models 30 and up
 300,001 lbs and above: DC-10; L-1011; Boeing 747, 767, and 777

Fuel Flowage Fees/Gallon

Fuel Flowage Fee	\$0.07
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FBO Aircraft Parking—South Ramp

South ramp parking is managed by the FBO. The FBO also provides secure entry and exit for non-tenant aircraft operators. Other than accessing the ramp, any services requested of the FBO may result in an FBO charge to the aircraft operator. The asphalt portion of the south ramp is limited to aircraft weighing less than 100,000 lbs. Aircraft weighing between 60,000 lbs – 100,000 lbs must have dual main landing gear.

Non-FBO Aircraft Parking—North Ramp & All Other Non-FBO Areas

Specialized Air Operations

Airship Mooring - North or South Infields	\$200/day 1, \$175/day 2, \$150/day 3+
Agricultural Operations (2 aircraft/2 support units)	\$500 Min/week
Additional agricultural aircraft + equipment	\$100/week
Forest Firefighting Operations	No charge; water cost per the utility

Aircraft Parking – Overnight (2300 to 0600)

12,500 lbs and under	\$8.00
12,501 lbs to 60,000 lbs	\$40.00
60,001 to 100,000 lbs	\$60.00
100,001 + <i>see oversize conditions and rates</i>	varies

Aircraft Parking – Monthly

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12,500 lbs and under	\$80.00
12,501 lbs to 60,000 lbs	\$230.00
60,001 to 100,000 lbs	\$600.00
Inactive Aircraft (no-fly 31 to 90 days)	\$0.50/1,000 lbs; Min \$3/Day
In-Storage Aircraft (no-fly over 90 days)	\$1/1,000 lbs; Min \$6/Day

Aircraft that have not flown in a 30-day period will be considered inactive. Inactive parking charges will accrue at day-31 and continue until the aircraft is flown or reaches day-90. After 90-days, the aircraft will be considered in-storage. Once an aircraft begins to accrue either inactive parking or in-storage charges, it may not be moved, other than for an emergency, until the charges are settled. Parking and storage charges over 180-days delinquent will result in the property declared abandoned and disposed of in accordance with state law.

Oversize Aircraft

Airport pavements may not safely support larger aircraft (e.g. B-737-series). Advance arrangements must be made to confirm pavement load-bearing, taxi routes and parking location. Charges will be based on the required ARFF index, security, bussing, and requested ground support equipment and services (stairs, lighting, lavatory and baggage carts, catering, ice/water, fuel, oxygen).

Weight Calculations

Aircraft parking weights are based on Maximum Certified Gross Take-Off Weight. All other weights are based on Maximum Certified Gross Landing Weight.

Aircraft Hangars

T-Hangar Space

Storage Unit	\$80.00
T-Hangar Unit* (36 units; 1,345 SF)	\$185.00
*12 month pay-in-advance 5% discount	

Hangar Decks

All community hangar services are currently provided by the FBO.

Land Lease per Square Foot per Annum

Land lease for improved and unimproved land will vary based on presence of utilities, land side (road) access, airside lighting and load-bearing pavements. The type of development (profit/non-profit) size of the facility and other airport revenue (fuel fees, percentage of gross, permits, etc.) generated by the tenant. In general, “improved land” is defined as cleared and drained land with basic utilities (electrical power, sewer/water, and telephone/cable). Conversely, unimproved land lacks immediate access to utilities and requires extensive earthwork to provide a suitable site. In general, lease rates should be consistent with the following:

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Ground Lease - Improved (hangar + access to ramp / taxiway)	\$0.32 - \$0.45
Ground Lease - Unimproved (limited or no access to ramp / taxiway)	\$0.20 - \$0.32
Ground Lease - Commercial	Negotiable

Land Lease Terms

Capital Investment Greater Than \$2,000,000	NTE	40 Years
Capital Investment Greater Than \$1,000,000 Less Than \$2,000,000	NTE	30 Years
Capital Investment Less Than \$1,000,000	NTE	20 Years

The initial lease term and options will be governed by the guidelines listed above. New Leases will be based on doubling the sum of the square footage of the associated facilities.

Specific building/hangar lease rates are determined by evaluating comparable facilities on the airport or by using the Industry Standard Average based on surveying facilities at other similar airports in the region and then by appraisal based on age and condition of the facility.

Environmental and Property Damage

The owner or operator of any aircraft, vehicle or equipment which damages pavement, sod or airfield fixtures shall be charged the full cost to remediate or repair the damage. In the event there are regulatory penalties levied or legal expenses incurred, the responsible person or party shall fully reimburse the Authority.

Cargo Trans-loading Services

Cost Estimating

The potential for costly damage or severe injury is a factor in determining a **cost estimate**. The rates and charges listed herein are to be considered a guide for purposes of estimating a total charge. Invoiced charges may vary depending upon the actual work and materials involved. An airport member will be designated as the cargo supervisor for the load. The supervisor will have sole discretion in determining a final cost to the customer/FBO based on all work performed, equipment used and materials consumed. At his sole discretion, the supervisor may decline a transfer if the risk assessment is unfavorable.

Risk Assessment Factors

Aircraft trans-loading requires prior arrangement with Airport Administration. The cargo supervisor will perform a risk assessment regarding the load movement and accept or decline the movement based on:

1. Value/priority, weight and volume of the cargo
2. Aircraft loading risks and carriage suitability

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3. Freedom of maneuver (proximity of: adjacent aircraft/vehicles/obstructions)
4. Readiness of handling equipment
5. Availability or need for a knowledgeable safety observer
6. Weather, ambient noise and visibility
7. Hazard classification, grounding resistance, ARFF coverage
8. Use of Hot Cargo pad and/or partial AOA closure
9. Need for movement area escort
10. Need for an off-airport loading ramp/dock
11. Need for hot refueling (unless it is an emergency, refueling and trans-loading will not be conducted simultaneously)

Temporary Cargo Storage Charges

Temporary storage charges will be negotiated based on the volume/weight of the cargo, whether inside or outside storage, security requirements, and number of required movements to/from storage site and distances.

Equipment and Service Charges

A minimum of a one-hour charge may apply for the use of any of the following items and services:

Generator	\$20.00/Hour
Light-All	\$17.20/Hour
Compressor	\$15.50/Hour
Barriers	\$8.00/Unit
Trailer & Tow Vehicle	\$38.00/Hour
Winch/Come-Along	\$5.00 Flat Fee
Crating	Negotiated
Strapping/Blankets	Negotiated
Signage/Marking	Negotiated
Fire Coverage	\$110/Hour
	(0530-2200 only)

Call-Out Services

Various agencies require routine access to the movement/non-movement areas. Selected individuals will be permitted access provided current justification exists, security requirements have been satisfied and the appropriate training has been completed. Access privileges will be withdrawn when any of these criteria no longer applies. It is the intent of this policy to minimize demands on airfield maintenance for non-maintenance escort services.

In general, contractors, engineers, ground support equipment technicians, and inspectors will be trained by the airport to permit unescorted access. Funding for construction projects

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compensates the contractor and engineering firms for escorting third parties associated with the project.

When access by third parties provides a direct, tangible benefit to the airport (e.g., Corps of Engineer review of airport environmental assessment), call-out charges may be reduced or waived at the discretion of the Airport Director or his/her designated representative.

Airport Staff Member (M-F: 0800-1700)	\$100.00 Minimum Each HR add \$75.00*
Non-Work Days/Hours	\$150.00 Minimum Each HR add \$120.00**
*\$1.25/Minute	**\$2.00/Minute

Aircraft Rescue and Firefighting Services (ARFF) will not be used for call out or to provide escort unless the requirement can be completed during non-air carrier ops and the requirement is urgent and directly associated with airfield safety.

Vehicle Parking Rates (Public)

The following entities are exempt from paying for public parking on the airport: airport and tenant staff, current contractors, airline crews, DOD civilians and active duty military traveling on official orders. Flying Club members using the Club’s parking lot are also exempt. Rental car customers leaving personal vehicles on the airport are not exempt from parking charges.

0 - 30 Minutes	FREE
31-60 Minutes	\$1.00
Each additional hour	\$1.00
Daily Maximum Fee	\$10.00
Lost Ticket Fee	\$20.00

Passenger Facility Charge (Airline)

The Authority collects a passenger facility charge of \$4.50 per enplaned passenger.

Customer Facility Charge (Rental Cars)

The Authority collects an airport fee on each rental contract. The fee is based on 10% of the gross rental costs. Gross rental *excludes* all taxes and any sums received by the rental agency for damages to or abandonment of automobiles or damages to agency property.

Miscellaneous Charges

Adjustment of Rates and Charges

Rental and lease rates may be subject to an annual adjustment based upon the upward percentage change in the Consumer Price Index (CPI) for the Southern Region, Urban Area as

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announced by the United States Department of Labor during any preceding twelve-month period.

Business Development Application

Any entity wishing to develop an aviation-related business at the airport must pay a non-refundable application fee of \$250 and submit the required application with supporting material/documentation. Once the staff has the completed package, the review process will determine if the proposal is in the best interest of the Airport and the Authority.

Late Fees

Unless otherwise established in a written agreement, monthly rentals and fees are subject to a late charge at the rate of 6% of the monthly rental rate for each month, or portion of the month, which any monthly installment is past due. A separate computation and payment of such late charge shall be made on the outstanding balance that is past due. Therefore, if two monthly installments are past due, the late charges shall accrue on the total outstanding balance.

Rent Credits

If an investor/developer makes improvements to a public or common area, they may request rent credits for up to 80% of their investment. The monthly rent credits are not to exceed 50% of their regularly scheduled monthly rent payment. Rent credits are only offered after the work has been completed and original invoices are provided to the Authority. The amount of credit offered will be determined by the Airport Director.

Lease Expiration Penalty (month-to-month)

Any lease agreement that expires prior to the execution of a new lease where the tenant had at least 30 days to execute a new lease prior to the expiration of the existing lease shall be subject to a Lease Expiration Penalty. Such agreement will automatically revert to a month-to-month occupancy status and the tenant may be required to pay a premium equal to 10% of the standard base rental rate in addition to the standard base rental rate, until such time as either a permanent lease is executed or the tenant vacates the premises.

Airport Director

The Airport Director is authorized to assess or waive fees that are not specifically addressed in the approved Rates and Charges Schedule and other aviation related fees and charges that may occur on an infrequent basis.

Advertising

Negotiable.

Security Services Hangtag / Badge Fees / Keys:

CHRC	\$50.00
Drug Test	Invoice
Initial Badge (staff)	N/C

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Initial Badge (non-staff)	\$35.00
Replacement Badge	\$50.00
Initial Hangtag	\$15.00
Replacement Hangtag	\$25.00
Initial Gate Card	\$20.00
Replacement Gate Card	\$50.00
Reactivate Gate Card	\$25.00
Initial Key	\$15.00
Replacement T-hangar Key	\$35.00