

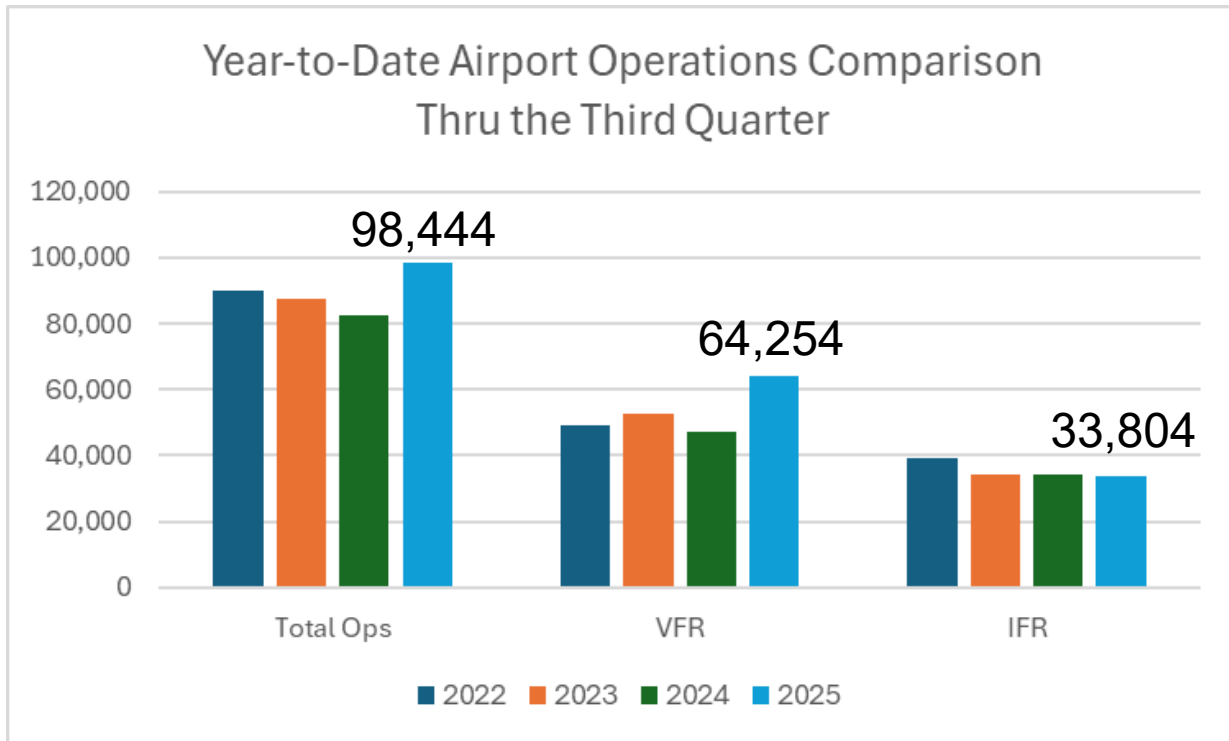
**Addison Airport
Year-to-Date Report
Fiscal Year 2025 - Third Quarter**



- **Statistics: FY25 Thru Q3**
 - Aircraft Operations
 - International Operations
 - Fuel Flowage
 - Revenue
- **Projects and Progress**



Fiscal Year 2025 Year-to-Date Aircraft Operations



- Total Operations have increased 19% compared to FY24, primarily attributed to the increase in Visual Flight Rule (VFR) Operations.
- The increase in Visual Flight Rule Operations increased 36% compared to FY24. This increase is attributed to the rise in flight school operations over the past few years.
- Instrument Flight Rule (IFR) Operations have held steady over the past three years.

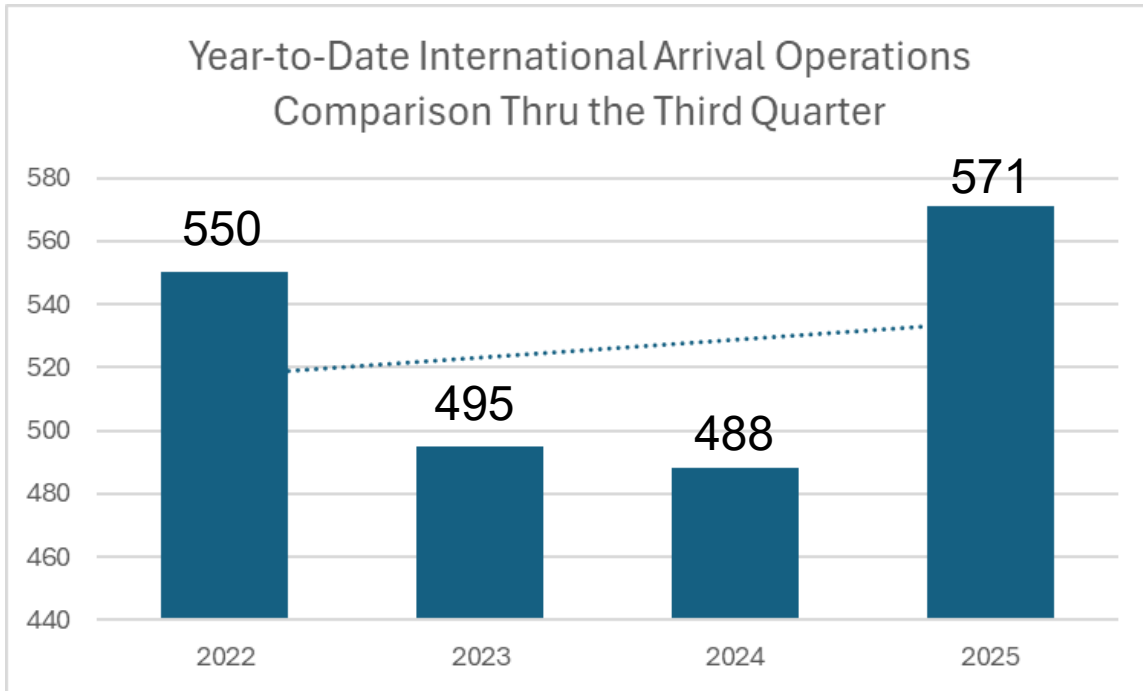
Visual Flight Rules (VFR): where pilots navigate primarily by visual references outside the cockpit. Typically, the smaller aircraft may include local operations.

Instrument Flight Rules (IFR): Pilots rely on navigational instruments without the need for visual references. Typical for business jet and turbo-aircraft. Essential for flying in controlled airspace.

Note: Runway 13L/31R at Dallas Love Field was closed beginning 4/27/2021 and reopened on 6/30/2022. This construction project benefited Addison during that period, with business aviation operators choosing to operate at Addison to avoid congestion at Love Field.

Fiscal Year 2025 Year-to-Date International Operations

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Addison Airport's US Customs Facility streamlines international travel, boosting the local economy. It saves pilots and passengers time by eliminating the need to stop elsewhere for customs, making the airport more attractive for business and international travelers.

- 571 international flights have cleared Addison Airport's US Customs facility in 2025.
- Up 17% over the same period compared to Fiscal Year 2024

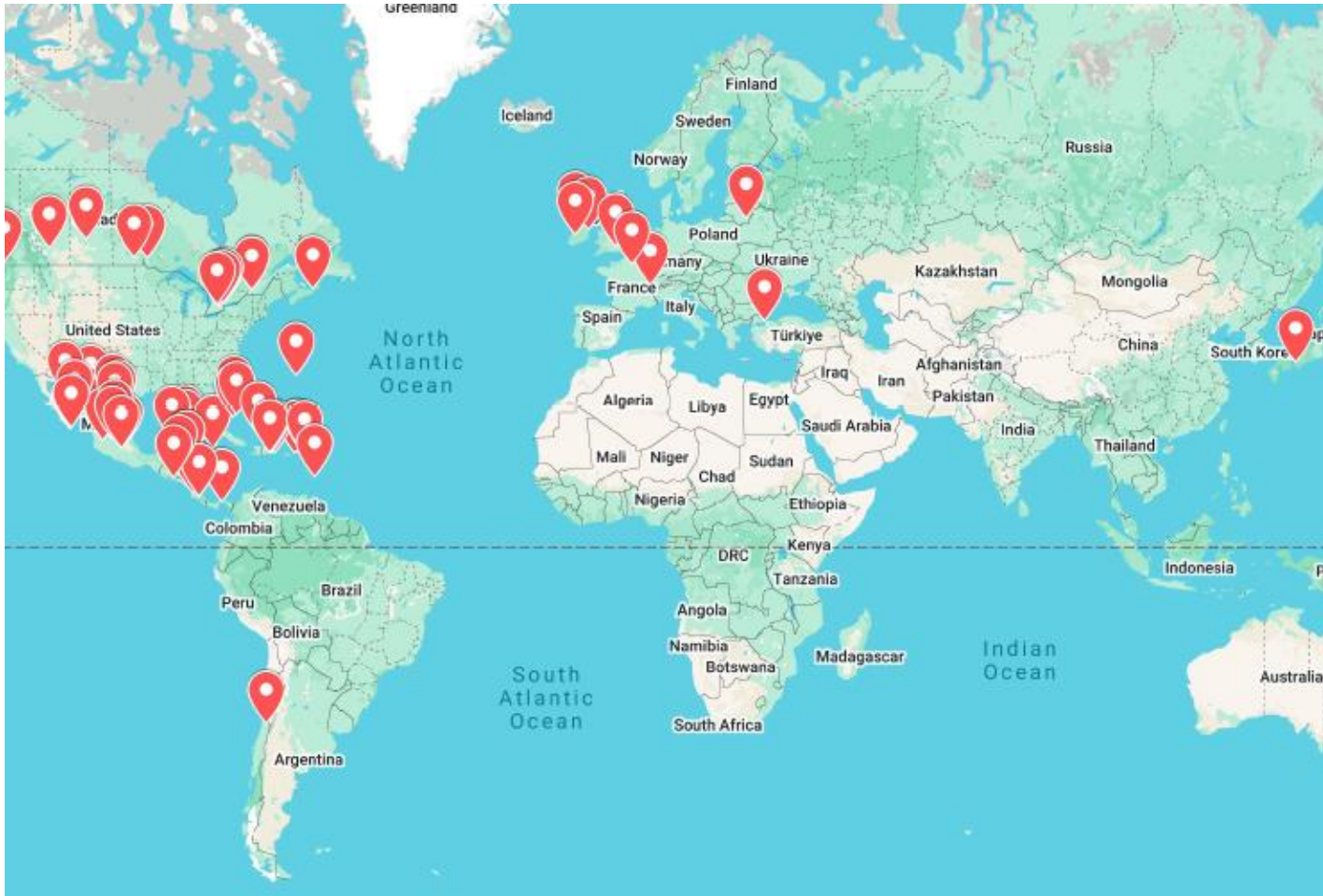
Note:

- *Dallas Love Field US Customs Inspection Facility was impacted by construction earlier this year.*

The Love Field construction benefited Addison, as business aviation operators chose to redirect their flights to Addison to avoid congestion and delays at Love Field.

These operations enhanced Addison Airport's visibility and underscore the importance Addison Airport plays within the regional transportation system.

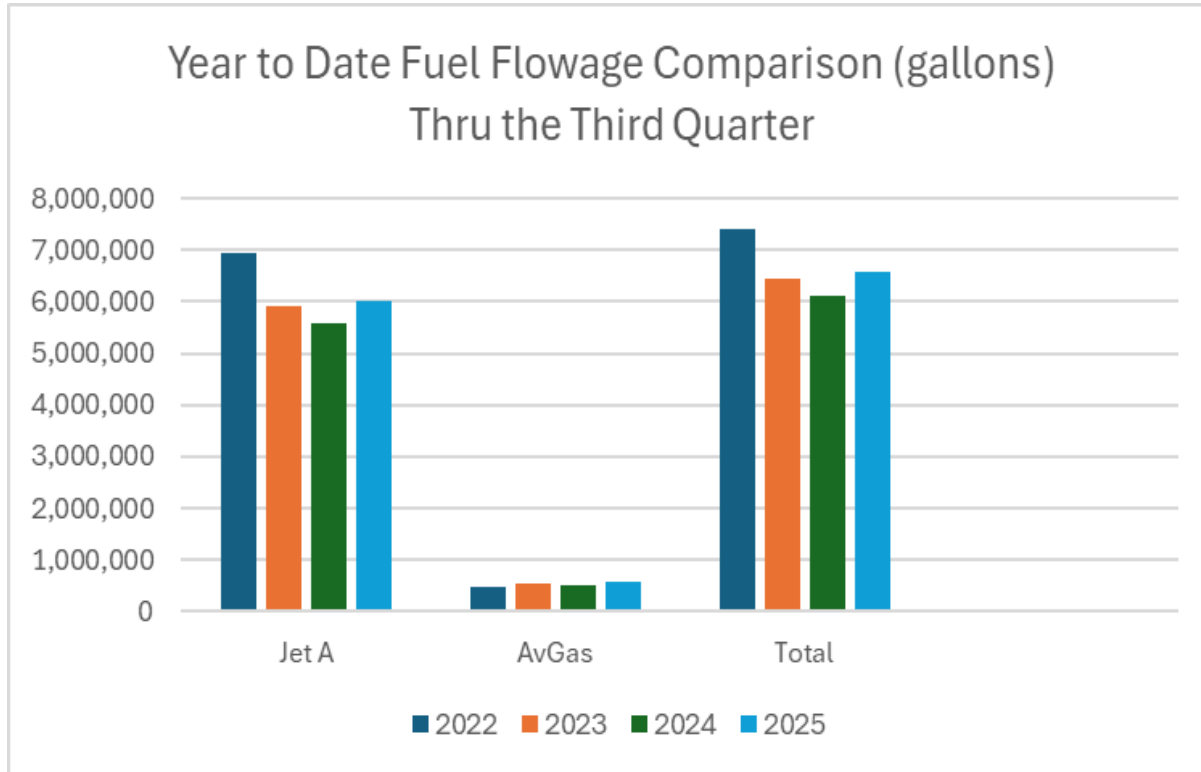
Fiscal Year 2025 Year-to-Date International Operations



City/Airport of Origination	Country	Distance (miles)
Osaka	Japan	6,500
Istanbul	Turkey	6,300
Vilnius	Lithuania	5,700
Geneva	Switzerland	5,300
Paris	France	5,000
Santiago	Chile	4,800
Farnborough	England	4,700
Shannon	Ireland	4,400
Charleston	Ireland	4,345
Dublin	Ireland	4,300
The Valley	Anguilla	2,200
Tortola	British Virgin Islands	2,200
Port Hawkesbury, Nova Scotia	Canada	2,200
Vieux Fort Quarter	Saint Lucia	2,200
Sint Maarten	Sint Maarten	2,200
Charlotte-Amalie	U.S. Virgin Islands	2,200
Santo Domingo	Dominican Republic	2,000
North Eleuthera	Bahamas	1,900
Marsh Harbour	Bahamas	1,900
Panama City	Panama	1,900
Providenciales	Turks & Caicos	1,900
Bermuda	Bermuda	1,870
Nassau	Bahamas	1,800
Vancouver, BC	Canada	1,800
San Jose	Costa Rica	1,800
Liberia, Guanacaste	Costa Rica	1,700
Calgary, AB	Canada	1,524

Out of the 531 international flights processed at Addison Airport, arrivals came from 63 different cities, including Osaka, Japan. On the right, the 30 farthest locations this year-to-date are displayed.

Fiscal Year 2025 – Year-to-Date Fuel Flowage



Year-to-Date Fiscal Year 2025

Jet A Fuel:	5,996,823
<u>AvGas:</u>	<u>588,431</u>
Total Fuel Volume	6,660,487 gallons

Jet-A

- Up 7% from the same period in Fiscal Year 2024
- Down 2.5% compared to the average of the three previous years.

AvGas

- Up 13% from the same period in Fiscal Year 2024
- Up 15% compared to the average of the three previous years.

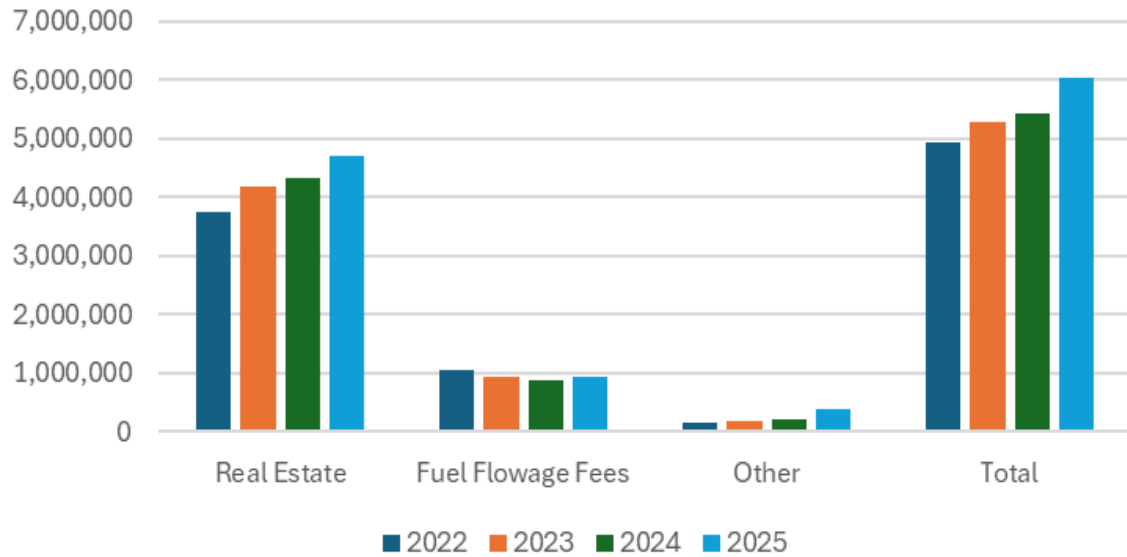
Total Fuel Flowage

- Up 8% from the same period in Fiscal Year 2024
- Total volume is even with the prior three-year average.

Fiscal Year 2025 – Year-to-Date Operating Revenue



Year-to-Date Operating Revenue Comparison
Thru the Third Quarter



Operating Revenue Year-to-Date 2025

Real Estate	\$4,693,339	78%
Fuel Flowage Fees	\$942,059	16%
Other	\$393,136	7%
Total	\$6,028,534	100%

Other Revenue includes US Customs Fees, Utility Recovery, Insurance Proceeds and miscellaneous income.

Real Estate Revenue

- Up 8% over the same period in Fiscal Year 2024
- Up 15% compared to the previous three-year average.

Fuel Flowage Fees

- Up 8% over the same period in Fiscal Year 2024
- Down 1% compared to the previous three-year average

Total Revenue

- Up 11% over the same period in Fiscal Year 2024
- Up 15% compared to the previous three-year average

Addison Airport – Projects and Progress

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Construction progress at Sky Harbour Phase I. This project consists of six high-end executive hangars totaling 100,000 square feet of rentable hangar space for corporate and executive flight departments. The project is near completion.

Overview of Fiscal Year 2025 Airport Projects

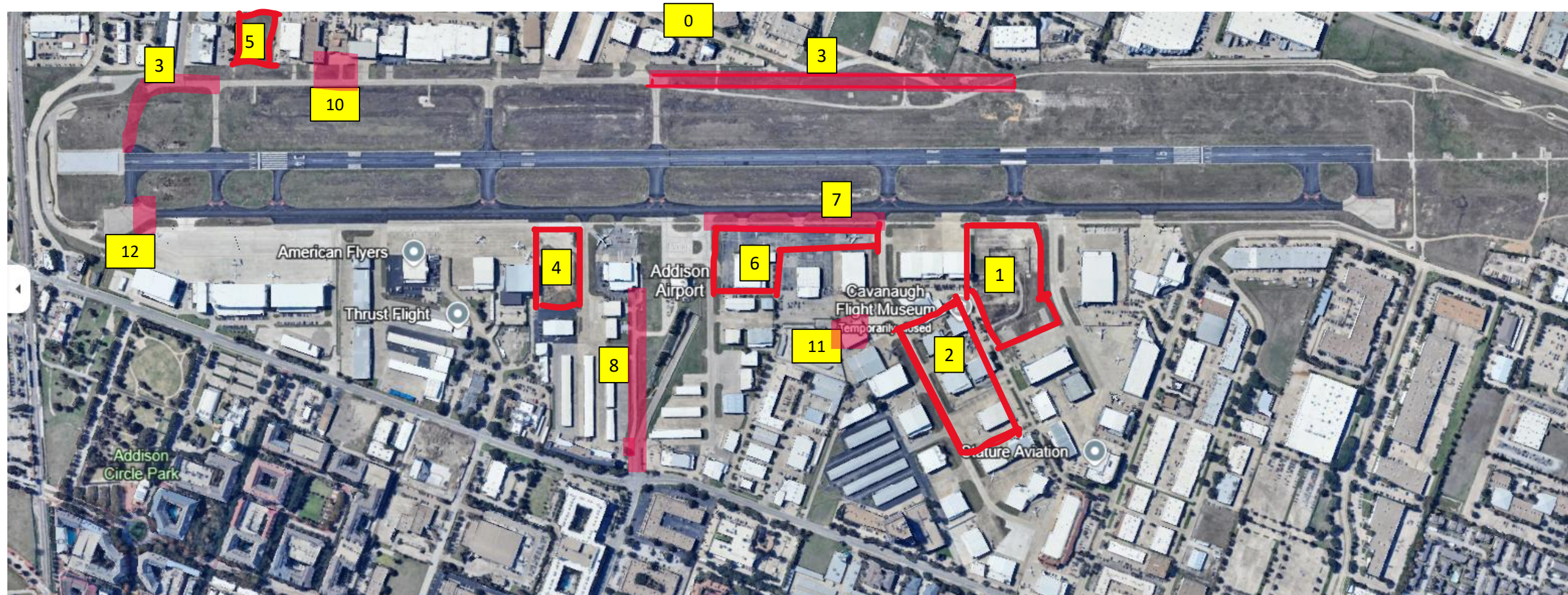
Addison Airport is currently pursuing twenty-three improvement projects, with a total estimated construction cost exceeding \$121 million. Of this amount, \$77 million (65%) is privately financed, including aircraft hangars and offices. The remaining \$44 million is allocated to upgrading airport infrastructure to support these new aeronautical facilities. With only 13% of the total capital investment being funded directly by the Airport, Addison Airport is maximizing its resource utilization.

Listed below are twelve airport development and infrastructure projects recently completed or in progress.

FY 2025 Airport Improvement Projects	Project Cost	TxDOT/FAA Grants	Local Share	Private Development	Status
1 Sky Harbour - Phase II	\$25,000,000			\$25,000,000	Demolition complete. Construction to start in September
2 Sky Harbour - Phase I	\$22,000,000			\$22,000,000	Substantially Complete. Final Completion by December 2025
3 Taxiway Bravo Extension- Phase 1	\$10,400,000	\$9,360,000	\$1,040,000		Substantially Complete
4 Sky Squared Corporate Hangar	\$8,000,000			\$8,000,000	Complete
5 Rasa Hangar - Off Airport	\$7,500,000			\$7,500,000	Off airport property. Pending building permits
6 Atlantic Apron Reconstruct & FBO Renovationsa	\$6,500,000			\$6,500,000	Complete
7 Airport Vehicle Service Road & Atlantic Connectors (See Note)	\$2,638,992	\$763,000	\$1,875,992		Substantially Complete. Project in close-out phase.
8 Jimmy Doolittle Dr. Reconstruction	\$1,513,717		\$1,513,717		In process. Scheduled to complete by November 2025
9 Airport Master Plan	\$1,050,000	\$945,000	\$105,000		In process. Scheduled to complete in FY26
10 Rising Aviation - Txwy. Connector	\$375,000			\$375,000	Off airport property. Pending building permits
11 4553 Glenn Curtiss Roof Replacement	\$250,000		\$250,000		Work to Commence August 4, 2025
12 South Run-Up Slope Protection	\$132,000		\$132,000		Complete
Totals	\$85,359,709	\$11,068,000	\$4,916,709	\$69,375,000	
Percent of Total	100%	13%	6%	81%	

Note: Project is to be partially funded with Infrastructure Investment and Jobs Act (IIJA) reimbursement grant proceeds.

Airport Project Location Overview



9 Airport Master Plan Update

Developer Participation Projects During

Section 212 of the Texas Local Administration Code allows private/public improvement projects when private development occurs on airport ground-leased land. The Town enters a Developer Participation Agreement, where the Airport contracts the ground tenant to use their engineers and contractors to reconstruct infrastructure, like the airport vehicle service road, near the ground lease area. The Town’s contribution is capped at 30% of the total cost. This program benefits both parties with economies of scale and coordinated projects, resulting in less operational disruption.

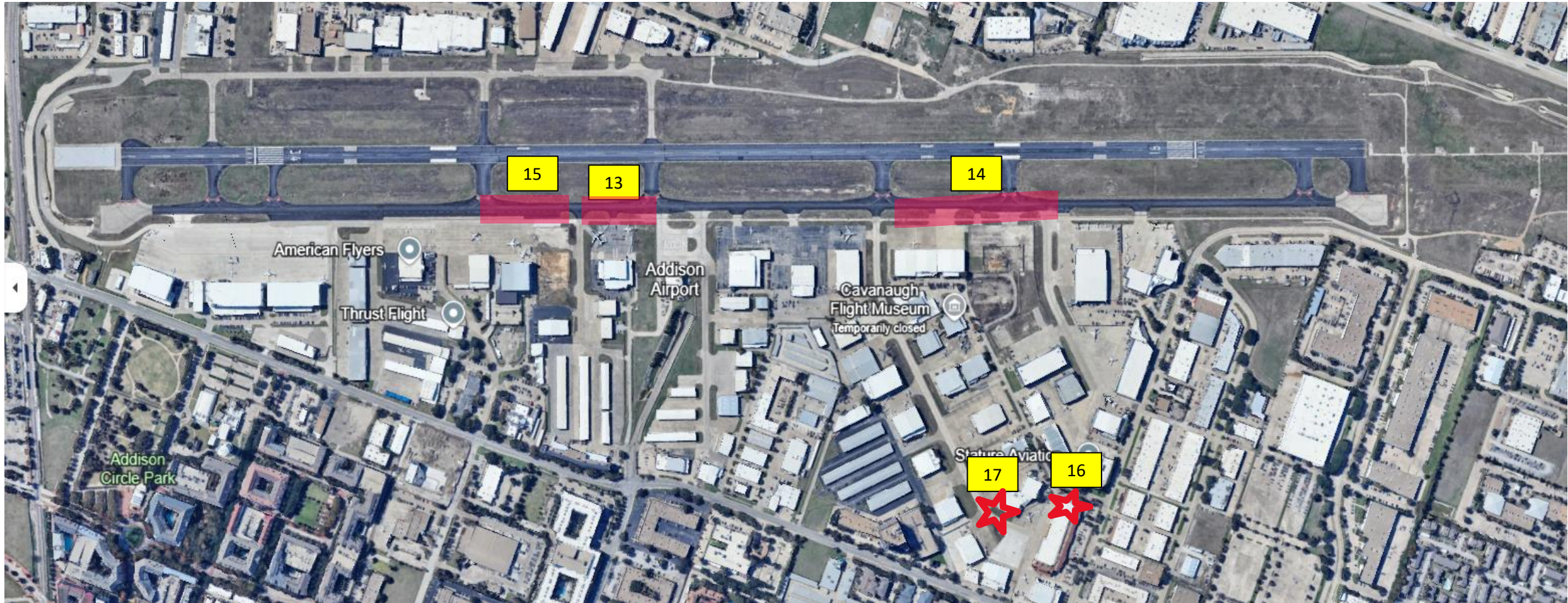
	Developer Participation Projects	Project Cost	TxDOT/FAA Grants	Local Share	Private Development	Status
13	Million Air Vehicle Service Road Improvements	\$6,478,722		\$1,174,563	\$5,304,159	Complete.
14	Sky Harbour Phase I - Vehicle Service Road Improvements	\$1,792,029		\$474,040	\$1,317,989	Substantially Complete. Project in close-out phase.
15	Sky Squared Vehicle Service Road Improvements	\$1,028,338		\$314,985	\$713,353	Complete. Project in close-out phase.
16	Westgrove Airplaza Taxilane Improvements	\$493,329		\$166,033	\$327,296	Complete. Project in close-out phase.
17	Tango Whiskey Tailane Improvements	\$491,079		\$110,955	\$380,124	Complete. Project in close-out phase.
	Totals	\$10,283,497	\$0	\$2,240,576	\$8,042,921	
	Percent of Total	100%		22%	78%	

Note: Local Share is the airport infrastructure paid 100% by the Airport. The Private Development is the ground tenant improvements paid 100% by the tenant. In each case and collectively, the Airport’s share is less than 30% as required by Section 212.

Above are three Development Participation Agreements the Airport partnered with the ground tenants to reconstruct 1,725 lineal feet of double-lane heavy 11” reinforced concrete airport vehicle service road parallel to Taxiway Alpha. Two more Development Participation Agreements were used to reconstruct 38,000 square feet of Taxiway Uniform pavement. The Airport estimates that collectively it has saved nearly \$500,000 (20%) in construction costs using this innovative procurement method.

Airport Project Location Overview

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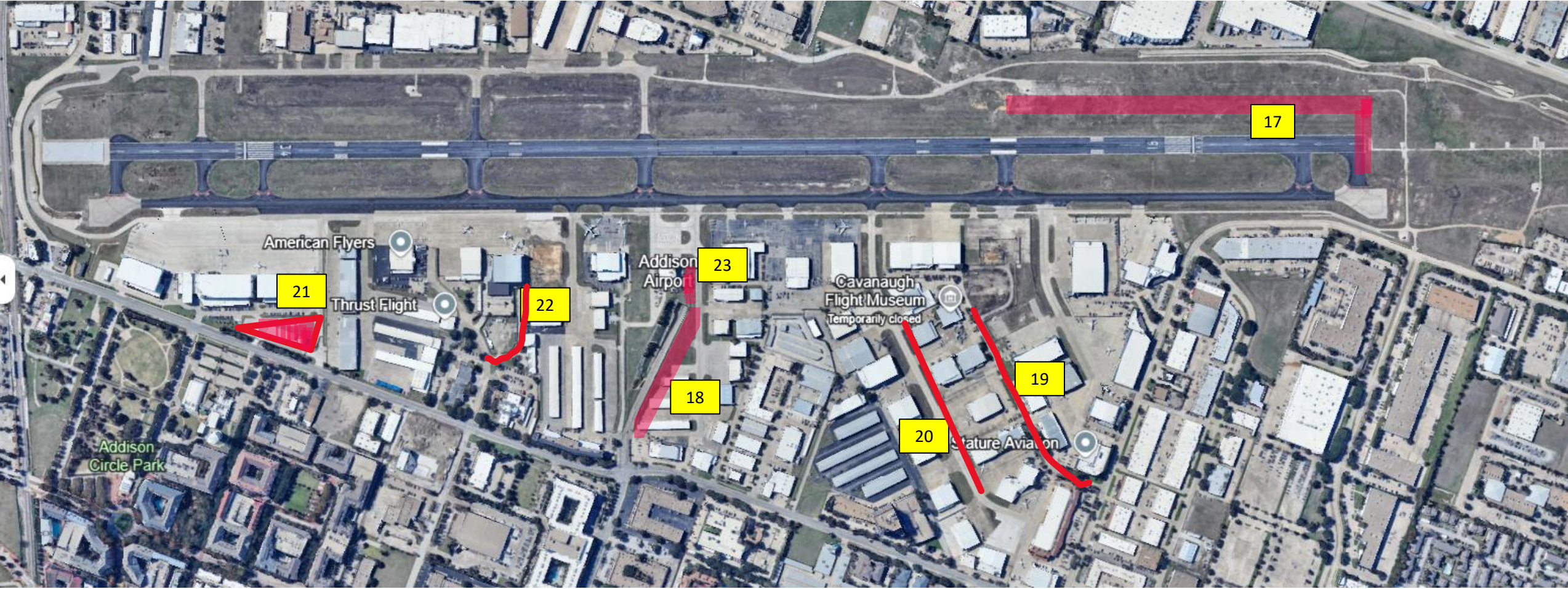
Proposed Airport Improvement Projects

Below are the Airport Improvement Projects in the early planning stages. This schedule includes projects currently listed in the TxDOT/FAA five-year Capital Plan for Addison Airport and/or the Airport's own Capital Improvement Plan. These proposed projects extend through the end of the current decade.

	Proposed Airport Improvement Projects	Project Cost	TxDOT/FAA Grants	Local Share	Private Development	Status
17	Taxiway Bravo Extension- Phase 2	\$10,810,000	\$9,729,000	\$1,081,000		Design Scheduled in FY26 and Construction in FY27
18	Realignment of Taxiway Tango	\$4,450,000	\$4,005,000	\$445,000		FY28 Design and FY29 Construction
19	Claire Chennault Drive Reconstruction	\$3,872,000		\$3,872,000		FY26 Design and FY27 Construction
20	Taxilane Uniform Storm Drainage (See Note)	\$3,420,000	\$3,000,000	\$420,000		Scheduled for FY26 Design and FY27 Construction
21	Existing Fuel Farm Improvements	\$1,709,000		\$1,709,000		Scheduled for FY26 Design and FY27 Construction
22	Eddie Rickenbacker Dr. Reconstruction	\$1,210,000		\$1,210,000		FY26 Design and FY27 Construction
23	Airport Regulated Garbage Bldg.	\$275,000		\$275,000		FY25 Design and FY26 Construction
	Totals	\$25,746,000	\$16,734,000	\$9,012,000	\$0	
	Percent of Total	100%	65%	35%		

Note: TxDOT/FAA capital plan is for planning purposes only and subject to change. They do not represent any funding commitments made by the state or FAA.

Airport Project Location Overview

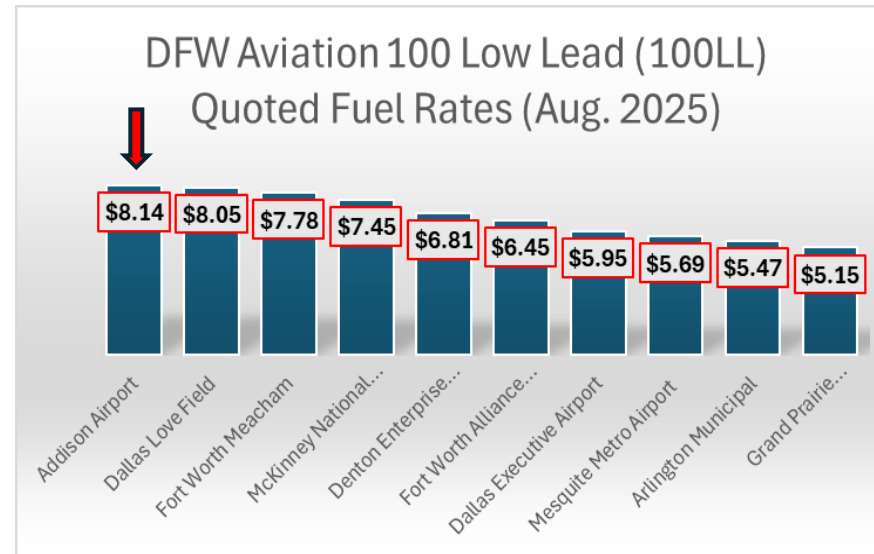


Questions?

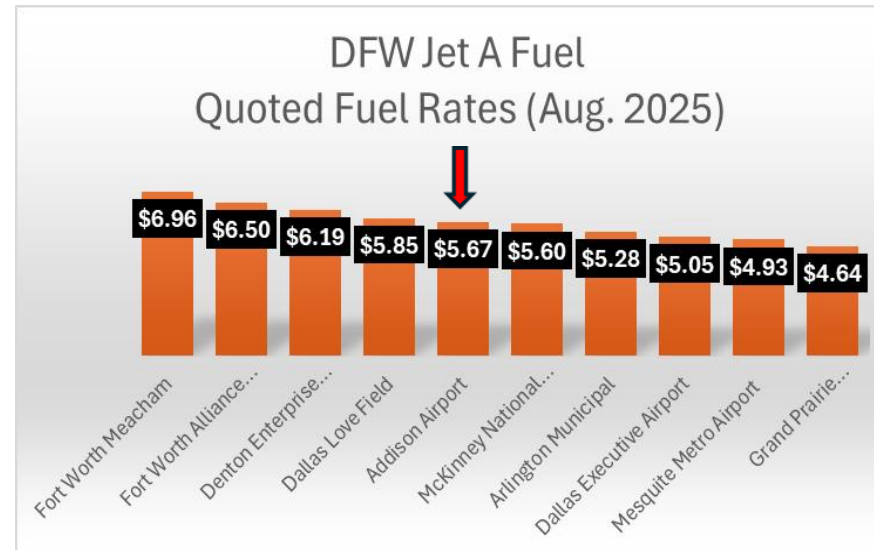


DFW Aviation Fuel Prices as of August 2025

		100LL
KADS	Addison Airport	\$8.14
KDAL	Dallas Love Field	\$8.05
KFTW	Fort Worth Meacham	\$7.78
KTKI	McKinney National Airports	\$7.45
KDTO	Denton Enterprise Airport	\$6.81
KAFW	Fort Worth Alliance Airport	\$6.45
KRBD	Dallas Executive Airport	\$5.95
KHQZ	Mesquite Metro Airport	\$5.69
KGKY	Arlington Municipal	\$5.47
KGPM	Grand Prairie Municipl Airport	\$5.15



		JetA
KFTW	Fort Worth Meacham	\$6.96
KAFW	Fort Worth Alliance Airport	\$6.50
KDTO	Denton Enterprise Airport	\$6.19
KDAL	Dallas Love Field	\$5.85
KADS	Addison Airport	\$5.67
KTKI	McKinney National Airports	\$5.60
KGKY	Arlington Municipal	\$5.28
KRBD	Dallas Executive Airport	\$5.05
KHQZ	Mesquite Metro Airport	\$4.93
KGPM	Grand Prairie Municipl Airport	\$4.64



The Opportunity Cost of Fueling Aircraft

What is the Opportunity Cost of Fueling Aircraft at an FBO?

It is the value foregone by an FBO to fuel a single-engine aircraft in lieu of a jet aircraft.

Factor	100LL (Piston Aircraft)	Jet A (Turbine Aircraft)
Fuel Volume per Operation	20-50 gallons	200 - 1,000+ gallons
Fuel Price per Gallon	~\$5.15 to \$8.14	~\$4.64 to \$6.96
Total Revenue per Fueling	~\$130 - \$325	~\$1,240 - \$6,200 (9 to 20 times more)
Time to Fuel Aircraft	~15 - 30 minutes	~30 - 60 minutes
Ramp Space Used	Small	Large
Ancillary Services	Minimal (tie-down, oil)	High (catering, GPU, Lavatory Services, Hangar)

- Opportunity Cost for an FBO to service a piston aircraft **may range \$1,800 to \$9,000 per aircraft.**
- Piston aircraft take similar time and resources but generate far less revenue for the FBO.

Comparison of the Volume of Aviation Fuel By Operation Type at Addison Airport



Year	Fuel Type	Operations	Gallons Sold	Gallon/Operations
2024	100LL	67,827	723,281	10.66 gallons
2024	Jet A	45,722	7,460,170	163.16 gallons
2025 YTD	100LL	64,254	588,431	9.16 gallons
2025 YTD	Jet A	33,804	5,996,823	177.40 gallons

Key Observations:

1. Jet A operations are far more fuel-intensive:

- Approximately 15-18 times more fuel per operation than piston aircraft.
- This reinforces the higher revenue potential per operation for Jet A fueling.

2. 100 LL Fueling Efficiency is declining:

- Average gallons per piston operation dropped from 10.66 in 2024 to 9.16 in 2025 YTD.
- May indicate more training or short-hop operations
- Increased fuel efficiency or partial fueling.
- A shift in aircraft mix toward lighter piston aircraft

3. Jet A Fueling Efficiency is Increasing:

- Gallons per jet operation rose from 163.2 to 177.4, suggesting:
- Longer flights or heavier aircraft.

Questions?

