Agenda Item:

PALM BEACH COUNTY
BOARD OF COUNTY COMMISSIONERS

AGENDA ITEM SUMMARY

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Meeting Date: December 1, 2026 | **[ ] Consent** | **[X] Regular** | **[ ] Workshop** | **[ ] Public Hearing**

Submitted By: Department of Airports

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I. EXECUTIVE BRIEF

Motion and Title: Staff requests Board direction: regarding conceptual framework for Request for Proposals (RFP) for the sale or lease of undeveloped property at the North Palm Beach County General Aviation Airport (F45) for non-airport purposes as a subsidiary development area (SDA), consisting of approximately ±131 acres of land, and lease of undeveloped property at F45 for the development, operation and maintenance of facilities for a second fixed base operation (FBO) at F45, consisting of approximately ±40 acres of land.

Summary: Pursuant to direction from the Board of County Commissioners (BCC) on October 20, 2026, staff is seeking guidance regarding a conceptual framework for a future RFP for development opportunities at F45. Staff will provide an overview of a potential competitive solicitation process, including the procurement structure, evaluation criteria, and anticipated development opportunities associated with the approximately ±131-acre SDA for non-airport purposes and the approximately ±40 acres identified for the development of facilities for a second FBO, including a terminal, fuel farm, aircraft storage hangars and related infrastructure and improvements. As part of this discussion, staff will also present potential opportunities to accommodate additional aviation-related uses and infrastructure for BCC consideration, including a digital air traffic control tower, a customs facility, and electric Vertical Takeoff and Landing aircraft (eVTOL) operations. **Countywide (ZQ)**

Background and Policy Issues: Per the direction of the BCC at its October 6, 2026 meeting, staff placed an item on the October 20, 2026 agenda seeking guidance on whether to pursue further evaluation of a proposal submitted by JET GREENE, LLC (JET) on August 7, 2026, pursuant to Section 125.045, Florida Statutes. JET's proposal contemplated the purchase of the SDA and the development of facilities for a second FBO at F45. In addition, staff received an unsolicited proposal from Sky Harbour Group Corporation (Sky Harbour), dated September 16, 2026, submitted pursuant to Section 255.065, Florida Statutes, for the development of facilities for a second FBO at F45. Following discussion of the BCC at its October 20, 2026 meeting, the BCC directed staff to develop and present a conceptual framework for a future competitive solicitation for consideration for the potential sale or lease of the SDA and the lease of ±40 acres for the development of facilities for a second FBO at F45. Staff will be issuing a separate competitive solicitation for the operation, management, and maintenance of the existing facilities at F45 and the Palm Beach County Glades Airport (PHK) in anticipation of the August 31, 2027 expiration of the current FBO Lease Agreement with Signature Flight Support, LLC (R2010-1109, as amended and assigned), which is unrelated to this item. The solicitation for the existing facilities is needed to ensure the uninterrupted provision of FBO services at both airports and will include the lease of approximately ±7.79 acres adjacent to existing aircraft storage hangars at F45 for the development of additional hangar facilities and opportunity for the lease of additional undeveloped land at PHK for aeronautical use.

Attachments:
1. RFP Conceptual Framework
2. JET Proposal
3. Sky Harbour Proposal

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Recommended By: Laura Beebe 11/23/26
Department Director **Date**

Approved By: _____
Chief Deputy County Administrator **Date**

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact:

Fiscal Years	2027	2028	2029	2030	2031
Capital Expenditures					
Operating Costs					
External Revenues (Grants)					
Program Income (County)					
In-Kind Match (County)					
NET FISCAL IMPACT					
# ADDITIONAL FTE POSITIONS (Cumulative)					

Is Item Included in the Current Budget? Yes _____ No X

Does this item include the use of federal funds Yes _____ No X

Does this item include the use of state funds? Yes _____ No X

Budget Account No: Fund _____ Department _____ Unit _____ Object _____

Reporting Category _____

B. Recommended Sources of Funds/Summary of Fiscal Impact:

This item has no fiscal impact.

C. Departmental Fiscal Review: _____

III. REVIEW COMMENTS

A. OFMB Fiscal and/or Contract Development and Control Comments:

_____ OFMB

_____ Contract Dev. and Control

B. Legal Sufficiency:

_____ Assistant County Attorney

C. Other Department Review:

_____ Department Director

Attachment No.1

RFP Conceptual Framework

Request for Proposals (RFP) Conceptual Framework
North Palm Beach County General Aviation Airport (F45)

December 1, 2026 – Regular Agenda

PRESENTED BY:
PALM BEACH COUNTY DEPARTMENT OF AIRPORTS

Opportunity Offered

- **Required Fixed Base Operation (FBO) Proposal**
  - Development Site Lease Agreement for up to +/-36.11 acres of land for the development, operation, management and maintenance of a full-service FBO at F45; and
  - Option to lease up to +/-4.54 acres of additional land upon completion of the Runway Expansion Project, which must be used as a part of the FBO
- **Optional Subsidiary Development Area (SDA) Proposal**
  - Purchase and Sale Agreement for the purchase of up to +/-131.149 acres of land for nonaeronautical uses compatible with airport operations; or
  - Development Site Lease Agreement for up to +/-131.149 acres of land for nonaeronautical uses compatible with airport operations
  - SDA Proposal encouraged but not required to participate

FBO PROPOSAL REQUIREMENTS

F45 Overview

- **Single Fixed Based Operator**
- **Three runways**
  - 9R/27L: 4300' long; 100' wide
  - 14/32: 4300' long; 75' wide
  - 9L/27R turf runway: 3679' long; 75' wide
- **Approximately 100,000 annual operations**
- **14/32 Runway Expansion Project**
  - Under design
  - Future Dimensions: 6000' long; 100' wide
- **Federal Contract Tower (FCT)**
  - Siting study underway



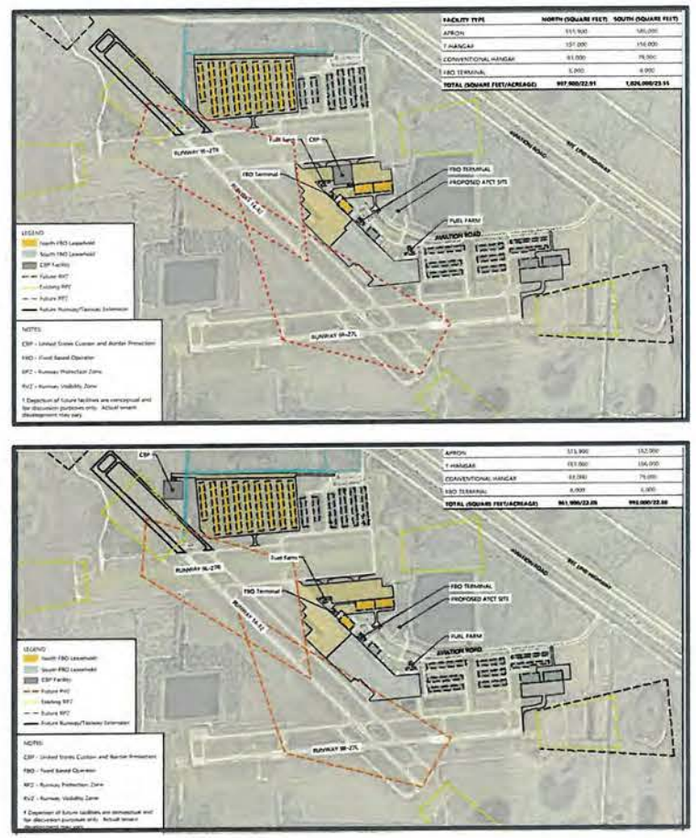
FBO Purpose & Function

- **Role of FBOs**
  - A FBO is a business located at an airport that provides services and facilities to general aviation aircraft operators, passengers, pilots and aircraft owners
  - FBOs serve as the primary service providers at general aviation airports
- **Typical FBO Services**
  - Aircraft fueling
  - Aircraft parking and ramp services
  - Aircraft hangar and storage facilities
  - Passenger terminal and pilot lounge facilities
  - Aircraft maintenance and repair
  - Ground transportation coordination
  - Concierge and customer services for transient and based

FBO Site & Development Area

- **Maximum Available Property for Lease**
  - Available Property: up to +/-36.11 acres of land
  - Option Property: up to +/-4.54 acres of additional land upon completion of Runway Expansion Project due to conflict with Runway Visibility Zone (RVZ)
- **Minimum FBO Requirements**
  - Compliance with F45 General Aviation Minimum Standards (R2009-0971), establishing minimum requirements for FBO, including leased premises, equipment, and personnel

FBO Development Concepts



FBO Rental Structure & Lease Term

- **Minimum Initial Rental Rate**
  - Appraised fair market rental value (pending update)
- **Maximum Lease Term**
  - 50 years, including renewal terms
- **Minimum Rental Escalation**
  - Runway Expansion Adjustment: One-time, appraisal-based rental adjustment upon completion of the Runway Expansion Project, capped at not less than150% of the then-current rental rate
  - Annual Growth: Rental escalation of not less than 3% per year
  - Periodic Market Adjustments: Appraisal-based adjustments every 12 years, with each adjustment capped at not less than 135% of the then current rental rate
  - No Rent Reductions: Rental rate may increase but will never decrease

FBO Capital Investment & Development Experience

- **Minimum Capital Investment**
  - $20 million on the development of the FBO facilities and related infrastructure to ensure delivery of high-quality, full service FBO
- **Experience of Proposer and Proposed Team Considered**
  - Requirements may be satisfied by the Proposer individually or collectively through the experience and qualifications of its proposed team
- **Minimum Aviation Development Experience**
  - Successful completion of no less than two (2) aviation development projects of similar scope and complexity within the past 15 years with a capital investment of no less than $10 million each
  - Proposer or key team member served as the owner, developer, master developer, operator, or joint venture partner and was responsible for project planning, financing, development, and implementation

FBO Operational Experience

- **Minimum FBO Operation Experience**
  - The Proposer and/or its proposed FBO operator shall demonstrate:
    - Successful operation of no less than two (2) FBOs within the preceding 10 years with a minimum of five (5) consecutive years experience in the operation, management, and maintenance of full-service FBO facilities serving general aviation aircraft
    - Successful operation of at least one (1) FBO within the preceding 10 years of similar size, scope, and complexity at a comparable general aviation airport (i.e., at least 100,000 annual aircraft operations and a mix of jet, helicopter, and piston aircraft activity) providing maintenance services, fueling, line services, aircraft parking, hangar management, and transient aircraft services
    - Demonstrated experience providing services to turbine-powered aircraft and corporate, business, or transient jet operations

FBO Concepts & Aviation Opportunities

- **Conceptual Development Plan**
  - Identifying location of proposed uses and layout of the FBO facilities
  - All development approvals and costs to be borne by the Proposer
- **Potential Aviation Development Opportunities for Consideration**
  - Customs and Border Protection facility and related infrastructure
  - Digital air traffic control tower facility and related infrastructure
  - Facilities and infrastructure to support advanced air mobility and eVTOL operations
  - Accommodation of future aviation-related uses and emerging technologies





FBO Project Implementation & Operational Plan

- **Implementation Plan**
  - Construction in up to three (3) phases, commencing no later than the award of the contract for the construction of the Runway Expansion Project
  - Phase 1 shall include, at a minimum, the facilities necessary to commence full-service FBO operations and shall achieve substantial completion and commence operations within 18 months of the commencement date
  - Remaining phases must be completed within no more than 60 months of the commencement date
- **Operation and Maintenance Plan**
  - Description of how the FBO will be managed, operated, maintained, and staffed to provide safe, efficient, and customer-focused services at F45

FBO Financial Plan & Community Compatibility

- **Financial Plan**
  - Financial pro forma demonstrating financial feasibility of the proposal
  - Financial capability information demonstrating ability to finance, develop, construct, operate and maintain the FBO
- **Community Compatibility Plan**
  - Dedicated community liaison and complaint-resolution process
  - Mandatory stakeholder outreach
  - Annual reporting summarizing outreach activities, concerns received, response times and actions taken
  - Participation in aviation education, workforce development and/or community outreach initiatives encouraged
  - Proactive coordination with the County regarding significant operational changes, expansions and construction activities

SDA PROPOSAL REQUIREMENTS

Subsidiary Development Area (SDA) Overview



- **+/-131.149 acres of nonaeronautical land**
- **Property Sale/Long-Term Lease Considerations**
  - Rezoning required (currently PO/UT)
  - Wetland mitigation required
  - FAA approval/release required (including designation of proceeds to the County)
  - FAA environmental review required (based on proposed use)
  - FAA-required restrictions
- **2026 Appraised Value**
  - Anderson Carr: $29,000,000 (sale); $2,320,000 (annual lease)
  - M.R. Ford & Assoc.: $31,455,000 (sale); $2,516,000 (annual lease)

SDA Property Sale & Lease Requirements

- **Maximum Available Property for Sale or Lease**
  - Up to +/-131.149 acres of land
- **Minimum Available Property for Sale or Lease**
  - 50 acres of land
- **Property Interest Proposed to be Acquired**
  - Sale or lease as determined by the Proposer
- **Minimum Purchase Price (if applicable)**
  - $30,227,500 ($230,482 per acre) based on average of two (2) appraisals
- **Minimum Initial Rental Rate (if applicable)**
  - $2,418,000 annually ($18,437 per acre annually) based on average of two (2) appraisals
- **Minimum Capital Investment**
  - $35 million to ensure meaningful development and long-term economic benefits to the County, including job creation and tax base growth

SDA Lease Term & Compatible Uses

- **Lease Term (if applicable)**
  - Up to 50 years, unless a longer term is necessary to support extraordinary capital investment
  - Any proposed lease term of more than 50 years must be fully justified by the Proposer
- **Proposed Uses**
  - Must be compatible with airport operations and surrounding land uses
- **Prohibited Uses**
  - Incompatible uses such as residential, schools, day care centers, nursing homes and assisted living facilities
  - Uses that create wildlife attractants, including landfills, solid waste disposal facilities and other similar uses

SDA Prohibited Uses & Development Concept

- **Prohibited Uses**
  - Heavy industrial uses involving hazardous materials, excessive emissions, odors, dust, vibration or other impacts that may affect airport operations or adjacent properties
  - Uses inconsistent with character or purpose of the Airport, including adult entertainment, gambling facilities, and cannabis cultivation or processing facilities
  - Any use inconsistent with FAA requirements, Airport grant assurances, the Airport Layout Plan, applicable zoning regulations or the Airport's long-term objectives
- **Conceptual Development Plan**
  - Identifying location of proposed uses and layout of the proposed facilities
  - All development approvals and costs to be borne by the Proposer

SDA Project Implementation & Economic Benefits

- **Implementation Plan**
  - Describing plan for development of the project, including phasing and major milestones
- **Operations and Maintenance Plan**
  - Describing how the property will be managed, operated and maintained
- **Financial Plan**
  - Demonstrating financial feasibility of the proposed development and financial capability of the Proposer, demonstrating ability to finance, develop, construct, operate and maintain the proposed development
- **Economic Development Plan**
  - Demonstrating overall value of the proposed project to the County
  - Detailing the number and type of jobs anticipated, anticipated annual payroll, expected economic activity generated by the project, and projected tax revenue
  - Identifying community and public benefits of the project and other factors that enhance the value of the proposal to the County

LOCAL PARTICIPATION

Local Participation Plan

- **Local Participation**
  - Strongly encouraging local participation
  - Describing opportunities for local contractors, suppliers and service providers to participate in the development and operation of the proposed project(s)
- **Small Business Enterprise (SBE) Engagement**
  - Strongly encouraging a commitment to utilize County-certified SBEs in the design and construction of the proposed project(s)
  - Identifying anticipated opportunities for SBE participation and any outreach efforts to promote participation
  - Identifying specific SBE utilization commitment(s) in the design and construction of the proposed project(s) as a percentage of the total development costs

Local Participation Plan Evaluation

- **Workforce Development**
  - Describing any workforce development, training, internship, apprenticeship, or aviation career pathway initiatives proposed to support local employment and workforce advancement
- **Evaluation of Local Participation Plan**
  - Recommend that the County consider the extent and quality of proposed local participation, SBE utilization commitment, and workforce development initiatives in its evaluation of the proposals submitted

EVALUATION PROCESS & RFP SCHEDULE

Evaluation Process

- **Detailed Scoring Worksheets**
  - For each category and subcategory
- **Financial Proposals Pre-scored**
  - Using established methodology
- **Selection Committee Focus**
  - Experience, Qualifications and Financial Information, Project Approach, and Local Participation Plan
- **Final Ranking**
  - Combined financial and qualitative scores

SELECTION CRITERIA	
Selection Criteria	**Maximum Points**
FBO Proposal	
FBO Financial Proposal	25
FBO Experience, Qualifications and Financial Information	20
FBO Project Approach	25
Total Available Points for FBO Proposal	70
SDA Proposal	
SDA Financial Proposal	8
SDA Experience, Qualifications and Financial Information	4
SDA Project Approach	8
Total Available Points for SDA Proposal	20
Total Available Points for Local Participation Plan Proposal	10
Total Available Points	100

RFP Schedule

- **Finalize RFP Package**
  - Compete RFP and related backup documents
- **RFP Issuance**
  - 1st Quarter of 2027
- **Recommended Proposal Period**
  - 120 days to conduct pre-proposal conference, coordinate site visit(s), respond to questions and receive completed proposals
- **Proposal Evaluation**
  - Up to four (4) weeks for responsiveness review and coordination of Selection Committee meeting
- **Negotiation**
- **Board Consideration**

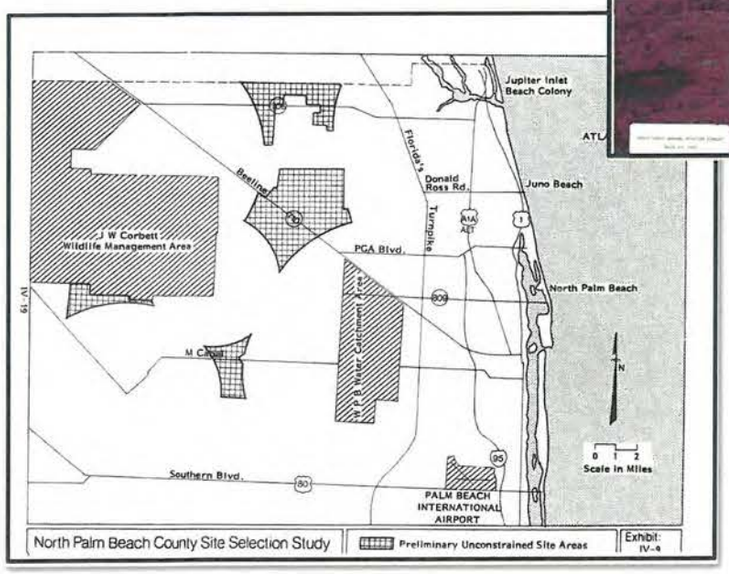
APPENDICES

F45 Airport & Runway Extension Project History



F45 Site Selection

Preliminary Unconstrained Site Areas







F45 Runway Expansion Existing & Future Aircraft

Existing



Piper Navajo PA-31



Cessna Citation V Encore



Pilatus PC12

Future



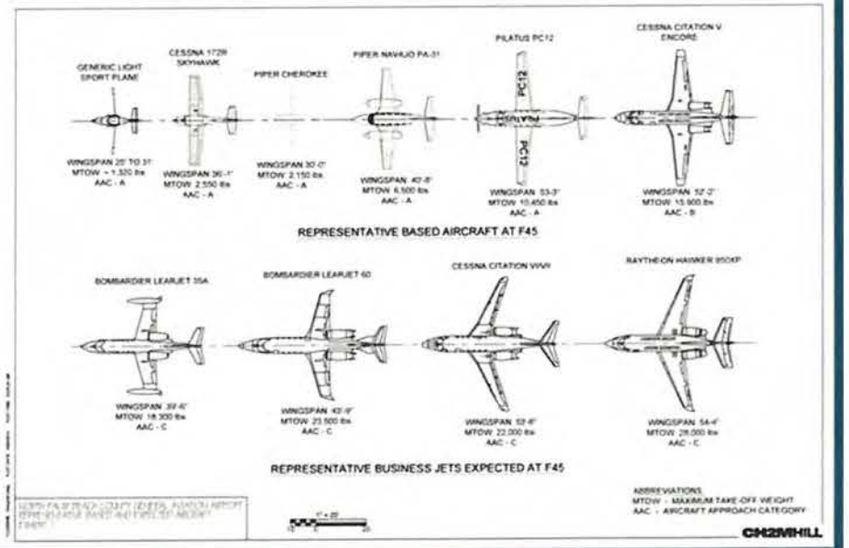
Bombardier Learjet 60



Cessna Citation VII



Raytheon Hawker 850XP



Air Traffic Control Tower (ATC)

- **Federal Contract Tower (FCT) Program**
  - City of Palm Beach Gardens requested the County to pursue construction of an ATC upon completion of construction of the 14/32 runway extension project, subject to receipt of funding as a part of the FCT Program
  - Environmental Assessment for an ATC was completed with finding of no significant impact
  - Applied for and identified as a candidate in FCT Program
  - Funding applications submitted
  - FAA siting study underway to determine location of future ATC
  - Limited funding currently available in the FCT Program
    - Construction timeline will depend on available funding
    - ATC improves efficiency and can enhance safety, but ***is not required*** for safe operations
    - Most airports in U.S. operate safely without an ATC, including busier airports
- **Physical ATC Anticipated Cost: $35M**

Digital Air Traffic Control Tower

- **Alternative to Physical ATC**
  - Uses sensors, including infrared/thermal cameras, to provide information controllers would typically gather at a traditional ATC
  - Controllers hold same FAA certifications as in a traditional ATC
  - System is commissioned by FAA and performs the same functions as traditional ATC
  - Costs significantly less to construct and maintain
  - May be located on- or off- airport
  - Can provide services multiple airports
- **Digital ATC Anticipated Construction Cost: $14M**





Attachment No.2

Jet Greene Proposal

HARVEY E. OYER, III
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West Palm Beach, Florida 33401
DIRECT (561) 650-8517
FAX (561) 822-5522
EMAIL hoyer@shutts.com

August 7, 2026

VIA EMAIL

Laura Beebe
Airports Director
Palm Beach County
100 James L. Turnage Blvd.
West Palm Beach, FL 33406

Joseph Abruzzo
County Administrator
Palm Beach County
301 N. Olive Avenue
West Palm Beach, FL 33401

Re: Proposal for (i) Purchase of the North County Airport Subsidiary Development Area and (ii) Lease of Second Fixed Base Operator Facilities at North County Airport

Dear Director Beebe and Administrator Abruzzo:

On behalf of JET GREENE, LLC ("Client"), we respectfully submit this proposal ("Proposal") to Palm Beach County ("County") concerning the North County Airport ("Airport"). Specifically, our Client proposes to: (i) purchase the undeveloped County-owned property adjacent to the Airport known as the North County Airport Subsidiary Development Area ("Development Parcel"); and (ii) enter into a long-term lease as the second Fixed Base Operator ("FBO") for new facilities to be constructed at the Airport. As set forth below, we believe that structuring these two transactions together in one Proposal offers the most beneficial path to fund necessary and long-desired Airport improvements while simultaneously advancing the County's economic development objectives at the Airport.

I. Proposal to Purchase the Development Parcel for $30,000,000.00

The Client proposes to purchase the Development Parcel from the County for $30,000,000.00, consistent with the County's recent appraisals of the Development Parcel. The Client understands the following regarding the current status of the Development Parcel and is prepared to work cooperatively with the County and the Federal Aviation Administration ("FAA") to satisfy all applicable requirements to bring the transaction to a closing:

- The Development Parcel is currently zoned Public Ownership with a future land use designation of Utility/Transportation. Rezoning of the Development Parcel will be required to accommodate Client's intended non-airport use, and the Client is prepared to pursue and bear the cost of the rezoning process in coordination with County staff.

- The Development Parcel lies within the Airport Zoning Overlay and is subject to a series of FAA deed restrictions affecting building height limits, lighting, and other airport-related zoning and FAA regulations. The Client understands that these restrictions will continue to apply, notwithstanding a change in use, and that the Development Parcel may be used for non-airport purposes but subject to compliance with those restrictions.

- FAA approval is required for the County to sell the Development Parcel, even though it is intended for non-airport use, and separate FAA approval is required for the County to retain and expend the resulting sale proceeds on the Airport's runway extension and air traffic control projects. The Client is prepared to work cooperatively with and support the County in seeking both approvals, including by providing information reasonably requested by the FAA in connection with its review.

II. Proposal to Lease Second FBO Site

Concurrently with the execution of the purchase and sale agreement with the County for the Development Parcel, Client and County shall enter a long-term 50-year lease for the Airport's second FBO site, at market rent. The term of the lease shall commence sixty (60) days after: (i) the completion of the runway extension and air traffic control projects; and (ii) the commencement of operations of the extended runway and air traffic control tower. Client shall hire an experienced FBO operator, reasonably acceptable to the County, to operate and manage the FBO facility during the lease term.

III. Statutory Authority for County to Convey Development Parcel and Lease Second FBO Site to Client

Combining the purchase of the Development Parcel with the new FBO lease in a single transaction presents a distinct economic benefit to the County. The County has indicated that approximately $30,000,000.00 in funding is needed to finance construction of the Airport improvements that are a prerequisite to making a second FBO at the Airport viable. The proceeds from the sale of the Development Parcel would allow the County to fund these long-desired improvements without the need to resort to other County revenue sources or acquire additional debt, while simultaneously placing the Development Parcel into productive, revenue-generating use and securing a long-term FBO lease that will allow the Airport to fulfill its many unrealized economic goals.

Section 125.045, Florida Statutes, authorizes counties to expend public funds for economic development activities and expressly declares that such expenditures serve a valid public purpose. Among other things, the statute authorizes counties to:

- Attract and retain businesses;

- Develop or improve infrastructure supporting economic development;

- Issue bonds for industrial or manufacturing projects;

- Lease or convey real property; and

- Provide grants and incentives to existing or new businesses.

The proposed transaction falls squarely within this statutory framework. The sale of the Development Parcel and the accompanying FBO lease would enable the County to fund critical Airport infrastructure improvements, attract and retain a new aviation business at the Airport, and convey and lease County-owned real property in furtherance of these economic development objectives — all activities expressly contemplated and authorized under Section 125.045, Florida Statutes.

IV. Conclusion

Our Client welcomes the opportunity to discuss this Proposal further with County staff and, as appropriate, the Board of County Commissioners. We are prepared to provide any additional information the County may require and to work collaboratively and expediently toward definitive agreements for both the purchase of the Development Parcel and a long-term FBO lease, including coordinating the rezoning process and the necessary FAA approvals described above.

Thank you for your consideration of this proposal. Please do not hesitate to contact the undersigned with any questions.

Sincerely yours,

SHUTTS & BOWEN LLP

Harvey E. Oyer, III, Esq.

HEO/ias

Attachment No. 3

Sky Harbour Proposal

SkyHarbour

NYSE: SKYH

/ UNSOLICITED PROPOSAL FOR

Sky Harbour Home Base & FBO Campus

North Palm Beach County General Aviation Airport · F45



/ SUBMITTED TO

Ms. Jennifer Ferriol, Director
Facilities Development and Operations Department
Palm Beach County
2633 Vista Parkway
West Palm Beach, Florida 33411

/ SUBMITTED BY

Sky Harbour Group Corporation (NYSE: SKYH)
136 Tower Road, Suite 205, Westchester County Airport
White Plains, NY 10604

September 16, 2026

Confidential

Each section opens with the provision of Section 255.065(4) it answers, quoted in the words of the statute; each subsection, table, and figure is tagged to the same provision.

Statutory Compliance Crosswalk

SECTION 255.065(4), FLORIDA STATUTES · PROJECT APPROVAL REQUIREMENTS

*An unsolicited proposal from a private entity for approval of a qualifying project must be accompanied by the following material and information, unless waived by the responsible public entity: **(a)** A description of the qualifying project, including the conceptual design of the facilities or a conceptual plan for the provision of services, and a schedule for the initiation and completion of the qualifying project. **(b)** A description of the method by which the private entity proposes to secure the necessary property interests that are required for the qualifying project. **(c)** A description of the private entity's general plans for financing the qualifying project, including the sources of the private entity's funds and the identity of any dedicated revenue source or proposed debt or equity investment on behalf of the private entity. **(d)** The name and address of a person who may be contacted for additional information concerning the proposal. **(e)** The proposed user fees, lease payments, or other service payments over the term of a comprehensive agreement, and the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time. **(f)** Additional material or information that the responsible public entity reasonably requests. Any pricing or financial terms included in an unsolicited proposal must be specific as to when the pricing or terms expire.*

This crosswalk maps each item of material and information required by Section 255.065(4), Florida Statutes, to the section, page, and appendix of this proposal that provides it. It is included so that the Department and the Property and Real Estate Management Division can confirm completeness on the face of the document.

How this proposal is tagged. Every numbered section and appendix opens with a shaded requirement box that states, in the words of the statute, the material Section 255.065(4) requires and that the section supplies. Within each box, the clause that the section answers is set in bold. Every section heading, subsection heading, table, and figure also carries a bracketed reference to the paragraph it answers, for example [§255.065(4)(a)], and a tag on a heading governs all text that follows it until the next tagged heading. Each subsection heading carries a one line note identifying the element of the requirement it answers. Material the statute does not require is tagged [§255.065(4)(f)] and marked as additional material offered for the County's evaluation. Cover and divider imagery is presentational and carries no tag.

Table 1 · Statutory compliance crosswalk **[§255.065(4)(a) to (f)]**

Statute	Required material and information	Where addressed in this proposal
255.065(4)(a)	Description of the qualifying project, including the conceptual design of the facilities or a conceptual plan for the provision of services, and a schedule for the initiation and completion of the qualifying project	Conceptual design: Section 03 and its subsections (Campus Program, Site Area, Site Plan, Runway 14/32 Alignment, SH-37 Floorplan, Conceptual Renderings), Tables 10 to 12, Figures 3 to 11. Conceptual service plan: Section 04 and On-Site Organization, Table 13, Figures 12 and 13, and Table 7. Schedule for initiation and completion: Section 05 and Table 14. Summarized at Table 5.
255.065(4)(b)	Description of the method by which the private entity proposes to secure the necessary property interests	Section 06 in full: method of acquisition and sequence of required approvals, proposed 50-year term, legal description and survey commitment, phased leasehold, ownership and reversion of improvements, absence of any third-party property requirement, and Figure 14. Proposed term and key conditions summarized at Table 5.

Statute	Required material and information	Where addressed in this proposal
255.065(4)(c)	General plans for financing, including sources of the private entity's funds and the identity of any dedicated revenue source or proposed debt or equity investment	Section 07 in full: Sources of Funds (Series 2026 tax-exempt bonds and the JPMorgan Chase construction warehouse facility), Dedicated Revenue Sources (campus revenues only; no public revenue pledged), and Development Budget at Table 15, stating the approximately 35 percent equity and 65 percent debt structure of each phase. Capital investment summarized at Table 5. Financial statements indexed at Appendix C, items C-1 and C-2.
255.065(4)(d)	Name and address of a person who may be contacted for additional information concerning the proposal	Cover page and cover letter, with Table 3 giving the name, title, entity, mailing address, telephone, and email of the primary and secondary contacts. Restated in full at Section 12 and Table 25, with the proposing entity, its principal executive office, and the address for notices and legal correspondence.
255.065(4)(e)	Proposed user fees, lease payments, or other service payments over the term, and the methodology for and circumstances that would allow changes to them over time	Lease payments: Section 08, Lease Payments to the County, with the year-by-year schedule for all 50 years at Appendix A and Table 26, and contractual payments at Table 17. User fees: Section 08, Proposed User Fees and Rates, at Table 16, with the full schedule at Appendix B, subsections B-1 to B-6 and Tables 27 to 32. Methodology and circumstances for change: Section 08, Methodology for Changing Payments Over the Term, the basis and review column of each Appendix B table, and the closing note to Appendix B. Assumptions at Section 08, Key Assumptions.
255.065(4)(f)	Additional material or information that the responsible public entity reasonably requests	Section 11, which commits Sky Harbour to provide promptly any additional material the Department reasonably requires, and Appendix C at Table 33, which indexes the eight categories of supporting documents available on request. Additional material volunteered under this paragraph, and tagged as such throughout: Sections 01, 02, 09, and 10; Proposal at a Glance and Table 4; Tables 2, 6, 8, 9, 18 to 24, and 33; and Figures 1, 2, 14, 15, and 16.
255.065(4), closing paragraph	Any pricing or financial terms included in an unsolicited proposal must be specific as to when the pricing or terms expire	Section 08, Expiration of Proposed Pricing and Financial Terms, which states the date through which the proposed ground rent, fuel flowage fee, development budget, and user fees remain open for acceptance, and the terms on which Sky Harbour will extend that date. Cross-referenced at Appendix A and Appendix B.

Ordinance Compliance: PREM Section 22-108

PALM BEACH COUNTY PREM ORDINANCE · SECTION 22-108 · SUBMISSION REQUIREMENTS

Requirements summarized, not quoted. Section 22-108 requires that an unsolicited proposal involving County-owned real property be submitted to the Department Director, accompanied by a $25,000.00 application fee and by sufficient detail and information as set out in Section 255.065, Florida Statutes, for the County to evaluate the proposal in an objective and timely manner; that any additional evaluation fee be remitted within thirty days of request; and that the submitter respond to any competitive solicitation on terms not less favorable to the County. The table below states each requirement and where this proposal meets it.

Article VI of Chapter 22 of the Palm Beach County Code, cited as the Palm Beach County Real Property Acquisition, Disposition and Leasing Ordinance and enacted by Ordinance No. 2024-021 on October 22, 2024, governs this submission alongside the statute. Section 22-108 of that ordinance is satisfied as follows.

Table 2 · PREM Ordinance Section 22-108 compliance **[PREM §22-108; §255.065(4)(f)]**

Ordinance	Requirement	Where addressed in this proposal
22-108(a)	Unsolicited proposals involving County-owned real property are submitted to the Department Director	Addressed to Ms. Jennifer Ferriol, Director of the Facilities Development and Operations Department, which Section 22-102 defines as the Department
22-108(b)(1)	An application fee of $25,000.00 in the form of cash, cashier's check or other non-cancelable instrument	A cashier's check in the amount of $25,000.00 accompanies this submission
22-108(b)(2)	Sufficient detail and information as set out in Section 255.065, Florida Statutes, for the County to evaluate the proposal objectively and timely	The Section 255.065(4) crosswalk above, and Sections 03 through 12 of this proposal
22-108(d)	If the initial fee does not cover the County's evaluation costs, additional fees must be remitted within thirty days of request	Section 11 commits Sky Harbour to remit any additional evaluation fee within the thirty-day period
22-108(e)	The submitter must respond to any competitive solicitation and offer terms not less favorable to the County than its original unsolicited proposal	Section 11 acknowledges this obligation without reservation

September 16, 2026

Ms. Jennifer Ferriol, Director
Facilities Development and Operations Department
Palm Beach County
2633 Vista Parkway
West Palm Beach, Florida 33411

Dear Ms. Ferriol,

On behalf of Sky Harbour Group Corporation (NYSE: SKYH), I am pleased to submit this updated unsolicited proposal, pursuant to Section 255.065, Florida Statutes, for a combined Home Base and full-service FBO campus at North Palm Beach County General Aviation Airport (F45): approximately $62.6 million of fully funded private capital delivering first-in-class hangar infrastructure, a new FBO terminal, and a dedicated fuel farm on an approximately 43.5-acre site of County-owned airport land, developed in two phases. Our proposal is guided by three core commitments:

1. A New Flagship for the County's Airport System

Five flagship SH-37 hangars purpose-built for the largest business jets in service, plus a new FBO terminal, transient ramp, GSE facility, and fuel farm, will make F45 the premier home for based business aircraft in Palm Beach County, operated by a single Sky Harbour team. Phase 1 delivers the FBO terminal, transient ramp, fuel farm, GSE building, and the first two SH-37 hangars; Phase 2 follows approximately two years later with three additional SH-37 hangars and expanded ramp.

2. Delivering Immediate and Long-Term Financial Value

The investment requires no County capital and carries no financing contingency, which is funded from capital already in place. It is projected to generate approximately $1.0 million of direct, contractual revenue to the Department of Airports in the first year of Phase 1 operations, rising to approximately $1.7 million once the campus is fully built, and approximately $177.9 million of direct airport revenue over a 50-year horizon. Including estimated State and County tax revenue, total projected public revenue is approximately $2.1 million in Year 1, approximately $3.9 million at full buildout, and approximately $412.9 million over 50 years, as set out with assumptions and sensitivities in Section 08.

3. Meeting a Demonstrated Market Need

Palm Beach County is one of the fastest-growing business aviation communities in the country, yet its based-aircraft owners remain underserved by modern hangar infrastructure. F45 has the land, airfield, and location to capture that demand; this project gives it the facilities.

Sky Harbour is prepared to invest significant capital, dedicate experienced leadership, and work collaboratively with Department staff. This campus is designed to align with, and to help justify, the County's already approved extension of Runway 14/32 to 6,000 feet, for which the Federal Aviation Administration issued a Finding of No Significant Impact in November 2024 and which the County has programmed for construction. Sky Harbour is ready to invest in this development once work on the runway extension commences.

As required by Section 22-108(b)(1) of the PREM Ordinance, a cashier's check in the amount of $25,000.00 accompanies this submission as the application fee. Should the County's evaluation costs exceed that amount, Sky Harbour will remit the additional sum within the thirty-day period Section 22-108(d) allows. Sky Harbour also confirms that, if the County publishes notice soliciting competitive proposals, it will respond and will offer terms not less favorable to the County than those proposed here.

Table 3 · Persons who may be contacted for additional information **[§255.065(4)(d)]**

Primary Contact	Secondary Contact
Neil Szymczak, Senior Vice President	**Tal Keinan, Chief Executive Officer**
Sky Harbour Group Corporation	Sky Harbour Group Corporation
136 Tower Road, Suite 205	136 Tower Road, Suite 205
Westchester County Airport	Westchester County Airport
White Plains, New York 10604	White Plains, New York 10604
nszymczak@skyharbour.group	tkeinan@skyharbour.group
617-750-1045	917-530-6723

Thank you for the opportunity to present this vision; we look forward to discussing it with the Division and the Department.

Respectfully submitted,

Tal Keinan
Chief Executive Officer
Sky Harbour Group Corporation

Proposal at a Glance [§255.065(4)(a), (c), (e): summary]

Table 4 · Proposal at a glance: headline metrics **[§255.065(4)(f)]**

$62.6M	217,400	$177.9M	~20
Private investment, fully funded	Rentable SF of hangar, office & FBO space	50-year direct airport revenue	Jets based at new campus

Table 5 · Proposal summary **[§255.065(4)(a), (b), (c), (e)]**

Project	A combined Sky Harbour Home Base and full-service FBO campus at North Palm Beach County General Aviation Airport (F45), built, operated, and staffed as one integrated operation
Site	An approximately 43.47-acre total site area on the F45 airfield, developed in two phases (Phase 1: 25.48 acres; Phase 2: 17.99 acres); leasehold area subject to final survey
Program	Five SH-37 hangars (268′ × 160′ each) providing 186,200 SF of hangar space and 28,200 SF of Resident office/lounge, plus a 6,000 SF FBO terminal, a 3,395 SF GSE and crew facility, fuel farm, transient ramp, and auto parking; 223,795 SF total built area
Phasing	Phase 1: FBO terminal, transient ramp, fuel farm, GSE building, and two SH-37 hangars. Phase 2, approximately two years later: three additional SH-37 hangars and expanded ramp
Capital investment	~$62.6 million at full buildout (~$26.6 million in Phase 1), no County capital requested. Phase 1 and Phase 2 is funded from capital already in place with no financing contingency.
Proposed term	50-year ground lease; all improvements revert to the County at the end of the term
Key conditions	Designed around the County's approved extension of Runway 14/32 to 6,000 feet, which received an FAA Finding of No Significant Impact in November 2024. Phase 1 and Phase 2 delivery is keyed to completion of the runway extension. Site plan subject to final survey
Ground rent	$0.70 per SF, escalating 3% annually: $776,936 in the first year of Phase 1 operations, rising to $1,325,487 at full buildout in Year-1 dollars. Offered as a firm proposal, with Sky Harbour open to a joint independent appraisal establishing this rate as a floor
Fuel flowage to County	$0.05 per gallon, fixed for the term, on a projected 5,228,280 gallons in Year 1 (~$261,000); Department revenue grows with projected fuel volume, not with any increase in the fee
Direct airport revenue	~$1.0 million in the first year of Phase 1 operations, rising to ~$1.7 million once fully built (Year 3); ~$177.9 million over 50 years
Total public revenue	~$2.1 million in Year 1 and ~$3.9 million at full buildout, including estimated State and County tax revenue; ~$412.9 million over a 50-year horizon. Excluding aircraft sales and use tax, which depends on transaction assumptions described in Section 08, total public revenue is approximately $178.1 million
User fees	Proposed schedule of fuel, ramp, hangarage, and handling rates and the methodology for changing them is set out in Section 08 and Appendix B
Aircraft	~20 based jets representing ~$700 million in aircraft value to be based on the new campus. Transient aircraft support enabling reduced congestion at DJT.
Employment	~23 full-time Sky Harbour positions on the field, plus Resident flight-department, construction, and aviation-services employment
Sustainability	Sky Harbour Green Standard: solar-ready roof structure, EV charging, all-LED, high-performance envelope, Florida Building Code wind-load design
Experience	22 Home Base campuses nationwide · 8 in operation · 14 in development · 4M+ SF · the largest developer of Home Base campuses and FBOs in the U.S.

01 / A New Partner for Palm Beach County [§255.065(4)(f)]

SECTION 01 · ADDITIONAL MATERIAL · §255.065(4)(F)

Additional material or information that the responsible public entity reasonably requests.

Sky Harbour Group Corporation (NYSE: SKYH) is the largest developer of Home Base campuses and FBOs in the United States, with 22 Home Base campuses and more than 4 million square feet in operation or under development, including eight campuses operating today (ADS, APA, BNA, CMA, DVT, OPF, SGR, SJC). Sky Harbour is the only publicly traded developer in the sector, subject to SEC oversight and shareholder accountability, with more than $350 million in cash and committed capital across the platform.

Table 6 · Sky Harbour platform metrics [§255.065(4)(f)]

22	8	14	$350M+
Home Base campuses nationwide	Campuses in operation today	Campuses in development	Cash & committed capital

Each campus is delivered through Sky Harbour's vertically integrated platform: designed, fabricated, and constructed in-house through subsidiaries Ascend Aviation Services (architecture, general contracting, construction management) and Stratus Building Systems (pre-engineered building systems manufactured exclusively for Sky Harbour), providing schedule and cost control that no other aviation developer can replicate.

This proposal marks Sky Harbour's entry into Palm Beach County. It would establish the company's flagship presence in one of the most important business aviation markets in the country, complementing Sky Harbour's operating Florida campus at Miami-Opa Locka Executive Airport (OPF) and bringing the company's national Resident network to F45: aircraft owners who arrive at each Sky Harbour campus as known, service-ready operations.



Figure 1 · Hangar doors open at dusk on an operating Sky Harbour campus [§255.065(4)(f)]



Figure 2 · Sky Harbour's national network: 8 campuses in operation, 14 in development **[§255.065(4)(f)]**

/ One Campus, Two Service Models **[§255.065(4)(a)]**

Answers §255.065(4)(a): conceptual plan for the provision of services.

Sky Harbour pioneered the Home Base model: private, drive-in hangars with customized office and lounge suites, dedicated line crews, and resident-controlled security for based aircraft. At F45, Sky Harbour proposes to pair that model with a full-service FBO (a new terminal, fuel farm, and transient ramp open to all operators) built, operated, and staffed by a single Sky Harbour team. The combined campus serves both of F45's constituencies:

Table 7 · Home Base and FBO service models compared **[§255.065(4)(a)]**

	Home Base (based aircraft)	FBO (all operators)
Customer	Resident aircraft on long-term hangar leases	Transient and locally based aircraft of all types
Facilities	Private, drive-in SH-37 hangars with customized suites	FBO terminal, transient ramp, overnight parking and hangarage
Services	Dedicated line crews, aircraft always hangared, 24/7 Fly Right app	Fueling, GPU, lav and water service, oxygen, catering coordination
Value to F45	Captures based aircraft, tax base, and fuel uplift for the County	Expands service choice and reduces air traffic congestion at DJT

The two models reinforce one another. Based Residents anchor stable, long-term fuel volumes and activity; the FBO extends premium service to transient traffic and gives F45 a second full-service provider, expanding choice and competition consistent with FAA grant assurance principles. One integrated team staffs both, keeping service standards uniform across the campus. Sky Harbour will meet the Department's Minimum Standards for commercial aeronautical activities in full and seeks no exclusive right of any kind; it recognizes the existing fixed base operator's leasehold rights and does not propose any change to them.

02 / The F45 Opportunity [§255.065(4)(f)]

SECTION 02 · ADDITIONAL MATERIAL · §255.065(4)(F)

Additional material or information that the responsible public entity reasonably requests.



Figure 3 · The F45 campus at dusk: landside view along the SH-37 hangars **[§255.065(4)(a)]**

North Palm Beach County General Aviation Airport sits at the center of one of the wealthiest and fastest-growing business aviation corridors in the country. The communities it serves, including Palm Beach Gardens, Jupiter, and North Palm Beach, continue to attract corporate headquarters, financial firms, and aircraft owners relocating to Florida, each bringing flight departments that need a permanent home.

F45 is purpose-built for that role. Set on 1,832 acres and designated by the County as a general aviation reliever for President Donald J. Trump International Airport (DJT), the airport offers uncongested airfield access, room to grow, and a location minutes from the north county's residential and commercial cores. Yet its infrastructure has not kept pace with its market: modern, large-cabin-capable hangar space is effectively unavailable, and the airport today captures only a small fraction of the region's general aviation activity (approximately 524,000 of the roughly 47.5 million gallons of GA fuel pumped across the region's four principal GA airports in 2025, based on Sky Harbour's market analysis).

The result is a structural imbalance Sky Harbour has seen, and solved, in markets across the country. Based aircraft that belong in Palm Beach County are parked on open ramps, wait-listed at DJT, or based out of the area entirely for lack of suitable long-term hangarage. Every one of those aircraft represents ground rent, fuel uplift, tax base, and employment ceded to a competing jurisdiction.

The County has already acted on the airfield side of this problem. Its program to extend Runway 14/32 to 6,000 feet and widen it to 100 feet completed federal environmental review with a Finding of No Significant Impact in November 2024 and is programmed for construction. What the airfield investment does not yet have is the vertical infrastructure that converts a longer runway into based aircraft, fuel volume, and recurring County revenue. That is what this proposal supplies.

/ Identified Demand [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

This is not a theoretical market. Sky Harbour's tail-by-tail analysis of FAA registry and flight-activity data has identified more than 40 specific business jets, 19 of them large-cabin aircraft, whose owners live in Jupiter, Palm Beach Gardens, Tequesta, Hobe Sound, and the surrounding north county communities but whose aircraft are based today at DJT, BCT, SUA, FXE, and other South Florida airports. Together these aircraft represent approximately 243,000 SF of hangar demand, and on average their owners' homes are a shorter drive to F45 than to the airport where their aircraft sit today. That identified fleet alone is roughly double the ~20-jet based fleet assumed in the campus proforma.

Table 8 · Identified based-aircraft demand at F45 [§255.065(4)(f)]

40+	19	~243K	2×
Business jets identified tail-by-tail	Large-cabin jets among them	SF of identified hangar demand	Identified jets vs. proforma based fleet

This project corrects that imbalance. Purpose-built hangars for the largest business jets in service give the north county's based fleet a permanent home at F45; a new full-service FBO gives every operator on the field, based and transient, a modern terminal and a competitive service alternative; and the County gains a durable, escalating revenue stream on land that generates little today. Sky Harbour projects the campus will lift F45 to approximately an 11% share of regional GA fuel volumes at stabilization, a step-change in the airport's role within the County system and meaningful relief for DJT's increasingly constrained GA aprons.

> **" Sky Harbour does not redivide F45's existing activity. It grows the airport: more based aircraft, more fuel volume, and durable new revenue for the County. "**

/ Why Sky Harbour [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

- **Proven demand engine:** across eight operating campuses, Sky Harbour Residents rate the offering 4.9/5, and Resident aircraft based at other Sky Harbour campuses arrive at F45 as known, service-ready operations, bringing incremental fuel uplift and activity from day one.
- **A committed, accountable counterparty:** a publicly traded company investing its own capital at its own risk, with no request for County funds and no financing contingency 1.
- **Community-compatible growth:** based aircraft in dedicated hangars mean fewer repositioning flights, including fewer repositioning flights into DJT, reduced engine run-ups and idle time, and lower cumulative noise and emissions than transient-oriented operations of comparable scale.

Table 9 · F45 and regional fuel volume [§255.065(4)(f)]

524K	~5.2M	10×	~11%
Gallons of GA fuel pumped at F45 in 2025	Stabilized annual gallons projected at F45	Growth in F45 fuel volumes at stabilization	Projected share of the regional GA fuel market

03 / Project Description & Conceptual Design

[§255.065(4)(a)]

SECTION 03 · STATUTORY REQUIREMENT · §255.065(4)(A)

*A description of the qualifying project, including **the conceptual design of the facilities** or a conceptual plan for the provision of services, and a schedule for the initiation and completion of the qualifying project.*

The campus transforms an approximately 43.47-acre site area on the F45 airfield (approximately 1,893,553 SF, subject to final survey) into a first-in-class Home Base and FBO campus anchored by five of Sky Harbour's flagship SH-37 hangars. Each SH-37 measures 268 feet by 160 feet (37,240 SF of clear-span hangar space plus 5,640 SF of premium Resident office and lounge space) and is capable of housing the largest business jets in the market. A 6,000 SF FBO terminal, dedicated fuel farm, transient ramp with tie-downs, GSE and crew facility, landside auto parking, and stormwater detention complete the campus.

The campus is delivered in two phases. Phase 1 comprises the FBO terminal, transient ramp, fuel farm, GSE and crew building, and the first two SH-37 hangars. Phase 2, planned to commence approximately two years after Phase 1 opens, adds three further SH-37 hangars and expanded ramp as preleasing confirms demand.

/ Campus Program [§255.065(4)(a)]

Answers §255.065(4)(a): conceptual design of the facilities.

Table 10 · Campus program: built and rentable areas [§255.065(4)(a)]

Component	Unit area	Phase 1	Phase 1 + Phase 2
SH-37 hangar (268' × 160'; hangar floor)	37,240 SF	2 · 74,480 SF	5 · 186,200 SF
SH-37 Resident office / lounge suites	5,640 SF	2 · 11,280 SF	5 · 28,200 SF
FBO terminal (lobby, lounges, office)	6,000 SF	1 · 6,000 SF	1 · 6,000 SF
GSE + crew facility	3,395 SF	1 · 3,395 SF	1 · 3,395 SF
Total built area		**95,155 SF**	**223,795 SF**
Total rentable area		**88,760 SF**	**217,400 SF**

Rentable area excludes the 3,395 SF GSE and crew facility and 3,000 SF of non-leasable FBO terminal circulation, mechanical, and back-of-house space, a total of 6,395 SF in each phase. Hangar and suite areas above are the leasable areas used in the proforma; the SH-37 floorplan on the following pages shows the same 42,880 SF gross building footprint with as-drawn interior partitions.

/ Site Area [§255.065(4)(a)]

Answers §255.065(4)(a): conceptual design of the facilities.

Table 11 · Site area by phase [§255.065(4)(a)]

Component	Phase 1	Phase 2	Total
Hangar campus site	8.70 AC	10.52 AC	19.22 AC
Hangar campus detention	4.50 AC	7.47 AC	11.97 AC
FBO terminal, ramp & auto parking site	9.94 AC	n/a	9.94 AC
FBO detention	2.34 AC	n/a	2.34 AC
Total site area	**25.48 AC**	**17.99 AC**	**43.47 AC**
Total site area (SF)	**1,109,909 SF**	**783,644 SF**	**1,893,553 SF**

/ Site Plan [§255.065(4)(a)]

Answers §255.065(4)(a): conceptual design of the facilities.

The campus occupies two adjoining development areas on the F45 airfield: an FBO terminal, ramp, and auto parking site with direct landside access, and a hangar campus fronting the Group III taxiway expansion. Both are shown in the drawings below.

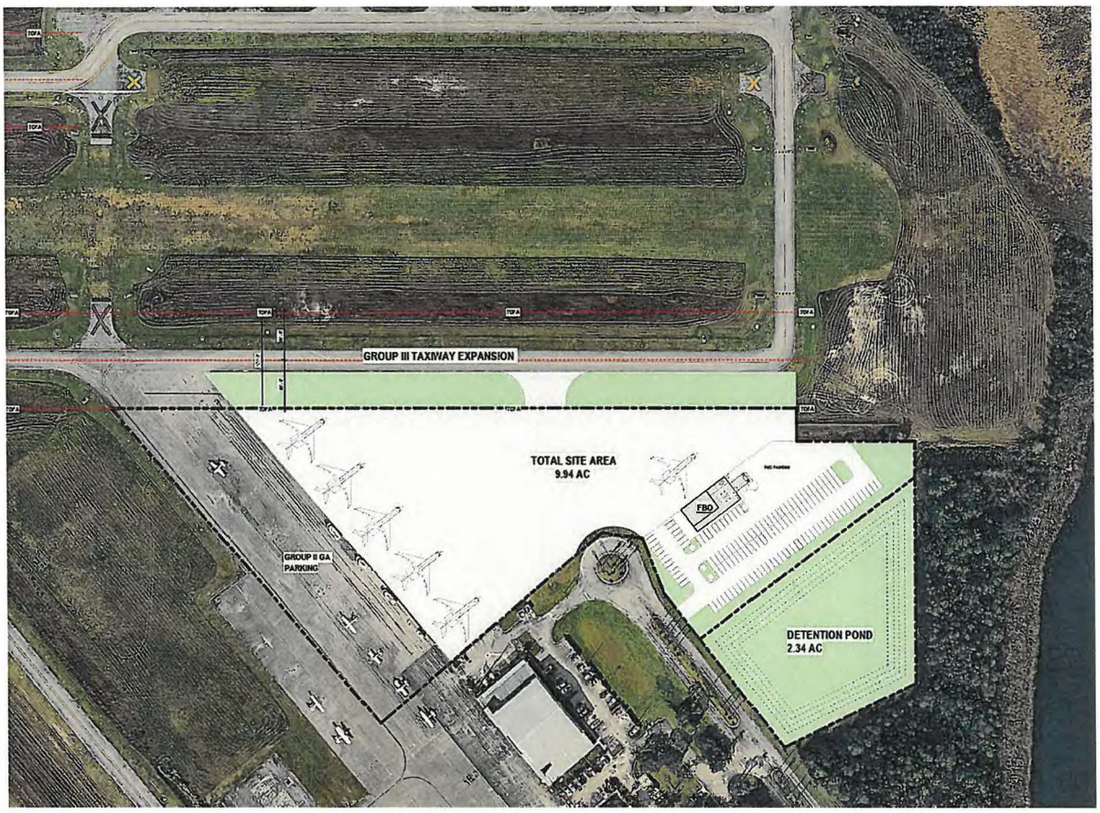


Figure 4 · FBO terminal, ramp, and auto parking site plan; subject to final survey **[§255.065(4)(a)]**

Key: Total site area 9.94 AC · Detention pond 2.34 AC · FBO terminal 6,000 SF with dedicated auto parking · Group III GA parking apron · Group III taxiway expansion along the northern frontage · dashed line denotes the leasehold boundary · TOFA marks taxiway object free area limits.

The site plans are preliminary and subject to final survey, with the leasehold boundary and building sites to be confirmed during lease negotiation. They reflect a clear understanding of F45's development framework: hangar placement respects applicable FAR Part 77 surfaces and building restriction lines, the campus ties directly into the Group III taxiway along its frontage, access is controlled through dedicated AOA and sliding gates, and stormwater is managed through on-site detention consistent with South Florida Water Management District requirements. No land-use redesignation is anticipated beyond standard airport, FAA, building, stormwater, and environmental review.

Development proceeds in two phases. Phase 1 (25.48-acre site area) delivers the FBO terminal, transient ramp, fuel farm, GSE and crew building, auto parking, and Hangars 1 and 2. Phase 2 (17.99-acre site area) adds Hangars 3, 4, and 5 and expanded ramp, and is planned to commence approximately two years after Phase 1 opens, as preleasing confirms demand.

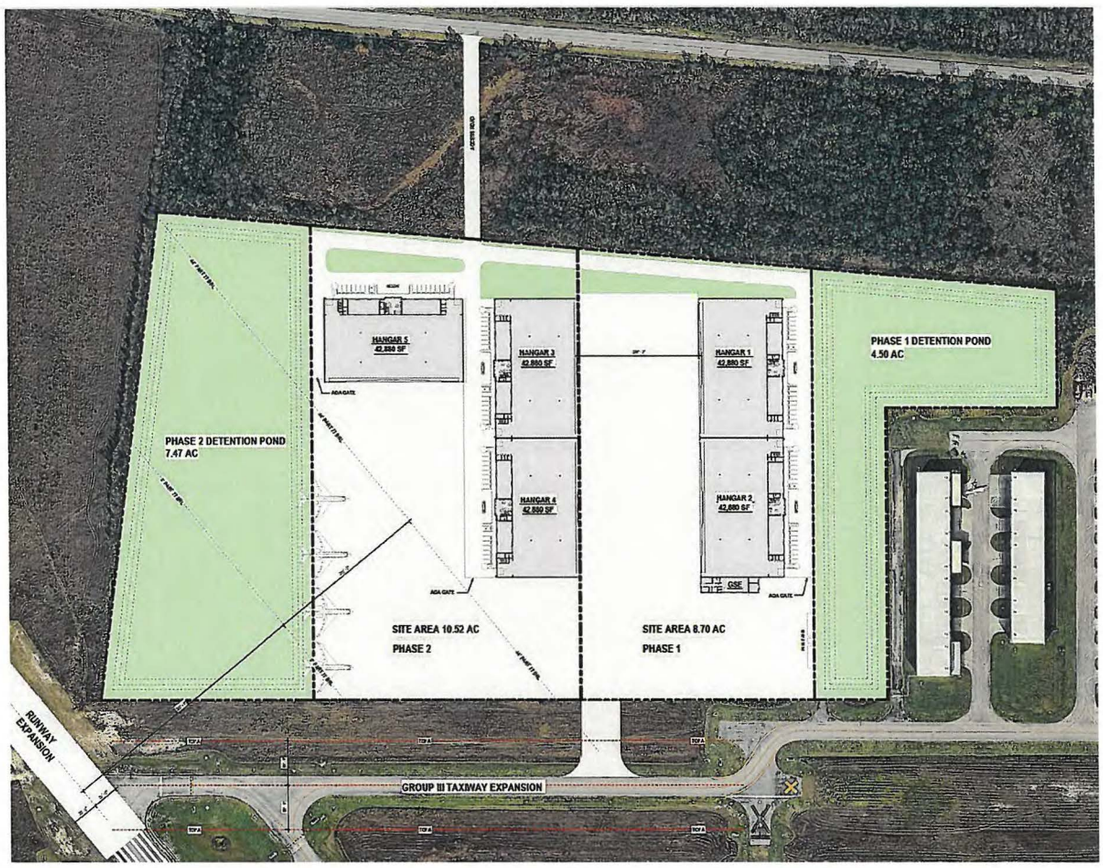


Figure 5 · Hangar campus site plan; subject to final survey **[§255.065(4)(a)]**

Key: Hangars 1 and 2, Phase 1 · Hangars 3, 4 and 5, Phase 2 · each hangar 42,880 SF (37,240 SF clear-span hangar floor plus 5,640 SF office and lounge) · Phase 1 site area 8.70 AC with a 4.50 AC detention pond · Phase 2 site area 10.52 AC with a 7.47 AC detention pond · GSE and crew building adjacent to Hangar 2 · ACA gates at each phase · 44' Part 77 building restriction line · Group III taxiway expansion and runway expansion along the southern frontage.

/ Alignment with the County's Runway 14/32 Extension Program

[§255.065(4)(a)]

Answers §255.065(4)(a): conceptual design of the facilities.

The campus is designed for the largest business jets in service, and the aircraft Sky Harbour intends to bring to F45 (Gulfstream, Global, and Falcon class equipment) require more runway than the airfield offers today. The County has already addressed that constraint. Its program to extend Runway 14/32 by approximately 1,300 feet to a length of 6,000 feet and to widen it to 100 feet completed federal environmental review with a Finding of No Significant Impact in November 2024, and the County has identified federal, State, and local airport funding for the work.

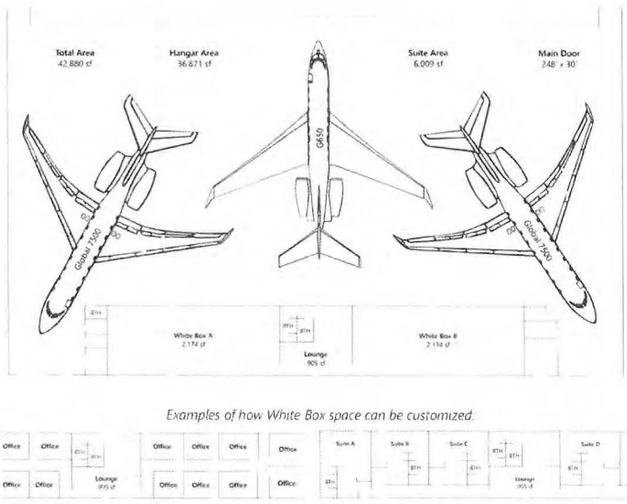
Sky Harbour is therefore not asking the County to make a new commitment. Sky Harbour views the runway extension and the campus as a single, mutually reinforcing program: the extension unlocks the based-aircraft demand identified in Section 2, and the campus gives the County the anchor private investment and revenue base that support the extension's business case. Sky Harbour will proceed with Phase 1 in parallel with the County's delivery of the extension.

Sky Harbour will actively support the Department's planning, justification, and FAA coordination for the extension throughout lease negotiation and design, and asks to coordinate with the Department on two related airfield items: first, the published pavement strength of Runway 14/32, which today carries a 30,000-pound weight limit and will need to accommodate the heavy-category aircraft this campus is built for; and second, the air traffic control facility contemplated in connection with the expansion approval. Sky Harbour is prepared to participate constructively in both discussions. For clarity, the runway is designated 14/32 on current aeronautical charts and appears as Runway 13/31 in certain federal project records; both designations refer to the same runway.

/ SH-37 Floorplan and Customization [§255.065(4)(a)]

Answers §255.065(4)(a): conceptual design of the facilities.

Key features of the SH-37 prototype include fully customizable office and lounge suites; the ability to house the largest business jets in service; demisable into two private ~18,000 SF bays to match tenant demand; non-foam fire suppression; airside and landside vehicle access; and Fly Right app-based monitoring and controls. All structures will be engineered to current Florida Building Code wind-load requirements, and the campus is designed with optionality for advanced air mobility (eVTOL) operations, should the County elect to incorporate them in the future.



Examples of how White Box space can be customized.

Figure 6 · SH-37 floorplan: demisable bays and configurable White Box suite space [§255.065(4)(a)]

Table 12 · SH-37 hangar specifications [§255.065(4)(a)]

37,240	5,640	30 ft	5
Clear-span hangar SF per SH-37	Office & lounge SF per SH-37	Hangar door height	Super-heavy jets per hangar

/ Conceptual Renderings [§255.065(4)(a)]

Answers §255.065(4)(a): conceptual design of the facilities.



Figure 7 · Landside view: Resident entries, office suites, and parking **[§255.065(4)(a)]**



Figure 8 · Airside view from inside an SH-37, looking across the ramp to the F45 campus **[§255.065(4)(a)]**



Figure 9 · Conceptual view of the campus entrance and FBO frontage at dusk **[§255.065(4)(a)]**



Figure 10 · Evening view: the FBO terminal and transient ramp **[§255.065(4)(a)]**



Figure 11 · Aerial view: the F45 FBO terminal, ramp, and parking (conceptual rendering) **[§255.065(4)(a)]**

04 / Conceptual Service Plan [§255.065(4)(a)]

SECTION 04 · STATUTORY REQUIREMENT · §255.065(4)(A)

A description of the qualifying project, including the conceptual design of the facilities or ***a conceptual plan for the provision of services****, and a schedule for the initiation and completion of the qualifying project.*

Sky Harbour will operate and staff the Home Base campus and the FBO as one operation, under one on-site leader: an empowered Harbour Master with full operational responsibility for the campus, supported by an approximately 23-person team of line service and customer service professionals recruited and trained to Sky Harbour's national standards. Core services include:

- **Fueling:** Jet A and 100LL from a new on-campus fuel farm and Sky Harbour fuel trucks, with fuel-quality control consistent with ATA 103 and NFPA 407, available to all airport users on published, nondiscriminatory terms.
- **Line services:** aircraft marshaling, towing, ground handling, lavatory and potable water service, GPU, oxygen, and catering coordination for based and transient aircraft alike.
- **FBO terminal:** passenger lobby, pilot lounge and snooze rooms, flight-planning area, conference room, and crew car support, with rental car and hotel coordination.
- **Transient parking and hangarage:** overnight ramp tie-downs and transient hangar space at published rates by aircraft size, as set out in Appendix B.
- **Resident services:** private drive-in hangar access, dedicated line crews, aircraft always hangared and never moved for other traffic, 24/7 Fly Right app-based access, monitoring, and service requests.
- **Safety and security:** resident-controlled access, AOA gate management, camera coverage, and a certified Safety Management System culture across the operation.
- **Service standards:** acknowledgement of every service request within 15 minutes during staffed hours, immediate response for urgent operational needs, 24/7 supervisory availability, and a tracked target of zero service defects, the same standards applied across Sky Harbour's national network.

Sky Harbour will operate in full compliance with the Department's Rules and Regulations, Minimum Standards for commercial aeronautical activities, lease terms, and all applicable FAA grant assurances, and will coordinate operating hours and service levels with the Department to match F45's traffic profile as it grows.



Figure 12 · Inside a Sky Harbour hangar: the Resident experience at an operating campus **[§255.065(4)(a)]**

/ On-Site Organization [§255.065(4)(a)]

Answers §255.065(4)(a): conceptual plan for the provision of services.

The campus will be staffed by approximately 23 full-time Sky Harbour employees, led by an empowered Harbour Master, with supervisory coverage maintained during all operating hours and services available to customers around the clock. The FBO team stands up with Phase 1 and serves the field from opening day; the Home Base line-service team scales with each hangar phase. Recruitment will prioritize Palm Beach County residents, supported by the Sky Harbour Academy workforce program described in Section 10.

Table 13 · On-site organization and staffing **[§255.065(4)(a)]**

Role	Responsibility	Count
Harbour Master	Full operational responsibility for the campus, Resident relations, FBO service standards, and safety	1
General Manager, FBO	FBO operating leadership, commercial performance, and compliance	1
Administration	Campus administration, billing, and records	1
Customer Service Manager	FBO customer experience for Residents and transient operators	1
Customer Service Reps / Line Service Technicians	Crew and passenger service, aircraft handling, fueling, and Resident service delivery	19
Total on-site team		**23**



Figure 13 · Inside a Sky Harbour Resident lounge at an operating campus **[§255.065(4)(a)]**

05 / Schedule for Initiation and Completion [§255.065(4)(a)]

SECTION 05 · STATUTORY REQUIREMENT · §255.065(4)(A)

A description of the qualifying project, including the conceptual design of the facilities or a conceptual plan for the provision of services, and ***a schedule for the initiation and completion of the qualifying project****.*

Sky Harbour's vertically integrated delivery platform allows the company to move from lease execution to construction without delay. Based on comparable Sky Harbour campuses, each phase is an approximately 14-month construction program. The schedule below states both the milestone interval and the calendar date on which Sky Harbour proposes to initiate and complete each element. Calendar dates assume the Division accepts this proposal for negotiation in the fourth quarter of 2026; each date shifts with the actual acceptance date, and Sky Harbour will refine the schedule collaboratively with the Department.

Table 14 · Schedule for initiation and completion **[§255.065(4)(a)]**

Milestone	Interval	Proposed calendar date
Lease negotiation and County approvals	Months 0 to 6 following the Division's acceptance of this proposal for negotiation	Q4 2026 to Q2 2027
Design, FAA / ALP coordination, and permitting (airport, building, stormwater / SFWMD, environmental)	Approximately 6 to 9 months, commencing concurrently with lease negotiation	Q1 2027 to Q4 2027
Phase 1 initiation (groundbreaking): FBO terminal, transient ramp, fuel farm, GSE building, Hangars 1 & 2, auto parking	In parallel with the runway extension commencing and within 90 days of permit issuance	Q1 2028
Phase 1 construction	Approximately 14 months from groundbreaking	Q1 2028 to Q2 2029
Phase 1 completion and commencement of revenue operations	Upon Phase 1 completion	**Q3 2029** (proforma Year 1)
Phase 2 initiation (groundbreaking): Hangars 3, 4 & 5 and expanded ramp	Within 90 days of permit issuance	2030
Phase 2 completion and full campus buildout	Approximately 14 months from Phase 2 groundbreaking; approximately two years after Phase 1 opens	**2031** (proforma Year 3)

Sky Harbour's proforma for this project assumes Phase 1 revenue operations beginning in 2029 and Phase 2 revenue operations beginning in 2031, and the company is prepared to commit to construction-commencement and completion milestones in the ground lease, as it has at its other airport partnerships.

These dates are set deliberately to track the County's runway extension program rather than to run ahead of it. The County has programmed the extension for construction beginning in 2027 over an approximately two-year build, which places completion in the same window as Phase 1 of this campus. Sky Harbour will align its design and construction milestones with the extension's delivery timeline, and will help the County accelerate the extension's remaining FAA and permitting coordination, drawing on its established working relationships with the FAA's Orlando Airports District Office, which administers airport planning, environmental, and approval programs for all Florida airports.

06 / Property Interests [§255.065(4)(b)]

SECTION 06 · STATUTORY REQUIREMENT · §255.065(4)(B)

A description of the method by which the private entity proposes to secure the necessary property interests that are required for the qualifying project.

The project requires a single property interest: a long-term ground leasehold over the approximately 43.47-acre site area of County-owned land at F45 generally depicted on the site plans in Section 3 (approximately 1,893,553 SF), with the final leasehold area confirmed by survey. Sky Harbour intends to obtain that interest by negotiating a ground lease directly with the Palm Beach County Department of Airports, subject to approval by the Board of County Commissioners and, as applicable, FAA consent and consistency with the Airport Layout Plan. Sky Harbour understands that the Property and Real Estate Management Division administers the County's process for reviewing this unsolicited proposal, and that the ground lease itself would be negotiated with and administered by the Department of Airports.

- **Method of acquisition:** a negotiated ground lease of County-owned airport property. Sky Harbour seeks no fee interest, no easement over non-County land, and no exercise of eminent domain. The required approvals are, in sequence: acceptance of this proposal for negotiation; negotiation and execution of a ground lease on the Department's form; approval by the Board of County Commissioners; FAA consent and any required Airport Layout Plan amendment; and County land development, building, stormwater, and environmental permits.
- **Proposed term:** 50 years, providing the long horizon required to support approximately $62.6 million of private vertical investment.
- **Legal description and survey:** Sky Harbour will commission, at its sole cost, a boundary and topographic survey and a metes-and-bounds legal description of the leasehold for attachment to the ground lease, and will deliver them to the Department during the negotiation period.
- **Phased leasehold:** Sky Harbour is prepared to structure the leasehold so that the Phase 2 area is committed at lease execution with rent commencing upon Phase 2 construction, giving the County certainty of buildout while matching rent to delivery.
- **Ownership of improvements:** Sky Harbour finances, builds, owns, and operates all improvements at its sole cost and risk during the term; all improvements revert to the County in first-class condition at the end of the term.
- **No third-party property required:** the project requires no acquisition of private property, no relocation of existing tenants, and no displacement of existing airport users; utility extensions and easements will be coordinated with the Department and serving utilities.
- **No public funds requested:** Sky Harbour requests no County or State capital contribution, credit support, or tax abatement.
- **Runway extension:** Sky Harbour's Phase 1 and Phase 2 delivery obligation is keyed to completion of the County's approved extension of Runway 14/32 to 6,000 feet, as described in Sections 3 and 5.

Sky Harbour is an experienced counterparty to airport sponsors nationwide and will work from the Department's form of ground lease, incorporating the FAA-required provisions, insurance, and performance security customary for developments of this scale. Sky Harbour will provide performance security for the construction obligations of each phase in a form and amount acceptable to the Department.

07 / Financing Plan [§255.065(4)(c)]

SECTION 07 · STATUTORY REQUIREMENT · §255.065(4)(C)

A description of the private entity's general plans for financing the qualifying project, including the sources of the private entity's funds and the identity of any dedicated revenue source or proposed debt or equity investment on behalf of the private entity.

Sky Harbour is the only publicly traded developer in the sector, with more than $350 million in cash and committed capital across the platform, and finances its campuses through a programmatic combination of corporate equity and long-term debt raised in its established private activity bond program. No County, State, or federal funds are requested.

/ Sources of Funds [§255.065(4)(c)]

Answers §255.065(4)(c): the sources of the private entity's funds.

Sky Harbour's funding plan relies on capital already in place, including proceeds of its Series 2026 tax-exempt bonds and a $200 million tax-exempt committed construction warehouse facility with JPMorgan Chase, expandable to $300 million subject to credit approval. These instruments are issued as tax-exempt airport facility bonds under Internal Revenue Code Section 142; they are non-recourse obligations solely of Sky Harbour and its properties and create no financial liability for the County, the Department, or any local government.

Each phase is capitalized with approximately 35 percent corporate equity and approximately 65 percent long-term debt raised through Sky Harbour's established financing programs, matched to the long horizon of the proposed ground lease. Phase 1 and Phase 2, at approximately $62.6 million, is fully funded from capital already in place and carries no financing contingency.

/ Dedicated Revenue Sources [§255.065(4)(c)]

Answers §255.065(4)(c): the identity of any dedicated revenue source or proposed debt or equity investment on behalf of the private entity.

The revenues dedicated to servicing the project debt are the revenues of the campus itself: Resident hangar and office lease payments under multi-year leases, FBO fuel and service revenue, and transient ramp and hangarage revenue. No County revenue, tax increment, passenger facility charge, grant, or other public revenue stream is pledged, dedicated, or otherwise relied upon. Sky Harbour makes no proposal for any equity investment by, or on behalf of, the County.

" The capital required for the F45 campus is not contingent on securing new financing. "

/ Development Budget [§255.065(4)(c)]

Answers §255.065(4)(c): the private entity's general plans for financing the qualifying project.

Table 15 · Development budget by phase **[§255.065(4)(c)]**

Use of funds	Phase 1	Phase 2	Phase 1 + Phase 2
Hard costs (Ascend Aviation Services construction estimate)	$24,501,461	$33,123,514	$57,624,975
Soft costs (design, permitting, insurance, development overhead)	$2,122,908	$2,869,958	$4,992,866
Total development cost	**$26,624,369**	**$35,993,472**	**$62,617,841**

Development costs are drawn from Sky Harbour's F45 proforma. Phase 2 figures are shown as the increment between the Phase 1 and full-buildout budgets. Amounts are estimates subject to final design, final survey, and market conditions.

As a public company, Sky Harbour's audited financial statements are available in its SEC filings, and the company will provide any additional financial assurances the Department reasonably requires. Sky Harbour's audited financial statements and Annual Report on Form 10-K are indexed at Appendix C and will be delivered on request.

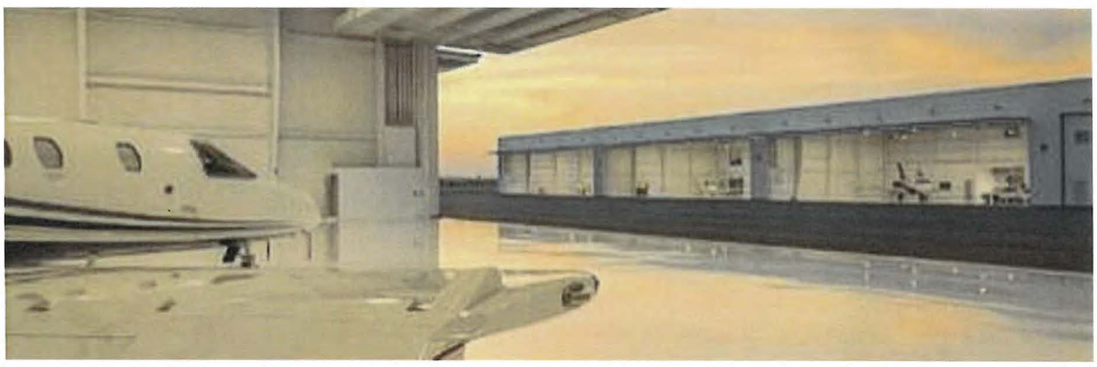


Figure 14 · Looking across the ramp from inside a hangar at an operating campus **[§255.065(4)(f)]**

08 / Economics: Lease Payments, User Fees & Fiscal Impact [§255.065(4)(e)]

SECTION 08 · STATUTORY REQUIREMENT · §255.065(4)(E)

The proposed user fees, lease payments, or other service payments over the term of a comprehensive agreement, and the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time.

/ Lease Payments to the County [§255.065(4)(e)]

Answers §255.065(4)(e): proposed lease payments over the term of a comprehensive agreement. The year-by-year schedule for all 50 years is at Appendix A.

- **Ground rent:** $0.70 per square foot per year on the leasehold, escalating 3% annually for the full 50-year term. Phase 1 ground rent on the ~1,109,909 SF Phase 1 area is $776,936 in its first year; at full buildout, ground rent on the ~1,893,553 SF total leasehold is $1,325,487 in Year-1 dollars. Over the term, ground rent alone totals approximately $148.4 million. This is offered as a firm proposal, not an indication.
- **Fuel flowage fee:** $0.05 per gallon on all fuel dispensed by the campus, fixed for the term, projected at $261,414 in Year 1 on 5,228,280 gallons and approximately $29.5 million over the term. The projection reflects growth in campus fuel volume of approximately 3% per year; the per-gallon fee itself does not escalate.
- **Reversion:** all improvements, approximately $62.6 million of new vertical infrastructure, revert to the County at the end of the term.

The proposed rent reflects the fair market value of undeveloped GA airport land requiring full horizontal development (clearing, fill, drainage, and utility extension) funded entirely by Sky Harbour at its own risk. Sky Harbour is open to a joint independent appraisal, undertaken with the Department, to confirm the prevailing ground rental rate for the parcel. Sky Harbour proposes that the $0.70 per square foot rate operate as a floor: if the appraisal supports a higher rate, the parties will negotiate in good faith toward it; if it supports a lower rate, Sky Harbour will nonetheless pay $0.70 per square foot as offered here.

A complete year-by-year schedule of ground rent and fuel flowage fees for all 50 years of the proposed term is provided at Appendix A, in satisfaction of the requirement in Section 255.065(4)(e) that proposed lease payments be stated over the term of the agreement.

/ Proposed User Fees and Rates [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees over the term of a comprehensive agreement. The full schedule is at Appendix B.

Section 255.065(4)(e) requires that proposed user fees be stated. As a full-service FBO, Sky Harbour will publish its fuel prices, service fees, and transient ramp and hangar rates, and will apply them on reasonable, nondiscriminatory terms to all airport users, consistent with the Department's Minimum Standards, rate-setting policies, and FAA grant assurances. The proposed opening rate schedule is set out in full at Appendix B and summarized below. Rates are subject to the review and adjustment methodology described in the next subsection.

Table 16 · Proposed user fees and rates: summary **[§255.065(4)(e)]**

Fee category	Basis	Proposed opening rate
Jet A, retail posted	Per gallon, posted; indexed between annual reviews to a published wholesale Jet A index for the U.S. Gulf Coast plus a stated margin	**$9.46 per gallon**
100LL, retail posted	Per gallon, posted	**$8.33 per gallon**
Ramp and facility fee	Per arrival by aircraft weight class; waived at the stated fuel uplift	**$80 to $1,050 per arrival**
Overnight ramp parking	Per night by aircraft weight class	**$65 to $375 per night**
Transient hangarage	Per night by aircraft weight class, subject to availability	**$300 to $550 per night**
Ground handling and line services	Per event by service; full schedule at Appendix B	**$50 to $350 per event**
Resident hangar and office rent	Per rentable SF per year under multi-year leases with contractual escalation	**Negotiated per lease**

Rates are benchmarked to the only published general aviation rate schedules Sky Harbour could identify in the region, being the Naples Airport Authority schedule for fiscal year 2026 and the Charlotte County Airport Authority schedule for Punta Gorda effective October 1, 2025, together with FBO-reported posted fuel prices at the four principal general aviation airports in the market. The full derivation, with a source for every comparable, is available to the Department on request.

/ Methodology for Changing Payments Over the Term [§255.065(4)(e)]

Answers §255.065(4)(e): the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time.

- **Ground rent** escalates at a fixed 3% per year for the full term, providing the County a predictable, compounding revenue stream. The Phase 2 area enters the rent base upon Phase 2 construction. The only circumstances in which ground rent would change other than by that fixed escalation are a change in the surveyed leasehold area, or a rate adjustment agreed by the parties following the joint appraisal described above.
- **Fuel flowage** is a fixed per-gallon fee, so Department revenue grows automatically with campus fuel volumes; the fee changes only if and as the Department revises its airport-wide flowage schedule, and Sky Harbour will pay the Department's then-current airport-wide rate if it exceeds $0.05 per gallon.
- **FBO user fees and fuel prices** are reviewed at least annually against the local competitive market and adjusted to remain competitive, published, and nondiscriminatory, in compliance with the Department's Minimum Standards and rate-setting policies. Posted fuel prices move with the underlying wholesale index between reviews; service and facility fees change only at a scheduled review, and Sky Harbour will file its rate schedule with the Department in advance of each change.
- **Resident hangar rents** escalate contractually within each lease and reset to market at renewal.

/ Direct Airport Revenue: Contractual Payments to the Department

[§255.065(4)(e)]

Answers §255.065(4)(e): proposed lease payments and other service payments stated as contractual payments to the Department.

The revenue Sky Harbour is contractually obligated to pay the Department is set out first and separately, because it is the portion the County can rely on under the ground lease. Phase 1 figures are the first year of Phase 1 operations; full-buildout figures are Year 3, the first full year in which Phase 2 is in the revenue base.

Table 17 · Direct airport revenue: contractual payments to the Department **[§255.065(4)(e)]**

Revenue element	Beneficiary	Phase 1 (Year 1)	Fully Built (Year 3)
Ground rent ($0.70/SF)	Dept. of Airports	$776,936	$1,406,209
Fuel flowage fee ($0.05/gal)	Dept. of Airports	$261,414	$277,334
Direct airport revenue	**Dept. of Airports**	**$1,038,350**	**$1,683,543**
Cumulative over 50 years	**Dept. of Airports**		**$177.9M**

/ Estimated State and County Tax Revenue [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

The campus is also expected to create a recurring tax base for Palm Beach County and the State of Florida. These amounts are estimates rather than contractual obligations, and they depend on assumptions about aircraft ownership and transactions that Sky Harbour has set out below so the County can test them.

Table 18 · Estimated State and County tax revenue **[§255.065(4)(f)]**

Revenue element	Beneficiary	Phase 1 (Year 1)	Fully Built (Year 3)
Aircraft sales & use tax (normalized)	State / County	$1,050,003	$2,227,895
Tangible personal property (GSE)	County	$2,250	$2,387
Estimated tax revenue	**State / County**	**$1,052,253**	**$2,230,282**
Total public revenue		**$2,090,603**	**$3,913,826**

Year 3 amounts include two years of 3% escalation. Stated in Year-1 dollars for direct comparability, full-buildout public revenue is approximately $3,689,157 (ground rent $1,325,487; fuel flowage $261,414; aircraft sales and use tax $2,100,005; tangible personal property $2,250).

/ Cumulative Public Revenue and Sensitivities (50-Year Horizon)

[§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

The 50-year projection follows the development program proposed here: Phase 1 in operation from Year 1, with Phase 2 entering the revenue base in Year 3. Because the aircraft sales and use tax estimate rests on assumed transaction activity rather than on any Sky Harbour obligation, the table below shows total public revenue with that element at full value, at half value, and excluded entirely.

Table 19 · Cumulative public revenue and sensitivities over 50 years **[§255.065(4)(f)]**

Revenue element	Base case	50% aircraft tax	Excluding aircraft tax
Ground rent	$148.4M	$148.4M	$148.4M
Fuel flowage fees	$29.5M	$29.5M	$29.5M
Direct airport revenue (contractual)	**$177.9M**	**$177.9M**	**$177.9M**
Aircraft sales & use tax (estimated)	$234.7M	$117.4M	$0.0M
Tangible personal property (GSE)	$0.3M	$0.3M	$0.3M
Total cumulative public revenue	**$412.9M**	**$295.5M**	**$178.1M**

The base case reproduces the figures in Sky Harbour's F45 proforma. Sky Harbour presents the sensitivities because aircraft sales and use tax depends on where and how based aircraft are purchased and on exemptions available under Florida law, matters outside Sky Harbour's control. In every case the direct airport revenue of approximately $177.9 million is unaffected.

/ Key Assumptions [§255.065(4)(e)]

Answers §255.065(4)(e): the assumptions underlying the proposed lease payments, user fees, and other service payments stated above.

- **Ground rent:** ~43.47-acre (1,893,553 SF) leasehold at full buildout, ~25.48 acres (1,109,909 SF) in Phase 1, at $0.70/SF Year-1 ground rent, escalating 3% annually, subject to final survey.
- **Phasing:** Phase 1 in the revenue base from Year 1 (2029); Phase 2 in the revenue base from Year 3 (2031), reflecting Phase 2 development approximately two years after Phase 1.
- **Fuel flowage:** a fee fixed at $0.05 per gallon for the full term, applied to 5,228,280 gallons in Year 1 growing at approximately 3% per year. Year 1 volume reflects a projected ~11% share of the ~47.5 million gallons of 2025 GA fuel volume across the region's principal GA airports (SUA, BCT, DJT, and F45). Volume growth, not fee escalation, drives the growth in this line. At Year 1 volume held flat for the entire term, cumulative flowage would be approximately $13.1 million rather than $29.5 million.
- **Based fleet:** ~20 based jets at full buildout averaging $35 million in value (~$700 million on campus), approximately half of that fleet based in Phase 1.
- **Aircraft sales & use tax:** 6.0% Florida sales tax plus the 0.5% Palm Beach County discretionary surtax (applicable to the first $5,000), normalized to Year 1 and escalated, on assumed taxable transaction activity across the based fleet over the term. The normalized full-buildout amount of $2,100,005 per year corresponds to approximately $35 million of taxable transaction value per year. Sky Harbour will provide the underlying transaction assumptions on request, and notes that this element is an estimate of tax base created rather than a payment obligation of Sky Harbour.
- **Tangible business personal property:** approximately $500,000 in ground support equipment at ~4.5 mills.
- **Ad valorem property tax:** not included as a revenue element; improvements on County-owned airport land are modeled as exempt.

Financial figures are derived from Sky Harbour's F45 proforma and reflect the assumptions stated above. Totals may not sum precisely due to rounding. Actual amounts are estimates subject to final lease negotiation, prevailing tax rates and millages, and market conditions.

/ Expiration of Proposed Pricing and Financial Terms [§255.065(4), closing paragraph]

SECTION 255.065(4), FLORIDA STATUTES · CLOSING PARAGRAPH · EXPIRATION OF PRICING

Any pricing or financial terms included in an unsolicited proposal must be specific as to when the pricing or terms expire.

Section 255.065(4), Florida Statutes, requires that any pricing or financial terms included in an unsolicited proposal be specific as to when the pricing or terms expire. The ground rent, fuel flowage fee, and development budget stated in Sections 07 and 08, and the user fees stated in Section 08 and Appendices A and B, are offered on the terms set out in this proposal and remain open for acceptance by the County through 9/16/2028, being 730 days from the date of this submission. Sky Harbour will extend that date on written request while the County's evaluation under Section 22-108 of the PREM Ordinance remains under way, and will confirm any extension in writing. Rates that this proposal states as indexed or reviewed periodically, including posted fuel prices, remain subject to the review mechanics described at Appendix B.

09 / Execution: Financial Strength, Vertical Integration, Experience [§255.065(4)(f)]

SECTION 09 · ADDITIONAL MATERIAL · §255.065(4)(F)

Additional material or information that the responsible public entity reasonably requests.

- **Experience:** Sky Harbour is the largest developer of Home Base campuses and FBOs in the United States, with 22 Home Base campuses and more than 4 million SF in operation or under development, including eight campuses operating today.
- **Accountability and capacity:** the only publicly traded developer in this sector (NYSE: SKYH), subject to SEC oversight and shareholder accountability, with more than $350 million in cash and committed capital and no financing contingency on this project.
- **Vertical integration:** subsidiaries Ascend Aviation Services (architecture, general contracting, construction management) and Stratus Building Systems (pre-engineered building systems manufactured exclusively for Sky Harbour) deliver design, fabrication, and construction in-house, providing schedule and cost control that no other aviation developer can replicate.
- **Operating platform:** standardized Resident-service model, safety management systems, and staffing playbooks proven across eight operating campuses.
- **Schedule and approvals:** ready to move from lease execution to construction without delay, targeting an approximately 14-month build per phase; no land-use redesignation anticipated beyond standard airport, FAA, building, stormwater, and environmental review.

/ Key Project Team [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

Tables 20 to 24 · Key project team [§255.065(4)(f)]



Tal Keinan / FOUNDER AND CHIEF EXECUTIVE OFFICER

Tal founded Sky Harbour, bringing a rare combination of military aviation experience and global financial leadership. He served 18 years in the Israel Air Force, flying the F-16 in combat operations and retiring from the reserves as a Lieutenant Colonel. Prior to Sky Harbour, Tal co-founded and served as CEO of Clarity Capital, a global asset management firm.



Phil Amos / PRESIDENT OF CONSTRUCTION

Phil brings 30+ years of construction management and owner/developer experience and has delivered more than 1.6 million SF of aviation facilities, including as general contractor for Sky Harbour's Centennial (APA) and Sugar Land Regional (SGR) campuses.



Neil Szymczak / SENIOR VICE PRESIDENT

Neil is a former U.S. Naval Aviator and Boston Consulting Group strategy consultant focused on aviation infrastructure. He is responsible for identifying and securing Sky Harbour's development sites and maximizing value for airport sponsors. USNA graduate; MBA, Wharton.



Marty Kretchman / SENIOR VICE PRESIDENT, OPERATIONS

Marty brings over 20 years of experience in the general aviation industry, most recently as Senior Vice President at Signature Aviation. He oversees operations across all Sky Harbour campuses and leads the company's operational execution and airport partnerships.



Francisco Gonzalez / CHIEF FINANCIAL OFFICER

Francisco's 35-year career in finance began at Goldman Sachs, where he led or participated in more than $25 billion in municipal bond financings, interest rate swaps, and public-private partnerships with an emphasis on airports, followed by senior roles at the Royal Bank of Canada and Fortress Investment Group.

Day-to-day operations at F45 will be led by an empowered, locally based Harbour Master with full operational responsibility for the campus, Resident relations, FBO service standards, and coordination with Department staff, supported by a locally hired line-operations and customer-service team.

/ What Airport Sponsors Say [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

" Their Home Base Operator model has expanded the range of hangar options available to based aircraft owners at APA, and attracted multiple owners from surrounding airports to base at Sky Harbour. "

Mike Fronapfel, Executive Director/CEO, Centennial Airport

" Based on Sky Harbour Group's demonstrated track record, operational expertise, and long-term strategic vision, I fully support and recommend their expansion. I am confident they would be an asset to any airport seeking a reliable, community-focused, and forward-thinking development partner. "

Jeffrey J. Miller, Executive Director, Chicago Executive Airport

" As growth surges through the Central Florida region and state, so does the demand for aeronautical support facilities. Our partnership with Sky Harbour symbolizes the Aviation Authority's commitment to ensuring ORL remains at the forefront of meeting current and future demands for aeronautical services in Central Florida. "

Kevin J. Thibault, Chief Executive Officer, Greater Orlando Aviation Authority

/ Corporate Structure [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

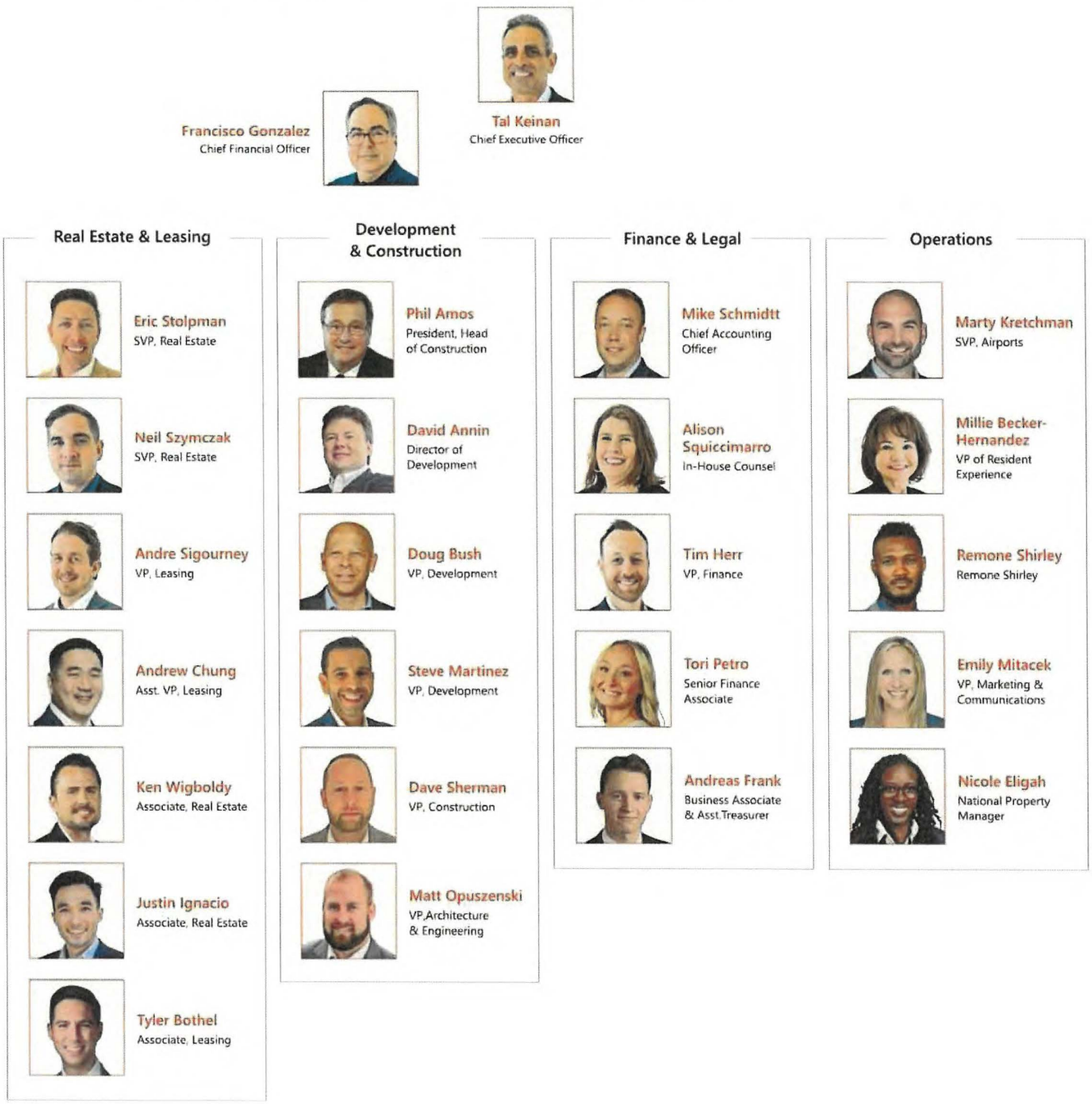


Figure 15 · Sky Harbour's corporate leadership and organizational structure **[§255.065(4)(f)]**

10 / Community, Workforce & Sustainability

[§255.065(4)(f)]

SECTION 10 · ADDITIONAL MATERIAL · §255.065(4)(F)

Additional material or information that the responsible public entity reasonably requests.

The campus creates employment across two phases: construction programs of approximately 14 months each, drawing on the regional skilled-trades workforce, followed by permanent operations employment on the field. Based on Sky Harbour's operating experience and the project proforma:

- **Sky Harbour operations:** a dedicated on-site team of approximately 23 full-time employees (approximately $1.7 million in annual wages and benefits) led by an empowered Harbour Master. The FBO team stands up with Phase 1 and serves the field from opening day.
- **Resident flight departments:** on the order of 80 full-time positions across resident flight departments at full buildout (~20 based jets with pilots, maintenance, operations, and scheduling staff), based on platform experience of roughly four positions per based jet; approximately half of those positions arrive with Phase 1.
- **Aircraft business services:** additional demand for Part 145 avionics and engine maintenance, detailing, catering, and related services from based and transient activity.
- **Development phase:** construction and construction-support employment across each ~14-month build, delivered through Ascend Aviation Services and regional subcontractors.

/ The Sky Harbour Academy [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

The Sky Harbour Academy trains local interns annually through classroom instruction and hands-on experience, preparing participants for careers as certified aviation line-service technicians, roles that can exceed $100,000 in annual compensation. Sky Harbour fully funds the program, including stipends, training, PPE, and certification, and intends to build recruitment partnerships with Palm Beach County technical and community colleges, area high schools, and workforce-development organizations, expanding aviation career awareness among county students and creating a durable local workforce pipeline over the lease term.

/ Sustainability [§255.065(4)(f)]

Additional material under §255.065(4)(f): offered for the County's evaluation, not required by the statute.

Sky Harbour applies a standardized, scalable sustainability framework, the Sky Harbour Green Standard, across all campuses. The F45 design incorporates:

- Rooftop solar-ready structural capacity and pre-installed infrastructure for photovoltaic expansion
- Integrated electrical systems supporting EV charging and electrified ground support equipment
- High-performance insulated metal panels, continuous insulation, high-efficiency glazing, and air-sealed hangar doors, engineered to Florida Building Code wind-load requirements
- All-LED lighting with occupancy sensors and daylight harvesting

- Drought-tolerant, native-species landscaping aligned with FAA wildlife-hazard requirements
- On-site stormwater detention and bioretention consistent with SFWMD standards



Figure 16 · The FBO terminal's solar-ready roof: the Sky Harbour Green Standard at F45 **[§255.065(4)(f)]**

Beyond the building envelope, the Home Base model itself reduces environmental impact: by giving based aircraft a permanent home at F45, the campus eliminates repositioning flights and the cumulative noise and emissions they generate. Noise-abatement compliance is written directly into every Resident lease, and Sky Harbour will maintain ongoing engagement with the Department's noise and community programs and offer facility tours and career pathways to Palm Beach County students.

11 / Additional Information [§255.065(4)(f)]

SECTION 11 · STATUTORY REQUIREMENT · §255.065(4)(F)

Additional material or information that the responsible public entity reasonably requests.

Sky Harbour recognizes that this submission initiates, rather than concludes, the County's review. The company understands the County's obligations under Section 255.065, Florida Statutes, including public notice and the consideration of competing proposals, and stands ready to support that process on the County's timeline. Sky Harbour understands that, following acceptance of this proposal, the County will publish notice and receive competing proposals for a period of not less than 21 days and not more than 120 days, and Sky Harbour supports that process without reservation.

Upon request, Sky Harbour will promptly provide any additional information the Department reasonably requires, including audited financial statements and SEC filings; evidence of insurance and proposed performance security; detailed design documentation as it develops; references from airport sponsors at Sky Harbour's operating campuses; and background information on the company, its subsidiaries, and its key personnel. These items are indexed at Appendix C and will be delivered promptly on the Division's request.

Sky Harbour has reviewed Section 22-108 of the PREM Ordinance and has met its submission requirements: the $25,000.00 application fee accompanies this proposal in the form of a cashier's check, and the material required by Section 255.065 is provided and indexed in the crosswalk at the front of this document. Sky Harbour will remit any additional evaluation fee within the thirty days Section 22-108(d) allows, and will respond to any competitive solicitation the County publishes on terms not less favorable to the County than those proposed here.

Sky Harbour understands that, under Section 22-108(c), the Department Director will notify the Board of County Commissioners of this submission, and that the Board may direct staff to evaluate it. Sky Harbour respectfully requests that this proposal be placed on a Board meeting agenda so that the Board may give that direction. Sky Harbour also asks whether the County wishes it to assist in providing notice to any affected local jurisdiction, including the City of Palm Beach Gardens, and will supplement this submission with any further material the County reasonably requests.

"There is simply no offering like Sky Harbour in business aviation. I have never gotten more utility out of my aircraft. Great product. Outstanding team."

Lane Bess, Sky Harbour Resident

A new partnership, built to last 50 years.

By pairing fully funded private capital with a proven operating model, this campus delivers modern, first-in-class infrastructure for based and transient aircraft alike; a development model that improves community outcomes; and meaningful, durable economic value to the Department, Palm Beach County, and the State of Florida. We appreciate the County's consideration and welcome the opportunity to discuss this proposal.

12 / Contact Information [§255.065(4)(d)]

SECTION 12 · STATUTORY REQUIREMENT · §255.065(4)(D)

The name and address of a person who may be contacted for additional information concerning the proposal.

The following persons may be contacted for additional information concerning this proposal.

Table 25 · Contact information **[§255.065(4)(d)]**

	Primary contact	Secondary contact
Name	Neil Szymczak	Tal Keinan
Title	Senior Vice President	Chief Executive Officer
Entity	Sky Harbour Group Corporation	Sky Harbour Group Corporation
Address	136 Tower Road, Suite 205, Westchester County Airport, White Plains, New York 10604	136 Tower Road, Suite 205, Westchester County Airport, White Plains, New York 10604
Telephone	617-750-1045	917-530-6723
Email	nszymczak@skyharbour.group	tkeinan@skyharbour.group

Proposing entity. Sky Harbour Group Corporation, a Delaware corporation listed on the New York Stock Exchange under the symbol SKYH, with its principal executive office at 136 Tower Road, Suite 205, Westchester County Airport, White Plains, New York 10604. The ground lease counterparty will be a Florida single-purpose subsidiary of Sky Harbour Group Corporation to be identified during lease negotiation, with the parent's support in a form acceptable to the Department.

Notices and legal. Copies of all notices should also be directed to the Office of the General Counsel, Sky Harbour Group Corporation, at the address above.

Appendix A: Fifty-Year Schedule of Lease Payments and Fees [§255.065(4)(e)]

APPENDIX A · STATUTORY REQUIREMENT · §255.065(4)(E)

*The proposed user fees, **lease payments, or other service payments over the term of a comprehensive agreement**, and the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time.*

This appendix states the proposed lease payments and fees for each year of the proposed 50-year term, as required by Section 255.065(4)(e). Ground rent is $0.70 per rentable square foot in Year 1 escalating 3% annually. The fuel flowage fee is fixed at $0.05 per gallon for the full term; the growth shown in that column reflects projected growth in campus fuel volume of approximately 3% per year, not any increase in the fee. Phase 1 comprises 1,109,909 SF of leasehold in Years 1 and 2; the full 1,893,553 SF leasehold enters the rent base in Year 3 on completion of Phase 2. Calendar years assume Phase 1 revenue operations commence in 2029.

Table 26 · Fifty-year schedule of lease payments and fees **[§255.065(4)(e)]**

Year	Calendar	Leasehold SF	Ground rent	Fuel flowage	Direct airport revenue
1	2029	1,109,909	$776,936	$261,414	$1,038,350
2	2030	1,109,909	$800,244	$269,256	$1,069,501
3	2031	1,893,553	$1,406,209	$277,334	$1,683,543
4	2032	1,893,553	$1,448,396	$285,654	$1,734,050
5	2033	1,893,553	$1,491,847	$294,224	$1,786,071
6	2034	1,893,553	$1,536,603	$303,050	$1,839,653
7	2035	1,893,553	$1,582,701	$312,142	$1,894,843
8	2036	1,893,553	$1,630,182	$321,506	$1,951,688
9	2037	1,893,553	$1,679,087	$331,151	$2,010,239
10	2038	1,893,553	$1,729,460	$341,086	$2,070,546
11	2039	1,893,553	$1,781,344	$351,319	$2,132,662
12	2040	1,893,553	$1,834,784	$361,858	$2,196,642
13	2041	1,893,553	$1,889,828	$372,714	$2,262,542
14	2042	1,893,553	$1,946,522	$383,895	$2,330,418
15	2043	1,893,553	$2,004,918	$395,412	$2,400,330
16	2044	1,893,553	$2,065,066	$407,274	$2,472,340
17	2045	1,893,553	$2,127,018	$419,493	$2,546,510
18	2046	1,893,553	$2,190,828	$432,078	$2,622,906
19	2047	1,893,553	$2,256,553	$445,040	$2,701,593
20	2048	1,893,553	$2,324,250	$458,391	$2,782,641
21	2049	1,893,553	$2,393,977	$472,143	$2,866,120
22	2050	1,893,553	$2,465,796	$486,307	$2,952,104
23	2051	1,893,553	$2,539,770	$500,896	$3,040,667
24	2052	1,893,553	$2,615,963	$515,923	$3,131,887
25	2053	1,893,553	$2,694,442	$531,401	$3,225,843
26	2054	1,893,553	$2,775,276	$547,343	$3,322,618
27	2055	1,893,553	$2,858,534	$563,763	$3,422,297
28	2056	1,893,553	$2,944,290	$580,676	$3,524,966
29	2057	1,893,553	$3,032,619	$598,096	$3,630,715
30	2058	1,893,553	$3,123,597	$616,039	$3,739,636
31	2059	1,893,553	$3,217,305	$634,520	$3,851,825

Year	Calendar	Leasehold SF	Ground rent	Fuel flowage	Direct airport revenue
32	2060	1,893,553	$3,313,824	$653,556	$3,967,380
33	2061	1,893,553	$3,413,239	$673,163	$4,086,402
34	2062	1,893,553	$3,515,636	$693,358	$4,208,994
35	2063	1,893,553	$3,621,105	$714,158	$4,335,264
36	2064	1,893,553	$3,729,738	$735,583	$4,465,321
37	2065	1,893,553	$3,841,631	$757,651	$4,599,281
38	2066	1,893,553	$3,956,879	$780,380	$4,737,259
39	2067	1,893,553	$4,075,586	$803,791	$4,879,377
40	2068	1,893,553	$4,197,853	$827,905	$5,025,759
41	2069	1,893,553	$4,323,789	$852,742	$5,176,531
42	2070	1,893,553	$4,453,503	$878,325	$5,331,827
43	2071	1,893,553	$4,587,108	$904,674	$5,491,782
44	2072	1,893,553	$4,724,721	$931,815	$5,656,536
45	2073	1,893,553	$4,866,463	$959,769	$5,826,232
46	2074	1,893,553	$5,012,457	$988,562	$6,001,019
47	2075	1,893,553	$5,162,830	$1,018,219	$6,181,049
48	2076	1,893,553	$5,317,715	$1,048,766	$6,366,481
49	2077	1,893,553	$5,477,247	$1,080,228	$6,557,475
50	2078	1,893,553	$5,641,564	$1,112,635	$6,754,199
Total			**$148,397,234**	**$29,486,680**	**$177,883,915**

Cumulative projected fuel volume across the term is approximately 589.7 million gallons, rising from 5,228,280 gallons in Year 1 to approximately 22,252,707 gallons in Year 50 at the assumed 3% annual volume growth. Sky Harbour presents that figure so the County can assess the volume assumption directly. Holding volume flat at Year 1 levels for the entire term, cumulative fuel flowage would be approximately $13.1 million and cumulative direct airport revenue approximately $161.5 million. Amounts are estimates subject to final survey, final lease negotiation, and actual fuel volumes.

Appendix B: Proposed Schedule of User Fees and Rates [§255.065(4)(e)]

APPENDIX B · STATUTORY REQUIREMENT · §255.065(4)(E)

***The proposed user fees**, lease payments, or other service payments over the term of a comprehensive agreement, and the methodology for and circumstances that would allow changes to the user fees, lease payments, and other service payments over time.*

This appendix sets out the user fees Sky Harbour proposes to charge at the F45 campus, the basis on which each is calculated, and the circumstances in which each may change. All rates will be published, applied on reasonable and nondiscriminatory terms to all airport users, and administered in compliance with the Department's Minimum Standards, the Department's rate-setting policies, and applicable FAA grant assurances.

Basis. The rates below are benchmarked to the published schedules of the Naples Airport Authority (fiscal year 2026) and the Charlotte County Airport Authority at Punta Gorda (effective October 1, 2025), which are the only published general aviation service rate schedules Sky Harbour identified in South or Central Florida, and to FBO-reported posted fuel prices at F45, DJT, BCT and SUA. Rates are stated in current dollars for a Phase 1 opening and are subject to the review and change methodology at the end of this appendix.

/ B-1 Fuel [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees.

Table 27 · Appendix B-1, fuel [§255.065(4)(e)]

Product	Basis and review	Proposed rate
Jet A, retail posted, full service	Posted price, reviewed at least annually; between reviews it moves with a published wholesale Jet A index for the U.S. Gulf Coast, the specific index to be named in the ground lease	**$9.46 per gallon**
Jet A, contract fuel programs	Set by each contract fuel program, not by Sky Harbour	**Program rates apply**
100LL, retail posted, full service	Posted price, reviewed at least weekly	**$8.33 per gallon**

The posted price above sits below the current posted price of the incumbent operator at F45 and materially below the posted prices at DJT and BCT. The margin ceiling is set at the full-service Jet A margin published by the Charlotte County Airport Authority.

/ B-2 Ramp and facility fee [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees.

Charged once per arrival and waived in full at the fuel uplift shown. Weight classes are by maximum certificated gross takeoff weight.

Table 28 · Appendix B-2, ramp and facility fee **[§255.065(4)(e)]**

Aircraft weight class	Ramp fee per arrival	Waived at uplift	Benchmark range
Under 12,500 lb	**$80**	50 gallons	$60 to $100
12,500 to 20,000 lb	**$200**	150 gallons	$140 to $300
20,001 to 35,000 lb	**$450**	250 gallons	$300 to $625
35,001 to 50,000 lb	**$700**	350 gallons	$500 to $950
50,001 to 75,000 lb	**$900**	450 gallons	$600 to $1,250
Over 75,000 lb	**$1,100**	550 gallons	$600 to $1,600

/ B-3 Overnight ramp parking [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees.

Table 29 · Appendix B-3, overnight ramp parking **[§255.065(4)(e)]**

Aircraft weight class	Per night	Note
Under 12,500 lb	**$65**	First night waived at the ramp-fee uplift minimum
12,500 to 20,000 lb	**$165**	First night waived at the ramp-fee uplift minimum
20,001 to 35,000 lb	**$200**	
35,001 to 50,000 lb	**$275**	
50,001 to 75,000 lb	**$350**	
Over 75,000 lb	**$375**	

/ B-4 Transient hangar [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees.

Table 30 · Appendix B-4, transient hangar **[§255.065(4)(e)]**

Aircraft weight class	Per night	Note
12,500 to 20,000 lb	**$300**	Subject to availability; Residents are never displaced for transient traffic
20,001 to 50,000 lb	**$425**	Subject to availability
Over 50,000 lb	**$550**	Subject to availability

/ B-5 Ground handling and line services [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees.

Table 31 · Appendix B-5, ground handling and line services **[§255.065(4)(e)]**

Service	Proposed rate	Basis
Lavatory and potable water service	**$80 per event**	Flat rate by aircraft weight class
Ground power unit and air conditioning	**$50 per event**	Flat rate
Oxygen and nitrogen service	**Cost plus 25%**	At cost plus a stated handling charge
Catering and concierge coordination	**Cost plus 15%**	At cost plus a stated coordination charge
Crew car	**Complimentary**	Complimentary up to 2 hours
Conference room	**$100 per hour**	Complimentary to Residents and to transient customers at the uplift minimum
After-hours callout	**$225 per callout**	Applies only outside published staffed hours; see the note below

Section 04 commits Sky Harbour to supervisory coverage during all operating hours and services around the clock. The after-hours callout charge therefore applies only outside the staffed hours Sky Harbour publishes and files with the Department, and Sky Harbour will not charge it to a Resident.

/ B-6 Resident hangar and office rent [§255.065(4)(e)]

Answers §255.065(4)(e): proposed user fees.

Table 32 · Appendix B-6, Resident hangar and office rent **[§255.065(4)(e)]**

Component	Proposed rate	Basis
SH-37 hangar and Resident office and lounge space	**Negotiated per lease**	Multi-year leases with contractual annual escalation of 3%, reset to market at renewal.
Resident office and suite buildout	**Negotiated per lease**	Tenant improvement allowance and amortization terms set in each lease; no separate rate charged

The range is bracketed by the highest sponsor-published jet hangar rate found in Florida, being the Naples Airport Authority bulk jet hangar at $2.30 per SF per month or $27.60 per SF per year, and the $53.00 per SF per year revenue-share strike price in Sky Harbour's San Jose ground lease. Sky Harbour will confirm the range against its final F45 proforma before lease execution.

Circumstances permitting change. Posted fuel prices move with the underlying wholesale index between scheduled reviews. All other fees change only at a scheduled review, which will occur at least annually, and Sky Harbour will file its revised schedule with the Department in advance of any change taking effect. Sky Harbour will not charge any fee not appearing on a schedule filed with the Department, and will make the current schedule available to any airport user on request. The rates in this appendix expire as provided in Section 08, Expiration of Proposed Pricing and Financial Terms.

Appendix C: Index of Supporting Documents Available on Request [§255.065(4)(f)]

APPENDIX C · STATUTORY REQUIREMENT · §255.065(4)(F)

Additional material or information that the responsible public entity reasonably requests.

Sky Harbour will deliver each of the following promptly on the Division's or the Department's request, in satisfaction of Section 255.065(4)(f), Florida Statutes. They are indexed here so the County can see what is available and call for what it needs.

Table 33 · Index of supporting documents available on request **[§255.065(4)(f)]**

Item	Document	Availability
C-1	Audited consolidated financial statements of Sky Harbour Group Corporation for the most recent fiscal year (contained in the Form 10-K at C-2)	On request
C-2	Annual Report on Form 10-K and most recent Quarterly Report on Form 10-Q	On request; also public on SEC EDGAR
C-3	Corporate organizational chart identifying Ascend Aviation Services and Stratus Building Systems	Included at Section 09
C-4	Specimen certificates of insurance evidencing the coverages customary for a development of this scale	On request
C-5	Proposed form and amount of performance security for the construction obligations of each phase	On request
C-6	References from airport sponsors at Sky Harbour's operating campuses, with names and contact details	On request
C-7	Resumes of the key project team members identified in Section 09	On request
C-8	Conceptual design drawings and site plans at the resolution in which they were prepared	On request

Note on public records. The public records exemption for unsolicited proposals under Section 119.071(1), Florida Statutes, expired on October 2, 2021 and was not reenacted. Sky Harbour therefore proposes to deliver the items above on request, so that the County receives everything it needs to evaluate this proposal while proprietary material is produced in a controlled manner and marked where Section 815.045, Florida Statutes, applies. Sky Harbour will not withhold anything the County requires.