

STATE OF GEORGIA
COUNTY OF DEKALB

LEASE AMENDMENT NO. 2
TO
CONTRACT NO. 531981

THIS LEASE AMENDMENT NO. 2 to CONTRACT No. 531981 (hereinafter, the “Amendment”) is made by and between DeKalb County, a political subdivision of the State of Georgia (hereinafter referred to as the “County” or “Lessor” and Flightway One, LLC, a limited liability company organized and existing under the laws of the State of Georgia (hereinafter called the “Lessee”).

WITNESSETH:

WHEREAS, the County and Flightway One, LLC, have previously entered into a certain Lease Agreement dated December 20, 2004 (together with all amendments thereto, hereinafter referred to collectively as the “Lease” or “Lease Agreement”) for the lease of certain premises consisting of approximately 0.804 acre (the “Leased Property”) and including any improvements thereon, as identified on the Survey dated June 28, 1982 for North Terminal Lease Area N6 (2011 Flightway Drive), prepared by Patterson & Dewar Engineers, Inc; and

WHEREAS, the Lease Agreement was amended by Lease Amendment No. 1 dated May 11, 2017, whereby the County allowed a rent credit for leasehold improvements to the fuel facility to bring it up to code and operational; and

WHEREAS, the County and Lessee desire to amend said Lease Agreement to include a

revised boundary survey, extend the term of the Lease Agreement in accordance with Section 4.B, Option Period, and revise Section 5.A, Lease Payment; and

WHEREAS, the Lessor and Lessee desire to amend the Lease, as amended to date; and

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in consideration of the mutual promises and undertakings contained herein, the parties hereto do hereby agree and consent to the following:

I. The Lease is hereby amended as follows:

A. **SECTION 1, LEASED PROPERTY. DELETE SECTION 1, LEASED PROPERTY in its entirety and REPLACE with the following:**

SECTION 1. LEASED PROPERTY:

A. **Description.** That property on DeKalb Peachtree Airport now identified as North Terminal Lease Area N6 (Tract N6, 2011 Flightway Drive), on the Boundary Survey of North Terminal Lease Area N6, prepared by Hussey Gay Bell dated 05/04/2023, attached hereto as Exhibit A and incorporated herein by reference.

The site lies at the corner of Flightway Drive and Corsair Drive, within the northern section of DeKalb Peachtree Airport. The site encompasses 0.82 acres or 57,891 square feet and is located within an area within the Airport dominated by single tenant-corporate hangar development. The site is presently improved with 12,175 square foot office/hangar building and includes 7,000 square feet of paved aircraft ramp/apron and automobile parking. The facility includes a 12,000 gallon above ground jet fuel storage tank with dispenser.

B. **SECTION 4, TERM OF LEASE AGREEMENT. ADD the following:**

Notwithstanding the above, the term of this Lease Agreement is hereby extended

in accordance with Section B, Option Period, for one (1) additional five (5) year period. The Lease Agreement commenced on December 20, 2004, and shall be for a term of twenty-five (25) years. The Lease Agreement will terminate on December 20, 2029.

C. SECTION 5, LEASE PAYMENT. DELETE PARAGRAPHS A and B, and REPLACE with the following:

A. Rent. Rent is accrued on a monthly basis and shall be paid on the first day of each month in advance during the term of the Lease Agreement.

B. Lessee agrees to pay to Lessor, as Option Period Basic Rent for the Leased Property, an annual amount equal to ten percent (10%) of the Fair Market Value, in accordance with Market Value of the Fee Simple Estate with Date of Report April 15, 2024. Date of Analysis April 2, 2024, prepared by Airport Business Solutions, attached hereto as Exhibit B to this Lease Amendment No. 2, and incorporated herein by reference; or an annual amount not less than the annual Basic Rent of the previous year. Commencing on December 20, 2024, the annual Basic Rent for the Leased Property is One Hundred Forty-Two Thousand, Six Hundred, Sixty-Six and Twenty Cents (\$142,666.20). The monthly Basis Rent commencing on December 20, 2024, for the Leased Property is Eleven Thousand, Eight Hundred, Eighty-Eight and Thirty-Five Cents (\$11,888.35).

D. SECTION 5, LEASE PAYMENT. ADD THE FOLLOWING PARAGRAPH G, FUEL FLOWAGE COMMISSION:

C. Fuel Flowage Commission. Lessee shall pay a fuel flowage fee (FFF) commission in the amount of \$0.16 per gallon for fuel, oil and lubricants delivered to the Leased

Property. The payment is to be remitted the month following the delivery month into the tank. The aforesaid fuel flowage amounts shall continue throughout the first three (3) years of this Lease Amendment No. 2.

It is further agreed that Lessee will deliver a minimum of 50,000 gallons of fuel annually. If fewer than 50,000 gallons are delivered to the Leased Property annually, a penalty of \$0.20 per gallon for every gallon fewer than 50,000 gallons shall be applied and paid without demand, the month after such under delivery occurs, with the month's fuel flowage fee as required. This minimum fuel delivery requirement shall be effective the 12-month period following the effective date of this Lease Amendment No. 2 and every full year thereafter.

1. Report Forms: Payment. On the first (1st) day of each month, Lessee agrees to submit to Lessor its commission remittance (fuel, oils, lubricants) for the previous calendar month with a reporting form, identified as Exhibit C, Remittance Worksheet, showing the commission calculation. Exhibit C is attached and is incorporated herein by reference.

NO ADDITIONAL MODIFICATION. All other terms and conditions of the Lease Agreement remain unchanged and in full force and effect. The terms and conditions contained in this Lease Amendment No. 2 shall govern over any inconsistent terms and conditions contained in the Lease Agreement.

SIGNATURES CONTINUE ON FOLLOWING PAGE]

EXHIBIT A
(consisting of 3 pages)

Boundary Survey with Legal Description dated 05/04/2023
Flightway One, LLC Leasehold
North Terminal Lease Area N6

Prepared by Hussey Gay Bell.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

SURVEYOR'S CERTIFICATION

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. **RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND.** FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AS SET FORTH IN O.C.G.A. SECTION 15-8-67.

James A. Cannington DIGITALLY SIGNED
2023.05.04 15:38.13-04'00"

JAMES A. CANNINGTON DATE

GEORGIA REGISTERED LAND SURVEYOR NO. 2678
AS SURVEYOR FOR HUSSEY, GAY, BELL & DEYOUNG, INC.
CERTIFICATE OF AUTHORIZATION # LSF000300



CLIENT

DEKALB PEACHTREE AIRPORT
2000 AIRPORT ROAD, SUITE 212
ATLANTA, GA 30341

LEGEND

- ▲ INTERSECTION POINT
- PROPERTY CORNER MONUMENT FOUND
- CORNER MONUMENT SET (SEE NOTE 7)
- RBF RBF - REBAR FOUND
- P O C POINT OF COMMENCEMENT
- P O B POINT OF BEGINNING
- RF REBAR FOUND
- RW RIGHT-OF-WAY LINE
- BFP BACKFLOW PREVENTER
- SS BROKEN LINE (NOT TO SCALE)
- ∩ END NOT LOCATED
- ☞ SINGLE WING CATCH BASIN
- ☞ DOUBLE WING CATCH BASIN
- DROP INLET
- ⊕ FIRE HYDRANT
- ⊕ FIRE DEPARTMENT CONNECTION
- ⊕ SANITARY SEWER MANHOLE
- ⊕ TRANSFORMER
- ⊕ ELECTRIC METER
- ⊕ ELECTRIC BOX
- ⊕ WATER VALVE
- ⊕ WATER METER
- BOLLARD
- A/C AIR CONDITIONING UNIT
- ⊕ IRRIGATION CONTROL VALVE
- ⊕ PEDESTAL INLET
- ⊕ STREET SIGN
- ⊕ TANK ACCESS LID
- UNDERGROUND TELEPHONE MARKER
- ⊕ LIGHT POLE
- SITE BOUNDARY LINE
- ADJACENT BOUNDARY LINE
- ROAD CENTERLINE
- CURB & GUTTER
- - - - - FENCE
- STORM SEWER
- SANITARY SEWER
- ////// BUILDING LINE

- 1) FIELD SURVEY DATE: APRIL 17, 2023.
- 2) EQUIPMENT USED: TOPCON HIPER SR GPS & TRIMBLE S-5 ROBOTIC TOTAL STATION.
- 3) FIELD CLOSURE: 1 FOOT IN 148,313 FEET
ADJUSTMENT: LEAST SQUARES
- 4) PLAT CLOSURE:
TRACT N6-1:457,338
- 5) NOT ALL IMPROVEMENTS OR EASEMENTS ARE SHOWN.
- 6) THE CURRENT OWNERSHIP AND ASSIGNEE INFORMATION SHOWN FOR THE SUBJECT PROPERTY AS WELL AS A DEED AND PLAT WERE PROVIDED BY THE CLIENT AND THE OWNERSHIP INFORMATION SHOWN WAS ALSO REFERENCED IN COUNTY GIS RECORDS. A DEED OF REFERENCE FOR A PREVIOUS CONVEYANCE, AS RECORDED IN DEED BOOK 5506, PAGE 543, WAS ALSO REVIEWED, AND THE LEGAL DESCRIPTION CONTAINED THEREIN AGREED WITH THE INFORMATION PROVIDED BY THE CLIENT. NO DEED WAS FOUND FOR THE REFERENCED CURRENT OWNERSHIP OR ASSIGNEE.
- 7) ALL CORNER MONUMENTS SET ARE 1/2-INCH REBAR WITH PLASTIC CAP UNLESS OTHERWISE NOTED.
- 8) NO ZONING INFORMATION IS SHOWN.

HUSSEY GAY BELL
Established 1958

3100 BRECKINRIDGE BLVD., BLDG. 300
DULUTH, GEORGIA 30096-4986
TEL: (770) 923-1600, FAX: (770) 923-4202

BOUNDARY SURVEY
FLIGHTWAY ONE LLC LEASEHOLD
NORTH TERMINAL LEASE AREA N6
DEKALB PEACHTREE AIRPORT PROPERTY
N/F DEKALB COUNTY (PID#1827907020)
NO DEED FOUND

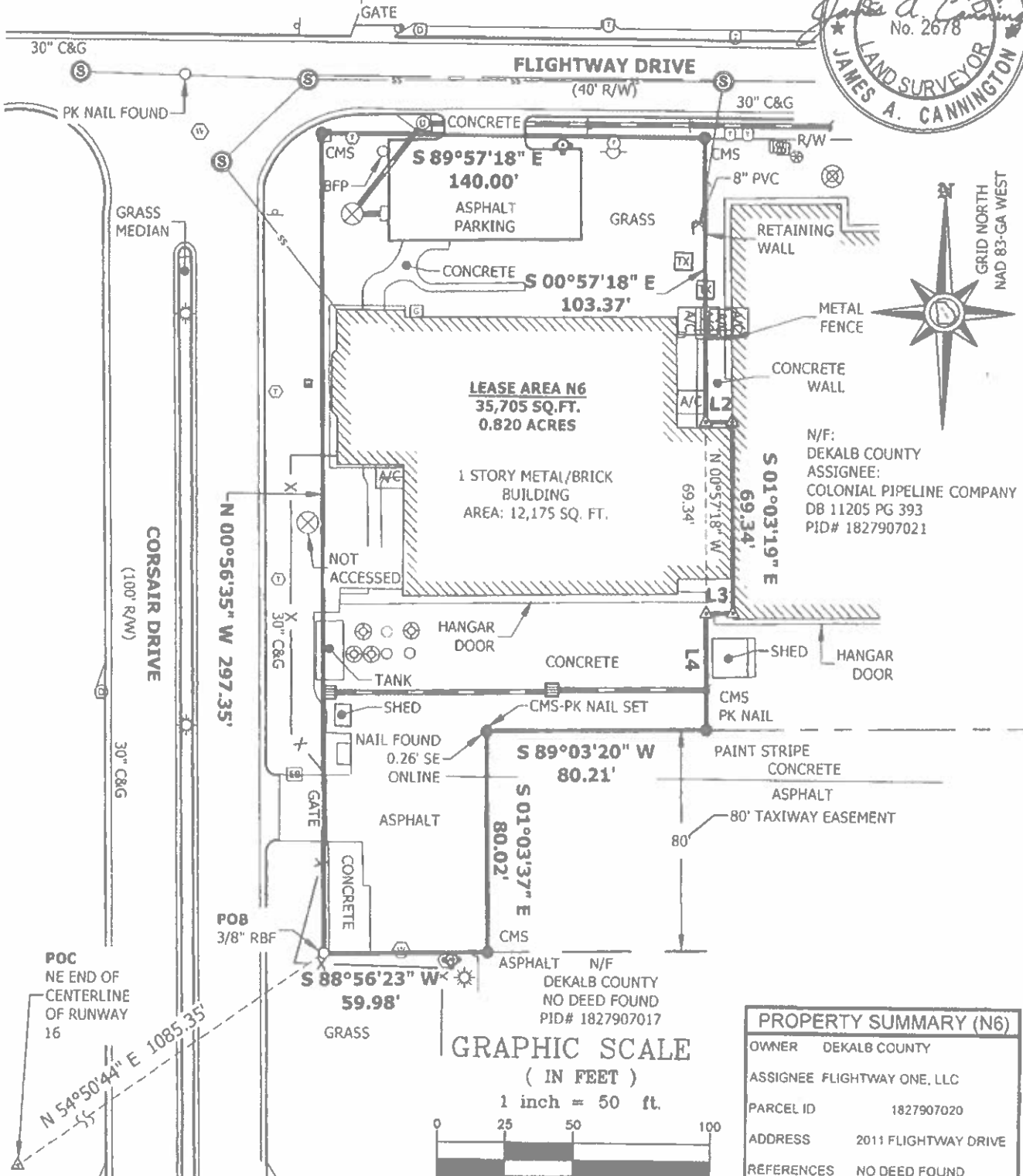
LL 279, DIST. 18
DEKALB COUNTY
GEORGIA

SHEET
1 OF 2

Date: 05/04/2023

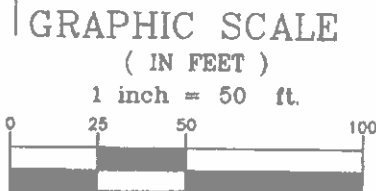
Job #: 23017

LINE	BEARING	DISTANCE
L2	N 88°57'46" E	9.57'
L3	S 88°56'41" W	9.69'
L4	S 00°57'18" E	42.08'



N/F:
DEKALB COUNTY
ASSIGNEE:
COLONIAL PIPELINE COMPANY
DB 11205 PG 393
PID# 1827907021

OWNER	DEKALB COUNTY
ASSIGNEE	FLIGHTWAY ONE, LLC
PARCEL ID	1827907020
ADDRESS	2011 FLIGHTWAY DRIVE
REFERENCES	NO DEED FOUND



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Established 1958
3100 BRECKINRIDGE BLVD., BLDG. 300
DULUTH, GEORGIA 30096-4986
TEL: (770) 923-1600. FAX: (770) 923-4202

BOUNDARY SURVEY
FLIGHTWAY ONE LLC LEASEHOLD
NORTH TERMINAL LEASE AREA N6
DEKALB PEACHTREE AIRPORT PROPERTY
N/F DEKALB COUNTY (PID#1827907020)
NO DEED FOUND
Date: 05/04/2023 Job #: 23017

LL 279 DIST 18
DEKALB COUNTY
GEORGIA
SHEET
2 OF 2

**LEGAL DESCRIPTION
DEKALB PEACHTREE AIRPORT
NORTH TERMINAL LEASE AREA N6**

ALL THAT PARCEL OF LAND LYING IN LAND LOT 279 OF THE 18TH DISTRICT OF DEKALB COUNTY, GEORGIA, ON THE DEKALB PEACHTREE AIRPORT PROPERTY, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY END OF THE CENTERLINE OF RUNWAY 16; THENCE NORTH 54°50'44" EAST, A DISTANCE OF 1085.35 FEET TO A 3/8-INCH REBAR FOUND ON THE EASTERLY RIGHT-OF-WAY LINE OF CORSAIR DRIVE (100-FOOT RIGHT-OF-WAY), SAID POINT BEING THE **POINT OF BEGINNING**; THENCE NORTH 00°56'35" WEST ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 297.35 FEET TO A 1/2-INCH REBAR WITH CAP SET AT THE INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF FLIGHTWAY DRIVE (40-FOOT RIGHT-OF-WAY) THENCE SOUTH 89°57'18" EAST ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 140.00 FEET TO A 1/2-INCH REBAR WITH CAP SET; THENCE LEAVING SAID RIGHT-OF-WAY LINE AND RUNNING THROUGH THE PROPERTY OF DEKALB COUNTY THE FOLLOWING 5 COURSES AND DISTANCES: SOUTH 00°57'18" EAST A DISTANCE OF 103.37 FEET TO A POINT, NORTH 88°57'46" EAST A DISTANCE OF 9.57 FEET TO A POINT, SOUTH 01°03'19" EAST A DISTANCE OF 69.34 FEET TO A POINT, SOUTH 88°56'41" WEST A DISTANCE OF 9.69 FEET TO A POINT AND SOUTH 00°57'18" EAST A DISTANCE OF 42.08 FEET TO A PK NAIL SET ON THE NORTHERLY SIDE OF AN 80-FOOT TAXIWAY EASEMENT; THENCE CONTINUING THROUGH SAID PROPERTY OF DEKALB COUNTY AND ALONG THE NORTHERLY AND WESTERLY SIDE OF SAID EASEMENT, THE FOLLOWING 2 COURSES AND DISTANCES: SOUTH 89°03'20" WEST A DISTANCE OF 80.21 FEET TO A PK NAIL SET AND SOUTH 01°03'37" EAST, PASSING A PK NAIL FOUND AT A DISTANCE OF 0.26 FEET, A TOTAL DISTANCE OF 80.02 FEET TO A PK NAIL SET; THENCE CONTINUING THROUGH SAID PROPERTY OF DEKALB COUNTY, SOUTH 88°56'23" WEST A DISTANCE OF 59.98 FEET BACK TO THE **POINT OF BEGINNING**.

CONTAINING 35,705 SQUARE FEET OR 0.820 ACRES.

EXHIBIT B

**Market Value of the Fee Simple Estate
Flightway One, LLC, Corporate Hangar**

Date of Report April 15, 2024

Date of Analysis April 2, 2024

MARKET VALUE OF THE FEE SIMPLE ESTATE

Flightway One, LLC Corporate Hangar
2011 Flightway Drive
DeKalb Peachtree Airport (PDK)
Atlanta, Georgia

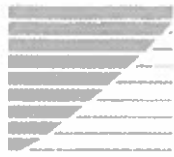


Prepared for:

Ms. Joyce D. Foster, CPPO, CPPB
Procurement Projects Manager
DeKalb Peachtree Airport
2000 Airport Road, Suite 212
Chamblee, Georgia 30341

Date of Report: April 15, 2024
Date of Analysis: April 2, 2024





**Airport
Business
Solutions**

Airport Business Solutions

Valuation and Consulting Services to the Aviation Industry

90 Fort Wade Road, Suite 100, Ponte Vedra, Florida 32081-5114

Phone (813) 317-3170 www.airportbusiness.net

April 15, 2024

Ms. Joyce D. Foster, CPPO, CPPB
Procurement Projects Manager
DeKalb Peachtree Airport
2000 Airport Road, Suite 212
Chamblee, Georgia 30341

RE: Appraisal of Market Value
Flightway One, LLC Corporate Hangar Development
2011 Flightway Drive (Tract N-6)
DeKalb Peachtree Airport (PDK)
Chamblee, Georgia

Dear Ms. Foster:

In accordance with your request, we have inspected the subject development and completed a comprehensive study of the local, regional and national general aviation market for the purpose of providing an estimate of the Market Value of the fee simple estate in corporate office/hangar development known as Tract N-6 located at 2011 Flightway Drive at the DeKalb Peachtree Airport in Chamblee, Georgia. The subject development reflects a 12,175-square foot metal corporate office/hangar on a 0.82-acre site.

The purpose of the assignment is to provide an estimate of the Market Value of the fee simple estate of the corporate hangar development at 2011 Flightway Drive on an as-is basis to assist DeKalb Peachtree Airport with rate-setting. *This document represents an Appraisal Report in accordance with Uniform Standards of Professional Appraisal Practice (USPAP) Standard 2-2(a). The information contained in this report is consistent with the needs of the Client. The appraiser is not responsible for any unauthorized use of this report.*

After careful analysis of the subject and its competitive environment, as well as the local, regional and national aviation market, it is our opinion that the Market Value of the fee simple estate of the corporate hangar development located at 2011 Flightway Drive at the DeKalb Peachtree Airport, as of April 2, 2024, is as follows:

**MARKET VALUE OF THE FEE SIMPLE ESTATE OF
2011 FLIGHTWAY DRIVE**

**ONE MILLION, ONE HUNDRED FIFTY THOUSAND DOLLARS
(\$ 1,150,000.00)**

Solutions as Unique as the Problems . . .

Ms. Joyce D. Foster, CPPO, CPPB
April 15, 2024
Page Two

The following appraisal report contains pertinent data assembled during our investigation, along with our analyses and conclusions. We appreciate this opportunity to be of service to you on this project and will be pleased to provide additional information or clarification as necessary.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Hodges", with a stylized flourish at the end.

Michael A. Hodges, MAI
State of Georgia
Certified General Real Property Appraiser
License No. CG004018

SCOPE OF THE ASSIGNMENT

The scope of this assignment is to estimate the current Market Value of the fee simple estate of the corporate hangar development known as Tract N-6 located at 2011 Flightway Drive in Chamblee, Georgia. The development is currently occupied by Flightway One, LLC and is comprised of 0.82 acres (57,891 square feet) at the southeast corner of Flightway Drive and Corsair Drive on the north side of the DeKalb Peachtree Airport (FAA Identifier PDK). Site is improved with a 12,175-square foot office/hangar development, of which approximately 10,403 square feet is open hangar with an attached one-story office/administrative area on the west side of the hangar and small shop area on the east side of the hangar. Total office and shops areas encompass 1,772 square feet. The building was originally constructed in 1983 and has been partially renovated over the years. In addition, there is 7,000 square feet of paved aircraft ramp/apron on south side of the building, a Jet fuel storage tank with dispenser, and miscellaneous site improvements such as asphalt paved vehicular parking, landscaping and perimeter security fencing. (It should be noted that the fuel storage tank is deemed personal property and excluded from this appraisal. However, the self-fueling rights available to the property will be considered.) The appraisal is to estimate the Market Value of the Fee Simple Estate of the development disregarding the existing lease.



DEVELOPMENT AND REPORTING PROCESS

This assignment involved preparation of an appraisal of the Market Value of the fee simple estate of the corporate office/hangar development located at 2011 Flightway Drive at the DeKalb Peachtree Airport identified herein. The appraiser inspected the subject site and all associated improvements, as well as all available information on available and pertinent market data. Confirmation of market data was via either direct confirmation or third-party sources deemed reliable by the consultant. Our final conclusions are based on a comprehensive study of market trends and includes an assessment of the applicability of all three traditional approaches to value. The concluded value for the improvements herein was predicated upon a modified Income Capitalization Approach, which was deemed warranted given the scope of the assignment and characteristics of the subject.

This document represents an Appraisal Report in accordance with the *Uniform Standards of Professional Appraisal Practice (USPAP)*. The information contained in this report is consistent with the needs of the Client. The appraiser is not responsible for any unauthorized use of this report.

IDENTIFICATION OF PROPERTY APPRAISED

The subject site lies at the southeast corner of Flightway Drive and Corsair Drive within the northern quadrant of the DeKalb Peachtree Airport (PDK) and is identified as the Flightway One corporate hangar development at 2011 Flightway Drive in Chamblee, Georgia. The site is comprised of 0.82 acres, or 57,891 square feet, and is improved with a 12,175-square foot office/hangar facility originally built in



1983. The facility has been partially renovated over the years. In addition, the development includes extensive paved aircraft ramp/apron, asphalt paved automobile parking, an above ground fuel storage facility with dispenser, and miscellaneous site improvements such as landscaping and perimeter security fencing. (It should be noted that the fuel storage tank is deemed personal property and excluded from this appraisal. However, the self-fueling rights available to the property will be considered.)

PURPOSE AND FUNCTION OF THE ASSIGNMENT

On behalf of DeKalb County and the DeKalb Peachtree Airport, Ms. Joyce Foster, its Procurement Projects Manager, has requested an estimate of the Market Value of the fee simple estate in the corporate hangar development located at 2011 Flightway Drive. Per the Client's request, the appraisal is to estimate the Market Value of the fee simple estate disregarding the terms and conditions of the existing lease. The intended use of the valuation is to assist with prospective negotiations between Flightway One, LLC (the current Lessee) and DeKalb County. The intended user is various representatives of DeKalb County and the DeKalb Peachtree Airport.

It is assumed that *Airport Business Solutions (ABS)* and their representatives were provided all available information relative to the property, and that said information is current and accurate. *ABS* reserves the right to modify its conclusions if it is discovered that pertinent information was not made available.

OWNERSHIP HISTORY

The subject is currently governed by a Lease Agreement between DeKalb County, Georgia (Lessor) and Flightway One, LLC (Lessee). The current lease is disregarded herein.

DATE OF VALUE ESTIMATE

The date of this report is April 15, 2024, although the date of valuation is April 2, 2024, which coincides with the recent personal inspection of the property by Michael A. Hodges, MAI.

PROPERTY TAXES

The subject is located within the DeKalb County, Georgia, and is part of the DeKalb Peachtree Airport. The Airport is owned by the DeKalb County, a tax-exempt entity. As such, all land that is part of the Airport is exempt from real estate taxes, while tenants are responsible for Fee Simple improvement, as well as various business and personal property taxes. All such taxes imposed by any local, State or Federal entity are the responsibility of the tenant.

DEFINITIONS OF VALUE

The primary value estimate herein conforms with the definition of "Market Value" per the Appraisal Foundation and set forth in the *Uniform Standards of Professional Appraisal Practice*. Market Value is specifically defined as:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- (1) buyer and seller are typically motivated;*
- (2) both parties are well informed or well advised, and acting in what they consider their best interests;*
- (3) a reasonable time is allowed for exposure in the open market;*
- (4) payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and*
- (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.*

PROPERTY RIGHTS ANALYZED

Fee simple estate is defined as "absolute ownership unencumbered by any other interest or estate; subject only to the limitations of the four powers of government." This classification of ownership consists of the full "bundle of rights" which includes the right to use real estate, to sell it, to lease it, to give it away, or to choose to exercise all or none of these rights. Within this appraisal, fee simple estate of DeKalb County is analyzed disregarding the terms and conditions of the existing lease encumbering the site.

NEIGHBORHOOD/COMMUNITY ANALYSIS

Given the scope of this analysis, a detailed area assessment has been omitted herein. However, the following is a brief overview of the area.

The DeKalb Peachtree Airport is located within the boundaries of DeKalb County in the State of Georgia. DeKalb County is Georgia's third largest county relative to population with 786,129 residents according to 2023 census data. DeKalb County is bordered to the west by Fulton County and contains roughly 10% of the City of Atlanta. (The other 90% lies in Fulton County).



The County is included in the five-county core of the Atlanta-Sandy Springs-Marietta, Georgia, metropolitan statistical area (MSA). It is recognized as one of the most diverse counties in Georgia, and is the home to Emory University, the Centers for Disease Control (CDC), Philips Consumer Electronics, and numerous other large businesses and industries. The County's labor base is extremely diverse, and the transportation options offered by ground, air, and rail are highly desirable and contribute to economic growth.

In summary, the diversity of DeKalb County and the entire Atlanta MSA bodes extremely well for the Airport. Its businesses and tenants, and the community it serves. However, as with other parts of the country, the current economy is having a negative impact on the short-term growth and stability of the local community and Airport. Fortunately, it appears that the long-term prospectus is positive.

DEKALB-PEACHTREE AIRPORT

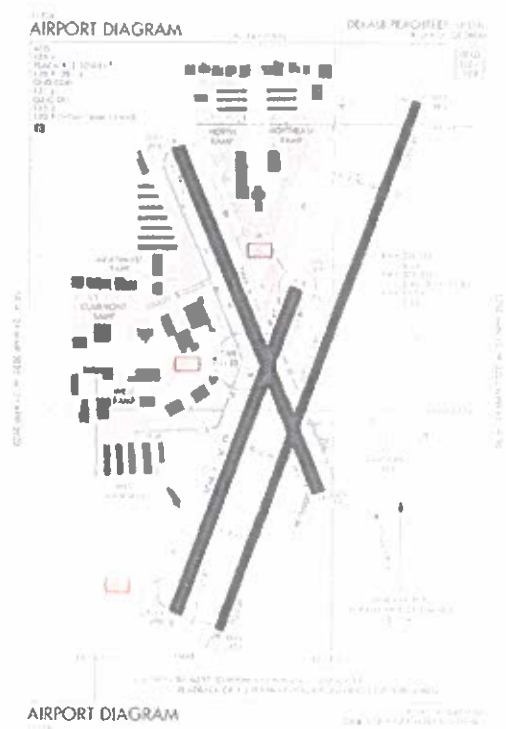
DeKalb-Peachtree Airport (FAA Identifier PDK) encompasses 700+ acres and is one of the busiest general aviation airports in the country. The high number of corporate operations is primarily due to its proximity to the City of Atlanta, which lies only 8 miles to the southwest. The Airport is owned and operated by DeKalb County and is home to three fixed base operators (FBOs), Signature Flight Support, Atlantic Aviation, and Aero Center Epps Atlanta. In addition, PDK offers several specialized aviation businesses and private hangars. DeKalb Peachtree Airport is a designated reliever airport for the Hartsfield-Jackson Atlanta International Airport by the FAA.



The Airport lies at an elevation of 1,003 feet and contains four active runways and one helipad. Runway 2R/20L is 6,001 feet in length and 100 feet wide with a concrete grooved surface in good condition. Weight bearing capacity is 46,000 pounds single wheel and 75,000 pounds dual wheel. This runway has high intensity runway edge lights, a 4-box VASI on 2R, and a 2-light PAPI, medium intensity approach lighting, and instrument landing system (ILS) on Runway 20L. Runway 16/34 is

3,967 feet long and 150 feet wide with an asphalt surface, medium intensity runway edge lights, and 4-box VASIs on each end. Runway 2L/20R is 3,746 feet in length by 150 feet wide and is also an asphalt surface runway with medium intensity runway edge lights and 2-light PAPIs on each end. Runway 9/27 is 3,383 feet long and 150 feet wide with high intensity runway lights and VASIs on each runway end.

PDK ANNUAL OPERATIONS	
YEAR	OPERATIONS
2010	160,948
2011	155,189
2012	144,912
2013	144,555
2014	140,548
2015	138,251
2016	158,441
2017	159,066
2018	151,132
2019	161,367
2020	138,420
2021	158,014
2022	176,895
2023	176,520



The airfield is served by several active taxiways which are strategically designed to maximize safety and access to all areas. Based upon available statistics from DeKalb County through the end of 2023, the Airport offers approximately 306 based

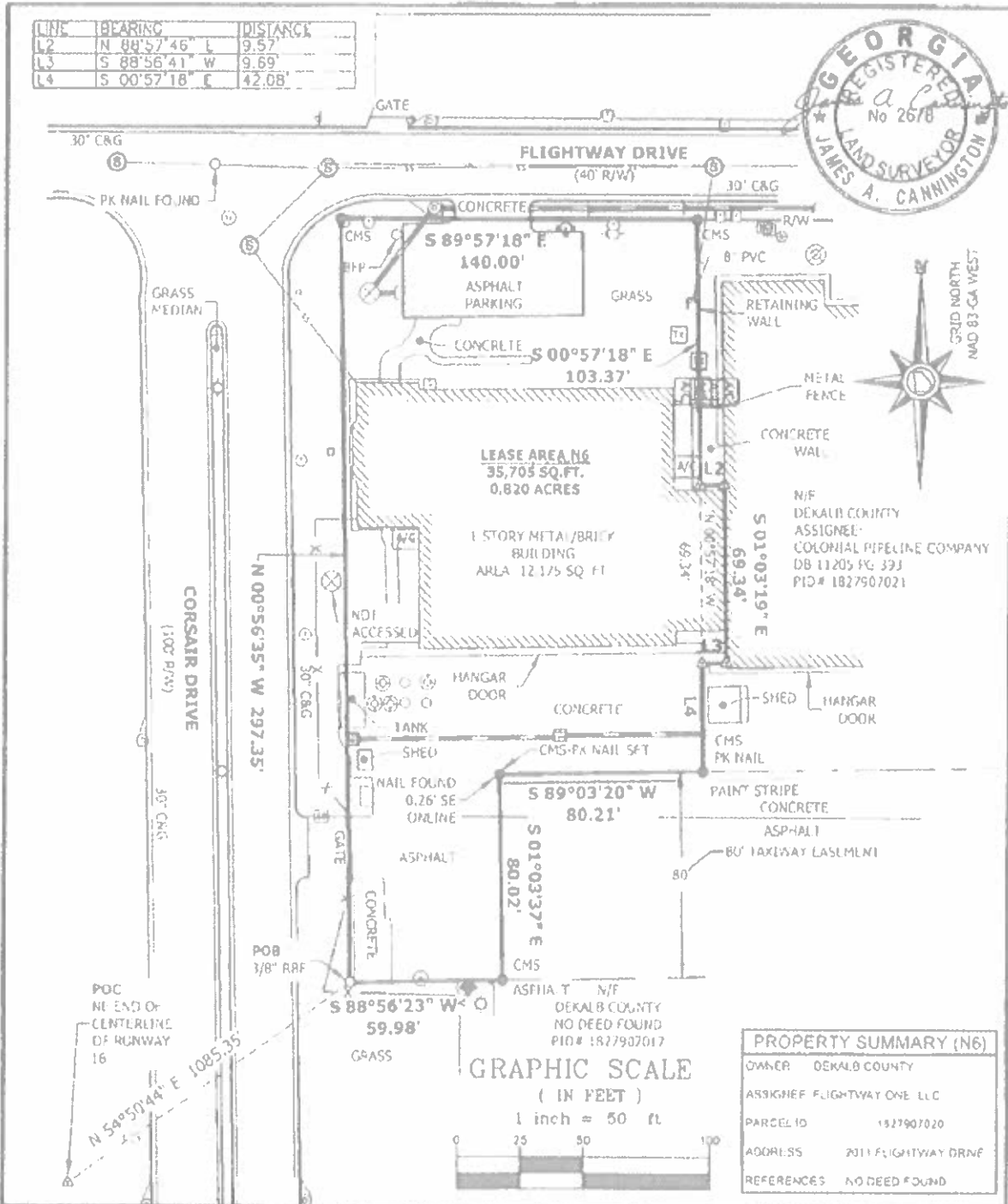
fixed wing aircraft and helicopters. With regards to operations, 2022 reflected the greatest number of operations over the past 10-year period at PDK, with a slight decrease experienced in 2023.

In summary, the DeKalb-Peachtree Airport is one of 278 reliever airports in the United States and offers all of the amenities necessary for general aviation activities. To meet current demand and forecasted growth, the Airport is currently planning and constructing necessary infrastructure improvements. Overall, the Airport is poised for growth consistent with trends in both the local economy and national general aviation environment.

SITE AND IMPROVEMENT DESCRIPTION

The corporate hangar development located at 2011 Flightway Drive lies at the southeast corner of Flightway Drive and Corsair Drive at the DeKalb Peachtree Airport. The development is currently occupied by Flightway One, LLC and is comprised of 0.82 acres (57,891 square feet) and is improved with a 12,175-square foot office/hangar building originally constructed in 1983. In addition, the development includes 7,000 square feet of paved aircraft ramp/apron on south side of the building, asphalt paved vehicular parking to the north of the building, an above ground jet fuel storage tank with dispenser, and miscellaneous site improvements such as landscaping and perimeter security fencing. There is an underground fuel storage system in the same area as the above ground tanks which have been filled and are out of service. (It should be noted that the fuel storage tank is deemed personal property and excluded from this appraisal. However, the self-fueling rights available to the property will be considered.)





HUSSEY GAY BELL
 Established 1958
 3100 BRECKINRIDGE BLVD. BLDG 300
 DULUTH, GEORGIA 30096-4936
 TEL. (770) 923-1600, FAX (770) 923-4202

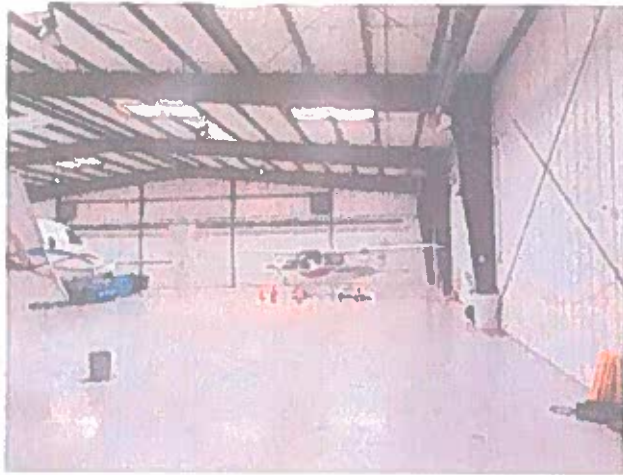
BOUNDARY SURVEY
 FLIGHTWAY ONE LLC LEASEHOLD
 NORTH TERMINAL LEASE AREA N6
 DEKALB PEACHTREE AIRPORT PROPERTY
 N/F DEKALB COUNTY (PID#1827907020)
 NO DEED FOUND

Date 05/04/2023 Job # 23017

LI 279, DIST 18
 DEKALB COUNTY
 GEORGIA

**SHEET
 2 OF 2**

The level site is improved with a 12,175-square foot masonry and metal office/hangar structure, of which approximately 10,403 square feet is contained within an open bay hangar with a sealed concrete floor, insulated metal walls and ceiling, high intensity lighting, exhaust fans, and radiant gas tube heating. There is no sprinkler system. Door height on the hangar is approximately 24'1" feet. Hangar doors are insulated track-style with electric openers. The hangar area reflects good quality and condition.



The attached one-story office area lies on the west side of the hangar and reflects average quality finish and condition and includes a lobby, conference room, several private offices, a kitchen, storage room, and restrooms. There is a small shop/storage area on the east side of the hangar that abuts the adjoining hangar.



Site improvements include extensive paved aircraft ramp/apron, extensive asphalt paved automobile parking and landscaping, as well as perimeter security fencing. As noted, the above ground jet fuel storage tank and dispenser is deemed personal property and excluded from this appraisal, although self-fueling rights are considered. Similar to other properties in the area, the auto parking lot tends to flood in heavy rains.



HIGHEST AND BEST USE ANALYSIS

According to *The Dictionary of Real Estate Appraisal* (7th Edition), highest and best use is defined as *"The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity."*

The subject property identified herein includes the land, facilities and paved ramp/apron that comprises a corporate hangar development located at 2011 Flightway Drive at the DeKalb Peachtree Airport. The subject site offers a good location within the northern portion of the Airport and has adequate accessibility for both vehicular and aircraft traffic.

Although the highest and best use of the subject property would likely be different without the Airport's influence, the site's area is designated within the Airport Layout Plan for general aviation development and support and conforms with the existing uses and developments situated on the Airport. Based upon the surrounding uses and feature characteristics of the subject site, with primary emphasis to the location, development restrictions, and peripheral development, it is the appraisers' opinion that the highest and best use of the subject property, as if vacant, would be for some type of aviation-related development to include offices, hangars, and other aviation-related services.

With regard to the highest and best use as improved, the subject development reflects a corporate hangar development on a 0.82-acre site with a 12,175-square foot hangar building, extensive paved aircraft ramp/apron, automobile parking, landscaping and perimeter fencing. The development benefits from direct access to the Airport infrastructure and amenities, as well as good demand for hangar space and aircraft services at PDK. Based upon the location and facility layout, it is the appraiser's opinion that the highest and best use of the subject development, as improved, is with the existing corporate hangar development. It should be noted that the analysis of highest and best use is predicated on the continued operation of PDK, as well as the development's continued accessibility to the Airport's infrastructure and amenities.

APPROACHES TO VALUE ESTIMATE

In the appraisal process, under ideal circumstances, there are three basic approaches to an estimate of value. These approaches are briefly defined as:

1. **Cost Approach** - In this approach the indication of value is derived by estimating the value of the land based on sales of similar land, and adding to this value the replacement cost of improvements less accrued depreciation.
2. **Market Data or Direct Sales Comparison Approach (Market Approach)**- This method develops a value estimate by the direct comparison of the subject of the appraisal with properties that are similar in nature or which are adapted to the same use which have recently sold or which are listed for sale in the open market under competitive conditions.
3. **Income Capitalization Approach** - In this approach the value of the property is indicated by the capitalization of an anticipated net rental income stream over a specified period of time. Four steps are required: (1) Gross Income is estimated; (2) Expenses are deducted to estimate net income; (3) A capitalization rate is selected; and, (4) The net income estimate is capitalized into an indication of value by applying the selected capitalization rate.

In the appraisal of the subject property, all three customary approaches have been considered. However, airports that receive Federal funding are prohibited from selling properties on the airport. As such, all airport properties are generally subject to long-term leases, with Fee Simple improvements generally constructed by either the landlord or tenant. While sales do occasionally occur, they are typically the transfer of only the leasehold interest, or of a going-concern, where allocation between the real estate, personal property and goodwill are difficult at best. In scenarios where only the leasehold sells, it generally reflects the present value of the anticipated lease revenues over the term of an agreement, also known as a pre-paid lease. Moreover, most of these transactions are generally private without any legal obligation to report a sale. As such, the Market or Sales Comparison Approach is omitted herein.

The Cost Approach is not generally deemed pertinent in the analysis of aviation facilities due to the inherent obsolescence of many airport-based facilities, as well as the “disconnect” between prevailing market rents and construction costs in other scenarios. Secondly, a land value analysis from the evaluation of recent comparable land sales is not available in that airport land does not sell, and the unique characteristics are not reasonably compared to non-airport properties.

The Income Capitalization Approach is considered the most germane method of analysis of the fee simple value of the subject property in that it is part of an operating airport and available for lease only. The appraiser surveyed airports on a national basis to derive pertinent rental rates on corporate hangar facilities. The resulting market rent from this analysis will be converted into a value conclusion for the fee simple estate through the application of an overall capitalization rate.

INCOME CAPITALIZATION APPROACH

The Income Approach develops a value estimate for a property through the treatment of an actual or projected income stream. This recognizes value as the present worth of future benefits of ownership in the form of the net income received by the owner. In developing the value estimate through this approach, under normal circumstances, the potential or economic rental for the property would be estimated and an allowance for vacancy and collection loss would be deducted resulting in an effective gross or collected income. Typical expenses incurred in the operation of the real estate would then be estimated and deducted from the effective gross income, resulting in a net operating income. This net income would then be capitalized into value using a rate commensurate with the risks inherent in the ownership of the property and reflective of current market behavior for the type of investment. Such an income analysis can be facilitated through both Direct Capitalization and Discounted Cash Flow Analysis. However, given the scope of the assignment, only a Direct Capitalization method is employed herein. In this analysis, the market rent for the development is derived predicated upon the highest and best use and is based upon similar leases of corporate hangar facilities from airport sponsors/owners at other similarly sized and competing airports around the region. The market rent is then converted into a value conclusion through the application of an overall capitalization rate.

The first step in the analysis is the derivation of a market rental rate for the subject development. In this situation, it is predicated upon an assessment of rental rates of comparable corporate office/hangar facilities derived from similar airports throughout the region, as well as on a national basis, with special attention to airports offering similar locational, physical, and operational characteristics to the DeKalb Peachtree Airport (PDK) where available. Detailed comparable data and analyses have been retained in the consultant's files and will be made available upon request. On the following page is a summary of surveyed information, and a brief synopsis of our conclusions based upon the available data, consideration to the characteristics of the property and amenities offered at PDK.

It is important to note that all lease data utilized in this analysis reflects information on office/hangar developments *leased directly from the ownership entity of their airport*. Subleases have been disregarded, to include leases from an FBO, in that they typically reflect additional considerations in the form of profit to the sublessor, as well as often including ancillary services such as discount fueling, towing, ramp maintenance, etc.

CORPORATE HANGAR SURVEY			
Airport and Location	Tenant	Building Area (Sq. Ft.)	Blended Annual Rent (Per Sq. Ft.)
DeKalb Peachtree (PDK), Atlanta, GA	Helicopters, Inc	10,692	\$6.00
Pittsburgh Int'l (PIT), Pittsburgh, PA	Corporate Air Management	21,960	\$6.60
DeKalb Peachtree (PDK), Atlanta, GA	PDK, LLC	11,306	\$7.50
DeKalb Peachtree (PDK), Atlanta, GA	Corey	18,000	\$8.00
Indianapolis Int'l (IND) Indianapolis, IN	Indianapolis Colts LLC	19,717	\$8.47
Charlotte Douglas Int'l (CLT) Charlotte, NC	Confidential	31,698	\$8.62
Greenville Spartanburg Int'l (GSP) Greenville, SC	Michelin	17,765	\$8.74
DeKalb Peachtree (PDK) Atlanta, GA	Rollins	15,200	\$10.00
Tampa International (TPA) Tampa, FL	Tampa Police Dept.	10,511	\$11.25
T.F. Green Airport (PVD) Warwick, RI	Providence Equities	10,920	\$11.50
T.F. Green Airport (PVD) Warwick, RI	Textron	12,500	\$11.59
McKinney National (TKI) McKinney, TX	Toyota	32,745	\$11.75
Richmond International (RIC) Richmond, VA	Altria	41,038	\$12.00
McKinney National (TKI) McKinney, TX	Texas Instruments	40,750	\$13.67

As can be seen on the prior chart, rental rates for the surveyed corporate hangar facilities demonstrate a wide range from \$6.00 to \$13.67 per square foot of building area to include land. Said rates reflect blended rates between office and hangar space.



The ability for a corporate hangar tenant to retain self-fueling rights significantly impacts rental rates. This is based upon the substantial savings that can be garnered by an operator that has the ability to procure and dispense their own fuel, as opposed to having to buy retail from one of the airport’s fixed base operators. Although most large corporate fuel users are able to negotiate pricing discounts, the margins still substantially exceed cost. Although the existing fuel storage is deemed personal property and excluded from this analysis, the subject facility has self-fueling rights, which is considered in the final rent conclusion.

It is the consultant’s opinion that there is sufficient data to derive a reasonable conclusion of market rent for the subject facility. The selection of a current market-based rental rate is based upon the information contained herein, with consideration to the current condition of the subject facility, as well as the location and amenities of PDK as compared to the airports surveyed herein. Given the foregoing, it is our opinion that a current annual “as-is” rental rate of \$10.00 per square foot of building area, to include land and site improvements, is appropriate for the corporate hangar development at 2011 Flightway Drive in the current market. This rate considers the existing state of the economy, supply and demand dynamics for corporate hangar facilities at PDK, as well as the quality of finish of the facility.

2011 FLIGHTWAY DRIVE CORPORATE HANGAR DEVELOPMENT		
Building Area (Sq. Ft.)	Annual Rent Per Square Foot	Annual Rent
12,175	\$10.00	\$121,750

The selected rental rate herein represents a “net” rent with the tenant responsible for utilities, insurance, taxes, and all repairs and maintenance. A net rent requires the tenant to maintain responsibility for ongoing repairs and maintenance, as well as any capital improvements specifically required by the Lessor.

As noted herein, the purpose of this analysis is to estimate the value of the fee simple estate of DeKalb County on an as-is basis in the corporate hangar described herein. As noted previously, the market rent derived herein is predicated upon a direct lease between a Lessee and DeKalb County.

The prospective market value is derived from the application of an overall capitalization rate to the market rent conclusion.

Airports are generally prohibited from selling property in accordance with their FAA Sponsor Assurances. As such, overall capitalization rates for aeronautical properties are generally unavailable. This is in-part due to the fact that most aeronautical properties are located on airports and most airport real estate is owner-occupied not developed for speculative development purposes. In cases when a sale does occur, the real estate is generally just a component of a larger going-concern business enterprise transaction. On-airport projects are typically are owner occupied and are on land leased from the airport. Therefore, actual market data to support the extraction of an overall cap rate from an on-airport project is extremely limited.

Some airports derive their rental rates for on-airport facilities they own based upon a *policy-driven* (as opposed to market-driven) rate of return of 8 to 12% of appraised market value. For example, airport systems such as the Tulsa Airports Improvement Trust use a range of rates from 8 to 11%, while the Cities of Phoenix, AZ, Meridien, MS, and Fresno, CA use 10% of appraised fair market value. The Metropolitan Nashville Airport Authority utilizes 12%, while the Tennessee Department of Transportation recommends a rate of return of 10% to their State airports. In the Atlanta area, Cobb County utilizes a rate of return of 10% for all non-aviation leases of airport property. In fact, over the past 30 years in the aviation industry, the vast majority of airports that have policy-driven rates of return utilize a rate of 10%.

However, it is important to understand the difference between a rate of return and a capitalization rate. A rate of return disregards the impact of growth rates of revenues and expenses, the cost of capital, supply and demand, and as such, most of the overall risks which may be evident in the marketplace. A capitalization rate recognizes the impact of the cost of capital and available debt terms in the market for a particular property type, growth risks in terms of revenues and expenses, future value trends, future supply and demand characteristics, etc.

In assessing an appropriate capitalization rate for the subject improvements, we reviewed recent industrial building sales in the Atlanta area, several cap rate surveys compiled for the Atlanta market, as well as regional and national industrial markets. While the national and regional surveys demonstrated rates in the 4.5 to 11.5% range, these were generally for new Class A facilities. For the Atlanta area specifically, the average rate is 7.3 percent. Class B and C industrial facilities in the Atlanta area reflect capitalization rates ranging from 8% to 10%.

Based upon the above array of data, overall capitalization rates generally offer a range from 8 to 11 percent, with 10% generally reflecting the most common rate for aeronautical properties. Given the general quality and condition of the office finish in the subject facility, as well as the age of the subject, an overall capitalization rate of 10.5% is deemed appropriate. Given the previously noted market rent estimate for the property of \$121,750 and overall capitalization rate of 10.5%, yields an indicated value of \$1,159,524, round to **\$1,150,000**.

Therefore, based upon the information and analysis herein, the overall value indication via the direct capitalization income approach method for the Flightway One, LLC corporate hangar facility is as follows.

Indicated Value by Income Capitalization Approach

\$1,150,000

RECONCILIATION AND FINAL VALUE ESTIMATE

Reconciliation is the process of evaluating facts, trends, observations, and conclusions developed in the valuation methods utilized to derive the final estimate of the Market Value of the corporate hangar development located at 2011 Flightway Drive at the DeKalb Peachtree Airport. As indicated herein, the valuation of the subject is predicated upon the current market rent applicable to the facility and application of an overall capitalization rate, which reflects the relationship between one year's income stream and a property's value.

After careful analysis of the subject development and its competitive environment, as well as the local, regional and national aviation markets, it is our opinion that the Market Value of the corporate hangar development at 2011 Flightway Drive at the DeKalb Peachtree Airport, as of April 2, 2024, is as follows.

MARKET VALUE OF THE FEE SIMPLE ESTATE OF 2011 FLIGHTWAY DRIVE

***ONE MILLION, ONE HUNDRED FIFTY THOUSAND DOLLARS
(\$ 1,150,000.00)***

CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.

I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

My engagement was not contingent upon developing or reporting predetermined results.

My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute.

The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives. As of the date of this report, I have completed the continuing education program of the Appraisal Institute.

I made a personal inspection of the site and facility on April 2, 2024, the date of valuation.

No one provided significant real property appraisal assistance to the person signing this certification.



Michael A. Hodges, MAI
State of Georgia
Certified General Real Property Appraiser
License No. CG004018

Appraisal of Market Value of the Fee Simple Estate
2001 Flightway Drive Corporate Hangar Development
DeKalb Peachtree Airport (PDK)
April 15, 2024



ADDENDA

Appraisal of Market Value of the Fee Simple Estate
2001 Flightway Drive Corporate Hangar Development
DeKalb Peachtree Airport (PDK)
April 15, 2024



**GENERAL ASSUMPTIONS AND
LIMITING CONDITIONS**

GENERAL/EXTRAORDINARY ASSUMPTIONS AND LIMITING CONDITIONS

1. The legal and/or metes and bounds as pointed out by the client are assumed to be correct.
2. No survey of the property has been made by the appraiser and no responsibility is assumed in connection with such matters.
3. No responsibility is assumed for matters of a legal nature affecting title to the property nor is an opinion of title rendered. The title is assumed to be good and merchantable but not necessarily owned in fee by the client as of the date of this opinion.
4. Information furnished by others is assumed to be true, correct and reliable. A reasonable effort has been made to verify such information; however, no responsibility for its accuracy is assumed by the consultants.
5. It is assumed that there are no hidden or unapparent conditions of the property, sub-soil, or structures which would render it more or less valuable. No responsibility is assumed for such conditions or for engineering which may be required to discover them.
6. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated.
7. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless non-conformity has been stated. All values stated herein are contingent upon the proper zoning, existing or proposed, be granted by the local zoning authorities and adhered to regardless of the proposed use.
8. It is assumed that all required licenses and consents have been obtained from legislative or administrative authority for any use on which the value contained in this analysis is based.
9. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted within this analysis.
10. The appraiser will not be required to give testimony or appear in court because of having made this analysis, with reference to the property in question, unless arrangements have been previously made.
11. Possession of this appraisal, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the consultants, and in any event, only with proper written qualification and only in its entirety.

12. If there are any improvements of value, the distribution of the total valuation in this analysis between land and improvements applies only under the reported highest and best use of the property. Any allocation of value must not be used in conjunction with any other analysis and are invalid.

13. No environmental impact studies were either requested or made in conjunction with this analysis and the consultants hereby reserve the right to alter, amend, revise or rescind any of the value opinions based upon any subsequent environmental impact studies, research or investigation.

14. Neither all nor any part of the contents of this appraisal, or copy thereof, shall be conveyed to the public through advertising, public relations, news, sales or any other media without written consent and approval of the consultants. Nor shall the consultants, firm or professional organization of which the consultants are a member be identified without written consent of the appraiser.

15. Unless otherwise stated in this appraisal, the existence of hazardous material, which may or may not be present on the property, was not observed by the consultants. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there are no such materials on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

16. Current and historical market conditions have been analyzed in anticipating trends pertinent to the date of valuation. It should be noted, however, that unforeseeable changes in economic and market factors could dramatically affect the value estimate and conclusions herein.

17. The appraiser has not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since the appraiser has no direct evidence relating to this issue, the appraiser did not consider a possible noncompliance with the requirements of ADA in estimating the value of the property.

18. This document represents an Appraisal Report of the Market Value of the Fee Simple Estate of the corporate hangar development located at 2011 Flightway Drive at the DeKalb Peachtree Airport, as of April 2, 2024.

19. Acceptance of and/or use of this appraisal constitutes acceptance of the foregoing general assumptions and limiting conditions.

Appraisal of Market Value of the Fee Simple Estate
2001 Flightway Drive Corporate Hangar Development
DeKalb Peachtree Airport (PDK)
April 15, 2024



QUALIFICATIONS OF APPRAISER

CURRICULUM VITAE

NAME: Michael A. Hodges, MAI

TITLE: President/CEO

FIRM NAME: *ABS Aviation Consultancy, Inc. dba
Airport Business Solutions*

ADDRESS: 90 Fort Wade Road, Suite 100
Ponte Vedra, Florida 32081-5114

PHONE: Office (813) 855-3600
Cell (813) 317-3170

EDUCATION

Graduate of the University of Tennessee with a Bachelor of Arts Degree - Major in Philosophy.

PROFESSIONAL AND TECHNICAL COURSES

Currently certified in the program of continuing education as required by the Appraisal Institute.

Completed requirements for MAI member designation of the Appraisal Institute to include peer review of appraisal assignments, completion of a demonstration appraisal report on an income-producing property, experience rating, and educational courses.

BACKGROUND AND EXPERIENCE

President and CEO of *ABS Aviation Consultancy, Inc. dba Airport Business Solutions (ABS)*, a diverse aviation valuation and consulting firm which specializes in the analysis of airports, fixed base operations, and other aviation-related properties for lease negotiation, acquisition, litigation, leasehold and going-concern valuation, and bankruptcy, as well as providing specialized airport management consulting, to include policy development, to airports of all sizes. Additional expertise offered in the area of financial self-sufficiency analysis for general aviation airports and through-the-fence access agreements and operations.

ABS has provided a myriad of services to airports throughout North and South America, Asia, and Europe. Using our extensive and diverse experience, *ABS* has assisted airports throughout the world in such areas as business plan development and implementation, concessions planning and management, air cargo assessments, facility/operating agreement



BACKGROUND AND EXPERIENCE (Continued)

negotiations, terminal design, parking assessment, rental car analysis, general aviation operations and management, non-aeronautical land development, financial modeling, and full or partial airport privatization assessments.

President and CEO of *ABS Aviation Management, Inc. dba ABS Aviation*, an airport and FBO management services entity currently providing comprehensive airport management of the Minden-Tahoe Airport in Minden, Nevada.

Aviation President of Kompass Partners from 2005 through 2013. Kompass Partners was a Hong Kong-headquartered company specializing in creating successful partnerships between U.S. and Chinese aviation businesses.

Vice President and Part Owner in the firm of Hodges, McArthur, & Dunn, P.C. Real Estate Appraisers and Consultants from 1990 through 1995. Hodges, McArthur and Dunn, P.C. was a full-service real estate appraisal and consulting firm with offices in Knoxville, Nashville, and Memphis, Tennessee, and Atlanta, Georgia. Responsibilities included appraisals, general feasibility studies, and market analyses on a variety of property types involved in financing, acquisition, condemnation, bankruptcy, litigation, and estate valuation.

Founder and President of HMD Aviation Appraisal Group in 1994, a division of Hodges, McArthur & Dunn, P.C. HMD Aviation Appraisal Group was a real estate appraisal and consulting firm which specialized in the valuation of the real estate aspect of fixed base operations and other aviation-related properties for lease negotiation, acquisition, litigation, leasehold valuation, and bankruptcy.

Staff Appraiser with Hodges and Wallace Appraisal Associates from 1982 through 1990. Responsibilities included research, appraisals, general feasibility studies and market analyses on a variety of property types involved in financing, acquisition, condemnation, bankruptcy, litigation, and estate valuation.

COURT EXPERIENCE

Qualified as an expert witness in various courts in Florida, Georgia, Tennessee, Kentucky, Arizona, Colorado, and California on various valuation, management, financial and operational issues on airports, aviation businesses and aviation-related properties.

TERRITORY

Airport Business Solutions is based in Jacksonville/Ponte Vedra, Florida with satellite offices in Asheville, North Carolina, Denver, Colorado, and Minden, Nevada. The firm has completed a variety of assignments throughout the United States, Asia, Europe and Latin America, to include valuation, consultation, and miscellaneous advisory services.



AFFILIATIONS AND DESIGNATIONS

Elected to Membership in the Appraisal Institute with an MAI designation on April 20, 1994 - Member No. 10,333.

State of North Carolina - Certified General Real Estate Appraiser - Certificate No. A8162

State of Florida - Certified General Appraiser - License No. RZ2770

Commonwealth of Pennsylvania - Certified General Appraiser - Certificate No. GA-001626-R

State of Georgia - Certified General Real Property Appraiser - License No. CG004018

State of Texas - Certified General Real Estate Appraiser - License No. TX 1338569 G

State of Tennessee - Certified General Real Estate Appraiser - License No. 5506

State of South Carolina - Certified General Appraiser - License No. AB 3026 CG

Commonwealth of Kentucky - Certified General Real Property Appraiser - License No. 5750

State of Washington - Certified General Real Estate Appraiser - License No. 21023430

Member of the Appraisal Institute's Young Advisory Council in 1994, 1995 and 1996

Corporate Member of the National Air Transportation Association (NATA)

Corporate Member of the American Association of Airport Executives (AAAE)

Corporate Member of the National Business Aviation Association (NBAA)

Member of AAAE's General Aviation Airports Committee

Member of NATA's Airport Business Committee

Member of AAAE's Airport Sponsor FBO Committee



EXHIBIT C
Remittance Worksheet

Exhibit C
DEKALB PEACHTREE AIRPORT
Remittance Worksheet



Name of Lessee Flightway One, LLC

DeKalb County Account Numbers Rent: 800.0294.800 Commissions: 800.0367.800

Description of Leased Property 2011 Flightway Drive, North Terminal Lease Area N6

Month Reported _____

A. Monthly Rent Lease Payment: Total Lease Payment \$ _____

B. Commission (Account # 800.0367.800):

Fuel Flowage Fee (FFF) Jet Fuel Aviation Fuel

>Number of gallons _____

>Cost/price per gallon to Lessee _____

Subtotal (gallons X cost/price) \$ _____ \$ _____

>Fuel Flowage Fee (% or Cents) \$ _____ \$ _____

Gallons entered above multiplied by Cents,

OR Subtotal multiplied by percentage (%)

(as specified in the Lease) equals

Total Fuel Commission \$ _____ \$ _____

Total Fuel Commission \$ _____

C. Commissions Other (Oils, Lubricants) (Account # 800.0367.800):

>Number of gallons _____

>Fuel Flowage Fee (% or Cents) \$ _____ \$ _____

Gallons multiplied by % or Cents

(as specified in the Lease) equals

Total Commission \$ _____ \$ _____

Total Commissions Other \$ _____

GRAND TOTAL REMITTANCE FOR MONTH REPORTED \$ _____

(A + B + C)

Name of person completing Worksheet: _____
(Print or Type)

Signature: _____

Phone: _____ Fax: _____ Email _____

Date of Remittance: _____

LESSEE IS REQUIRED TO RETURN COMPLETED WORKSHEET EACH MONTH

DeKalb Peachtree Airport, 2000 Airport Road, Suite 212, Atlanta, Georgia 30341.

Email kbarnes@dekalbcountyga.gov.