

RFI Questions as of May 12, 2026

1. Has ramp area been core drilled to see if an overlay would be appropriate or will the ramp have to be removed and completely replaced?
The last major M&R on the pavement was in 1992. The last inspection was 11/24 and the Pavement Condition Index was 42. It will need major rehabilitation.
2. Will the drive thru gate for Chick-fil-A be moved or can a hangar be built back to near grass area?
The Chick-fil-a gate is off property, so that would require coordination. We do share a sewer lift station in that area.
3. Can you provide monthly fuel volumes for the last three years broken down by Jet A and AvGas?
attached
4. What is average margin/gallon on Jet A and AvGas sold to customers? Do you have the details to break down the information based on Transient Jet customers, Based Tenants and Transient Avgas customers? How much AvGas is being purchased by the U.S. Aviation Academy that will be moving to the new campus once completed?
The average profit margin per gallon of Jet is 90.6% and 100LL is 51.6%. That is for this FY to date. The price of fuel has affected those margins. For the period of 4/1/25-4/1/26, 109,717 gallons of Jet were transient and 76,081 gallons were based. For the same period, 11,004 gallons of avgas were transient, and 244,447 was based. Of based AvGas sales, 103,850 gallons were from US Aviation.
5. Can a 280' W X140' D hangar be built instead of the 225'x225' as proposed on the ALP?
Yes
6. Are there any "LOI's" for hangar space or are people on a waiting list?
Waiting List. We will be rolling out a new Hangar Wait List Policy in the next couple of months that will tighten up with information.
7. When the portable hangars and T-hangars are removed, can mass storage hangars be built in this space instead of the three Box hangars on the ALP labeled 5, 6 and 7?
Yes
8. Is there space to maneuver large aircraft in the area where the portable hangars and t hangars are located if new mass storage hangars are built? Will the asphalt support them?
Once all of the ground leases expire, there will be room to maneuver. The asphalt will need an overlay.
9. Are all other T and box hangars on 1 year lease agreements with the tenants? Will the FBO take over as they expire and have conventional rental?

There are staggered expirations of these leases. The airport has no intention of going to a conventional rental system. Ground leases are preferred.

10. When will T-Hangar B be demolished?

Once other hangar areas are developed to accommodate current tenants that would like to continue here. That will be at 2 or 3 years out.

11. Are hangars 1, 2, 3 and 4 placeholders on the ALP or do you have commitments for these hangars?

These are placeholders.

12. What is the timing for demolition on Hangars D24-D27?

No later than 2033. Three of those hangar leases expire in 2031 and one expires in 2033.

13. Does the FBO perform all aircraft movements on the field? Ingress and egress from hangars?

Not to ground lease tenants. We only move aircraft in and out of the FBO hangar.

14. Will FBO be responsible for all building maintenance and hangar repairs?

Only on the buildings that they lease. Ground lease tenants perform their own maintenance and repairs.

15. Will the FBO negotiate an arrangement with a fuel provider and only pay the authority a flowage fee?

Yes, plus rent of the fuel farm facility.

16. How much is flowage fee?

That rate has not been set yet.

17. What equipment does Authority have? Will the Authority be interested in selling any equipment to the FBO or will it be included in the ground lease?

All fuel trucks are leased from our fuel provider. We have one 2004 Lektro/Model #AP8750B, one 2020 Lektro/Model #AP8850SDA, 2 GPUs, and one lav cart that we would sell.

18. Is there a lav cart dumping station on the property?

Yes. The dumping station is in the hangar area to be redeveloped.

19. Do you think current employees will want to remain? What fuel training system is in place? Perry Brothers, NATA Safety 1st?

Most current employees would be willing to remain. We use NATA Safety 1st training for Line Service and Part 139 Fuel QC training through Perry Brothers.

20. Do you have security cameras covering the terminal, all ramp space and all hangar space?

Yes. We have cameras that cover most of the field.

21. Are there plans for an access road to the other side of the airport?

There are plans for a continuation of the access road that enters the airport in Development Area C.

22. Will the FBO be responsible for maintaining the fuel farm? Filters, Daily, Monthly and Yearly checks?

Yes

23. Is there a Part 135 Charter operator or Part 145 Maintenance provider on the field?

Yes to both.

24. Is there a DLA Government fuel contract on the field?

No

25. The ALP shows another terminal across the runway in Area C. You mentioned in the meeting that the airport did not plan to put another FBO across the runway. Will the ALP be updated to reflect that at some point?

There is no terminal depicted on the ALP and none planned to be.

26. Are all of the box hangars in Area C just placeholders until a better plan can be developed?

Primarily. Our engineering firm is performing an environmental study right now to see what is feasible in Area C under the current conditions.

27. Do you know if the new aviation training campus will outsource fuel farm management and fueling of airplanes or will they perform the services themselves?

They have not indicated an interest in performing the service themselves, but we have not negotiated that yet. We should know more in the next couple of months.

28. Can the Airport Authority provide additional detail regarding the planned EMAS installations on Runway 13/31, including whether the improvements are anticipated to reduce or eliminate the existing displaced thresholds? Additionally, what is the anticipated full usable runway length following completion of the EMAS installations, and is there any future plan to extend the parallel taxiway associated with Runway 13?

EMAS will be installed on both ends of the runway, removing both displaced thresholds, to achieve 5,768 feet available for both runway ends. We expect to enter the design phase of this project this year. Construction will be in phases. Taxiway Alpha will be realigned and extended to match the full runway length.

29. Please confirm whether the north-south taxilane located along the west side of the Phase I development parcel is intended to be incorporated within the lessee's leasehold area subject to an access easement, or whether the Airport Authority's preference is for the taxilane to remain a direct airport-controlled parcel constructed by the lessee.

The taxilane will remain under control of the airport.

30. Given that ADG IV design standards can extend to aircraft as large as a Boeing 757, can the Airport Authority clarify its preferred design aircraft and corresponding

taxilane width and Object Free Area (OFA) criteria for the Phase I redevelopment area?

ADG III is what we intend to be accommodated in this area. Design aircraft should be no smaller than a Gulfstream V.

31. Recognizing that the current solicitation is structured as an RFI rather than a formal RFP, would the Airport Authority consider it acceptable for respondents to provide a commitment to support fair market ground lease rates to be established through appraisal or subsequent negotiation during the RFP phase, in lieu of submitting confidential rate assumptions at the RFI stage?

As this is a true RFI and we are not yet at the RFP level, we are open to all suggestions.

32. Can the Airport Authority clarify whether the RFI process is intended to serve as a shortlisting mechanism for a future RFP, including whether participation in a subsequent RFP process may be limited to respondents selected through the current RFI phase?

The purpose of the RFI is to see what interest is out there and to narrow the scope of the future RFP. The submissions from the RFI will be confidential. The RFP will be open to everyone.

33. For respondents proposing substantial long-term capital investment, would the Airport Authority consider providing any form of phased exclusivity, preferred development rights, or first negotiation opportunity for future south side aviation development areas?

We are open to those options.

34. Please confirm that the Airport Authority is open to a traditional long-term FBO lease structure for Phase II operations, including either: (i) a long-term lease of the existing FBO improvements and associated facilities, and/or (ii) a ground lease structure allowing the selected operator to redevelop, expand, or construct additional improvements over a long-term lease term.

We are open to all options.

35. Can the Airport Authority provide an estimated timeline for the relocation of US Aviation Academy and anticipated site availability for Phase I redevelopment activities, including demolition commencement?

We expect groundbreaking of their new facility this fall after the airshow, which is the weekend of October 31, 2026. We do not have a timeline on construction of their facility yet but expect it to be less than one year. Demolition is part of the RFI.

36. Beyond the planned EMAS installation and future ATCT development, are there any additional planned airfield improvements, taxiway reconfigurations, or FAA geometry modifications currently under consideration that could affect the redevelopment parcels?

Taxiway Alpha will be realigned to be a true parallel taxiway but will be phased as to not totally lose access to the runway or apron.

37. Would the Airport Authority anticipate permitting customary leasehold financing rights, including collateral assignment, leasehold mortgages, and lender cure rights, under any future ground lease structure? **Yes.**