

**SLACK
JOHNSTON
MAGENHEIMER**
REAL ESTATE APPRAISERS & CONSULTANTS

**7245 SW 87 AVENUE, SUITE 300
MIAMI, FLORIDA 33173**

APPRAISAL OF REAL PROPERTY

**FAIR MARKET ANNUAL RENT FOR THE
AERONAUTICAL LAND AT THE
DESTIN EXECUTIVE AIRPORT,
DESTIN, OKALOOSA COUNTY, FLORIDA**

**APPRAISAL REPORT
SJM FILE: 26485**

PREPARED FOR

**MR. TRACY STAGE, A.A.E.
AIRPORTS DIRECTOR – OKALOOSA COUNTY AIRPORTS
1701 STATE ROAD 85 N
EGLIN AFB, FLORIDA 32542**



ANDREW H. MAGENHEIMER, MAI
CERT. GEN. RZ1073

THEODORE W. SLACK, MAI
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June 1, 2026

Mr. Tracy Stage, A.A.E.
Airports Director - Okaloosa County Airports
1701 State Road 85 N
Eglin AFB, Florida 32542

RE: Appraisal of Real Property - Fair Market Annual Rental Estimate for Aeronautical
Land at the Destin Executive Airport (DTS), Destin, Okaloosa County, Florida
SJM File: 26485

Mr. Stage:

At your request, we have prepared an appraisal report of the fair market annual rent for aeronautical land at the Destin Executive Airport (DTS) as of May 9, 2026, the date of valuation. DTS is a general aviation airport that is owned and operated by Okaloosa County.

The scope of this analysis is limited to an estimate of the fair market land rental rate for aeronautical land at DTS, excluding any improvements. The intended user is Okaloosa County. The intended use of this analysis is to provide a basis for establishing a minimum land rental rate at DTS. The scope of our analysis included a visit to the airport, as well as market research concerning similar properties and comparison of land rental rates to the subject property. It was noted, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land) which has been taken into account in our analysis. This analysis includes an estimate of the fair market annual land rental rates (building footprint sites), based on a comparison with other rental rates for similar aeronautical properties within the competitive market area.

The appraisal report states our opinion of fair market land rent (building footprint sites), subject to various assumptions and limiting conditions contained in this appraisal report. The property visit and analyses forming the basis of our valuation have been performed by the undersigned. The appraisal has been prepared in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP) as adopted by the Appraisal Standards Board of the Appraisal Foundation.

Mr. Tracy Stage, A.A.E.
June 1, 2026

The following report contains the results of our investigations and the explanation of the approaches to value.

Respectfully submitted,

SLACK, JOHNSTON & MAGENHEIMER, INC.



Andrew H. Magenheimer, MAI
CERT. GEN. RZ1073

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SUMMARY OF SALIENT FACTS AND CONCLUSIONS

Property Appraised:	Aeronautical land located at the Destin Executive Airport (DTS), Destin, Okaloosa County, Florida
Property Type:	Aeronautical Land
Ownership:	Okaloosa County 101 E. James Lee Boulevard, Room 105 Crestview, Florida 32536
Interest Appraised:	Fair market annual land rent
Zoning:	A (Airport); Destin
Land Use:	Airport; Destin
Highest and Best Use:	Continued aeronautical use
Date of Valuation:	May 9, 2026
Date of Report:	June 1, 2026
Value Indications - Fair Market Annual Aeronautical Land Rental	\$2.50/SF (1)

Note (1): Rental Rate is applied to the building footprint area only.

CERTIFICATION

We certify that, to the best of our knowledge and belief, ...

- the statements of fact contained in this report are true and correct.
- the reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- we have no present or prospective interest in the properties that are the subject of this report and no personal interest with respect to the parties involved.
- we have no bias with respect to the properties that are the subject of this report or to the parties involved with this assignment.
- our engagement in this assignment was not contingent upon developing or reporting predetermined results.
- our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- the reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice (USPAP).
- the undersigned has made a visit to the property that is the subject of this report.
- no one provided significant real property appraisal assistance to the persons signing this certification.
- the use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- we have not performed consulting services regarding the subject property within the prior three years.
- as of the date of this report, Andrew H. Magenheimer has completed the continuing education program for Designated Members of the Appraisal Institute.

SLACK, JOHNSTON & MAGENHEIMER, INC.



Andrew H. Magenheimer, MAI
CERT. GEN. RZ1073

ASSUMPTIONS AND LIMITING CONDITIONS

The appraisal is subject to the following assumptions and limiting conditions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. No legal opinion related to a title search was provided and all existing liens and encumbrances, including deed restrictions and developers agreements, have not been investigated unless otherwise stated. The property is appraised as though free and clear.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others has been gathered from sources deemed to be reliable, however, no warranty is given for its accuracy.
5. All engineering and surveying is assumed to be correct. Any sketches, plats, or drawings included in this report are included to assist the reader in visualizing the property. We have made no survey of the property, and assume no responsibility in connection with such matters.
6. It is assumed that there are no hidden or inapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for unusual soil conditions and no opinion as to these matters is to be inferred or construed from the attached report other than those specifically stated in the report. Unless stated otherwise, the soil conditions of the subject property are assumed to be adequate to support development utilizing conventional construction techniques. We recommend the client obtain an opinion from a competent engineering firm.
7. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.
8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in the appraisal report.
9. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
10. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.

11. Any proposed or partially completed improvements included in this report are assumed to be completed in accordance with approved plans and specifications and in a workmanlike manner.
12. Our estimates of future values were formulated based upon market conditions as of the date of appraisal, considerate of future projections concerning supply and demand. The appraiser has no responsibility for significant events that alter market conditions subsequent to the effective date or dates of appraisal.
13. This study is to be used in whole and not in part. No part of it shall be used in conjunction with any other appraisal. Publication of this report or any portion thereof without the written consent of the appraiser is not permitted.
14. The appraiser, by reason of this report, is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
15. Neither all, nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected), shall be disseminated to the public through advertising, public relations, news, sales, or other media without the written consent and approval of the appraiser. The use of this report in any public offering or syndication document is specifically prohibited.
16. Unless otherwise stated in this report, the existence of hazardous substances, including without limitation asbestos, polychlorinated biphenyls, petroleum leakage, or agricultural chemicals, which may or may not be present on the property, or other environmental conditions, were not called to the attention of, nor did the appraiser become aware of such during the appraiser's inspection. The appraiser has no knowledge of the existence of such materials on or in the property unless otherwise stated. The appraiser, however, is not qualified to test such substances or conditions. If the presence of such substances, such as asbestos, urea formaldehyde foam insulation, or other hazardous substances or environmental conditions, may affect the value of the property, the value estimated is predicated on the assumption that there is no such condition on or in the property or in such proximity thereto that it would cause a loss in value. No responsibility is assumed for any such conditions, nor for any expertise or engineering knowledge required to discover them. It is recommended that the client retain an expert in this field, if needed.
17. Disclosure of the contents of this report by the appraiser is controlled by the Appraisal Institute of which one or more signatures of this report is an MAI member and by the Florida Department of Professional Regulation, Division of Appraisal State Certification. The analysis and value conclusions, as well as non-public information about the subject property, are confidential matters and cannot be divulged to any persons other than the party for whom the report is prepared.

Exceptions to this confidentiality provision are requests by committees of the Appraisal Institute or the Florida Department of Professional Regulations for peer review, and subpoenas by any court having jurisdiction to request production of the report.

Appraisal Assumptions

18. This appraisal assumed the subject property is free and clear of any environmental contamination associated with past and present airport use. The analysis of environmental contamination is beyond our expertise and Phase I and II environmental audits are recommended for the property. The existence of environmental contamination could have a significant effect on the value conclusions within this report.
19. Our estimate of the fair market land rent is for the building footprint only sites at DTS.

Acceptance or use of this report constitutes acceptance of the preceding conditions.

OWNERSHIP, LEGAL DESCRIPTION AND HISTORY OF THE PROPERTY

Ownership

The subject property is the aeronautical land at the Destin Executive Airport (DTS) in Okaloosa County, Florida. It was noted, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land) which has been taken into account in our analysis. The airport is owned by Okaloosa County, 101 E. James Lee Boulevard, Room 105, Crestview, Florida 32536. The airport is operated by Okaloosa County. All of the aeronautical land at DTS is owned by the County. There are no known transfers of ownership of the subject property within the past five years.

Legal Description

The complete legal description for DTS was not provided or reviewed. DTS is legally described as a portion of unsectionalized Township 2 South, Range 22 West, Okaloosa County, Florida

Property History

Destin Executive Airport (DTS) is a general aviation airport that is owned and operated by Okaloosa County. It was originally opened in the 1960's. The airport property consists of 395 acres and is located just north of Destin's beautiful beaches. The airport continues to grow and build improvements to serve the flying public of Okaloosa County.

PURPOSE, INTENDED USE AND DATE OF THE APPRAISAL

The purpose of our analysis is to provide an estimate of the fair market land rental rate for aeronautical land at DTS, excluding any improvements. It was noted, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land) which has been taken into account in our analysis. The client and intended user is Okaloosa County. The intended use of this analysis is to provide a basis for establishing a minimum land rental rate for DTS. There are no other intended uses or intended users of this report. The date of valuation is May 9, 2026 and the date of this report is June 1, 2026.

SCOPE OF THE APPRAISAL

The scope of this appraisal report includes an analysis of the subject property and the surrounding environment in order to estimate the highest and best use and fair market annual land rental rate for the property. Our analysis included a review of factual data

concerning its condition. The data reviewed included the airport layout plan, lease information and activity information.

The analysis included in this report is limited in scope to an estimate of the fair market annual aeronautical land rental rate for the airport as of May 9, 2026, the date of valuation. This appraisal included an estimation of the highest and best use of the property. This analysis includes a visit to the property, gathering information concerning potential uses of the property, as well as a review of market conditions for the property. The aeronautical land is located within the AOA of DTS, with limited potential uses due to this designation.

After concluding the highest and best use, the valuation methods are considered. The estimate of the market rental rate for these aeronautical properties was primarily based on market research of rental rates for similar airport properties on a regional basis.

In this analysis, we have spoken with aviation consultants on a national basis, as well as reviewed local and national surveys of airport rates and charges. In addition, we periodically survey numerous airports within the State of Florida.

Our survey included a review of the method of establishing rental rates and charges. Generally, airport properties within Florida do not sell and; therefore, determining rental rates and charges based on capitalization rates and sales prices is not possible. There are two generally acceptable methods of estimating rental rates: 1) market comparative analysis based on market research and 2) a comparison of non-airport (off-port) land values and improvement values to airport (on-port) properties.

It is our opinion that the on-port/off-port method of estimating rental rates for aeronautical property is not a reliable way of estimating market rents, especially when comparable airport rental information is available. Inherent in real estate is the "bundle of rights" each property possesses. In most areas, aeronautical properties are owned by aviation authorities and may only be used by leasing the property. In addition to the ownership differences in non-aviation and aeronautical property, the permitted use of properties differ greatly. Generally, the FAA mandates that aeronautical properties may only be used for aeronautical related uses; therefore, it is difficult to quantify the impact of this restriction on airport properties and relate it to a unit of comparison for estimating rental rates with properties of different use.

Furthermore, market rent is generally defined as the rent a property would command as indicated by the current rents paid and asked for similar property. It is our opinion that the restriction of use of aeronautical property is so finite that they cannot be compared to non-aviation property.

It is our opinion that market research produces the best method of estimating market rental rates between similar property types. This method serves as the basis for our estimation of the fair market rental for the subject property.

As stated, we periodically survey airports within Florida. The primary emphasis of our survey is general aviation rates and charges, including a variety of general aviation, as well as non hub and small hub commercial airports. For the purpose of this analysis, we have focused on general aviation and smaller commercial service airports in central and northern Florida. The airports have been compared based on location, size, annual operations and other activity statistics. The data collected includes statistical information described above, as well as rates and charges for various types of airport properties.

For the purpose of this analysis, annual aeronautical land rental rates at general aviation airports were the focus of our analysis. The valuation section of this report will further discuss the comparison of airport properties and the valuation conclusions.

DEFINITION OF VALUE AND INTEREST APPRAISED

The Uniform Standards of Professional Appraisal Practice (USPAP 2024) defines **Market Value** as a type of value, stated as an opinion, that presumes the transfer of a property (i.e. a right of ownership or a bundle of rights), as of a certain date, under specific conditions set forth in the definition of the term identified by the appraiser as applicable in an appraisal.

We have relied on the Dictionary of Real Estate Appraisal, Seventh Edition, definition of **Market Value** as the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

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

(Federal Register 77472, Volume 75, No. 237, December 10, 2010)

Other pertinent definitions from the Dictionary of Real Estate Appraisal, Seventh Edition, as follows:

Fee Simple Estate is the absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Leased Fee Interest is a freehold (ownership interest) where the possessory interest has been granted to another party by creation of a contractual landlord-tenant relationship (i.e., a lease).

Leasehold Interest is the interest held by a lessee (tenant) through a lease transferring the rights of use and occupancy for a stated term under certain conditions.

Market Rent is “the most probable rent that a property should bring in a competitive and open market reflecting all conditions requisite to a fair lease transaction, the lessee and lessor each acting prudently and knowledgeably, and assuming the rent is not affected by undue stimulus. Implicit in this definition is the execution of a lease as of a specified date under conditions whereby:

- Lessee and lessor are typically motivated;
- Both parties are well informed or well advised, and acting in what they consider their best interests;
- Payment is made in terms of cash or in terms of financial arrangements comparable thereto; and
- The rent reflects specified terms and conditions typically found in that market, such as permitted uses, use restrictions, expense obligations, duration, concessions, rental adjustments and reevaluations, renewal and purchase options, frequency of payments (annual, monthly, etc.), and tenant improvements (TIs).”

AREA DISCUSSION

The Destin Executive Airport (DTS) is located in the City of Destin in Okaloosa County, Florida. The recipients of this report are familiar with the City of Destin and Okaloosa County area. For this reason, this area analysis is therefore limited.



AVIATION OVERVIEW

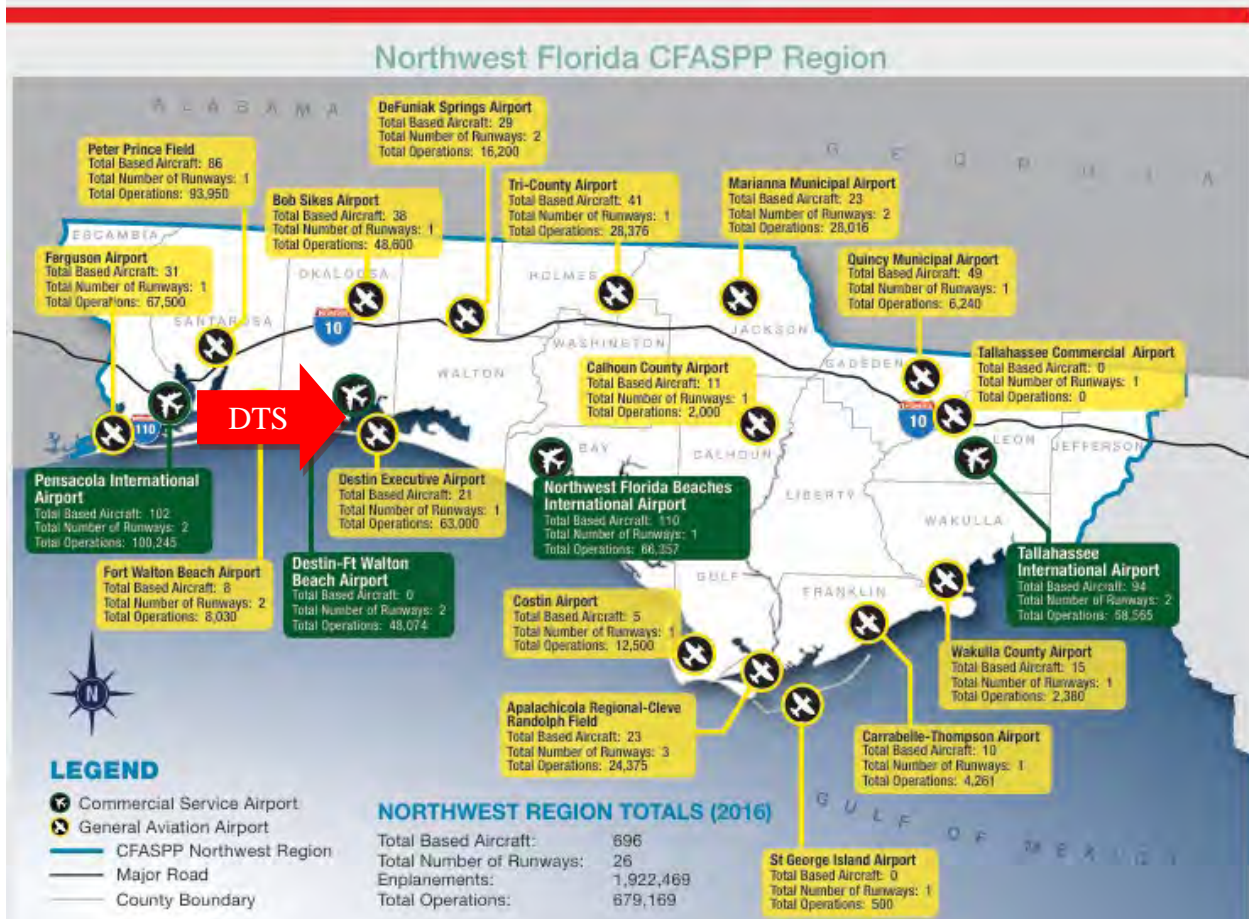
The aviation industry in northwest Florida is characterized by numerous smaller general aviation airports with regional commercial airports located in the vicinity of areas of population concentration. The regional commercial airports in the area include Northwest Florida Beaches International, Pensacola International, Tallahassee International and Destin-Fort Walton Beach Airports. According to a review of the FAA's "Airport Activity Statistics of Certified Route Air Carriers" the airport hub classifications for the local regional commercial airport is as follows:

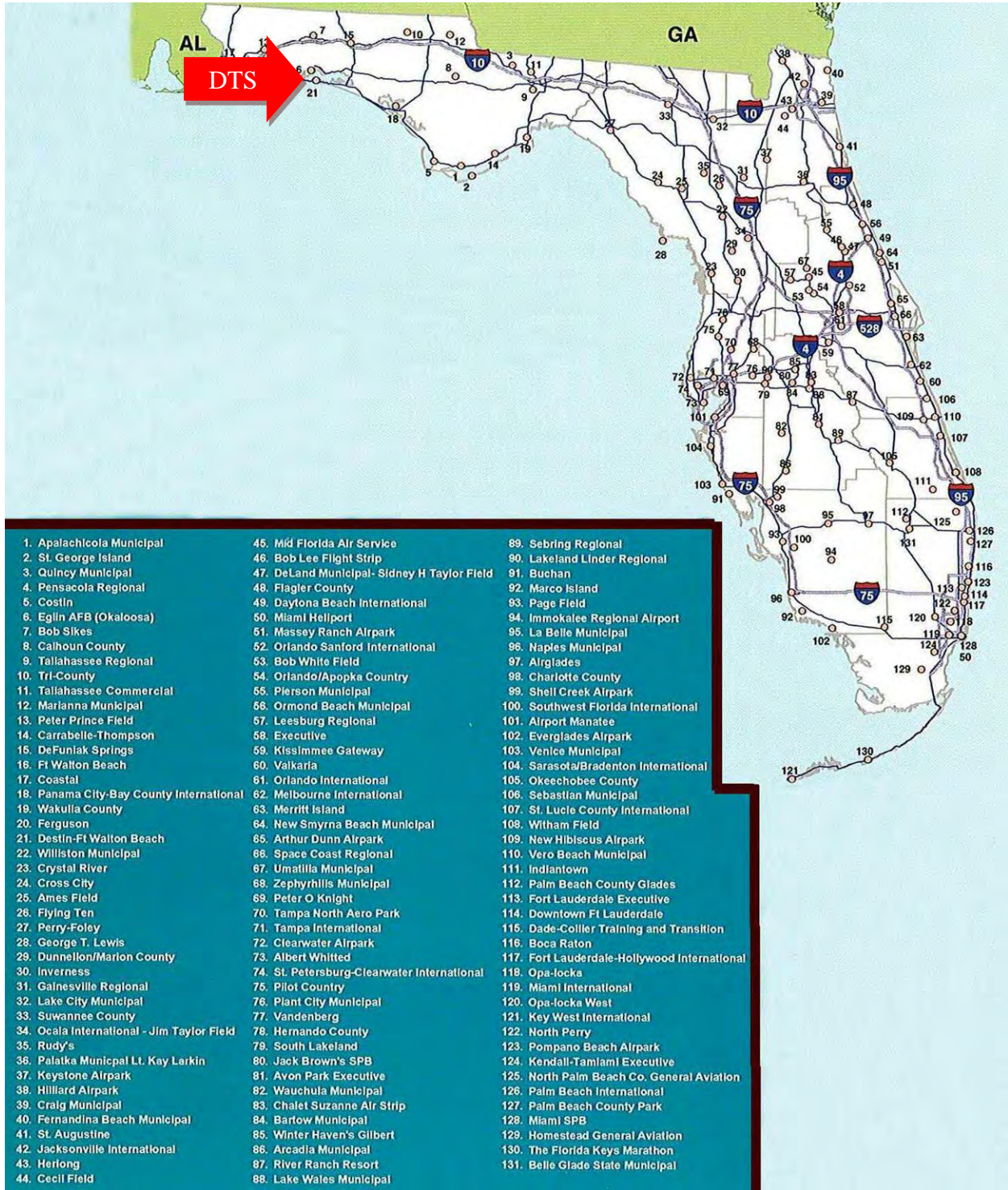
<u>Airport</u>	<u>CY 2024 Enplanements</u>	<u>Hub Size</u>
Pensacola Int'l	1,528,204	Small
Destin-Fort Walton Beach	1,164,880	Small
Northwest Florida Beaches Int'l	918,470	Small
Tallahassee Int'l	469,318	Non

A review of the "Florida Aviation System Plan" (FASP) prepared by the Florida Department of Transportation (FDOT) and Federal Aviation Administration (FAA), indicates DTS is designated as a general aviation airport. The FASP identifies 131 public airports in Florida. The FASP classifies airports within Florida into two general categories: Commercial Service and General Aviation. Within Florida, the FASP identifies 19 commercial airports and 112 community (general aviation) airports. The FASP divides the state into nine regions and identifies the airports within each region according to the use classification. DTS is classified as a "general aviation" airport within the Northwest Florida Metropolitan region, which includes Okaloosa, Escambia, Santa Rosa, Walton, Holmes, Washington, Bay, Jackson, Calhoun, Gulf, Liberty, Franklin, Gadsden, Wakulla, Leon, and Jefferson Counties. The FASP identifies the public use airports in the region as follows:

<u>Commercial Airports</u>	<u>Community Airports</u>	<u>Community Airports</u>
Pensacola Int'l	Peter Prince Field	Calhoun County
Northwest FL Beaches Int'l	Ferguson	Costin
Tallahassee International	Fort Walton Beach	Apalachicola Reg'l
Destin-Fort Walton Beach	Bob Sikes	Marianna Munic.
	Destin Executive	Quincy Munic.
	DeFuniak Springs	St. George Island
	Tri-County	Wakulla Co.
	Carrabelle-Thompson	Tallahassee Comm.

The FASP is useful in establishing the universe of airports within the state and segregating the airports based on use characteristics. The FASP helps identify which airports are similar in terms of geographic location and use. In our analysis we researched aeronautical rental rates at airports within Florida that can be compared to DTS. Please refer to the valuation section which follows.





Destin Executive Airport (DTS)

As discussed, the Destin Executive Airport (DTS) is located in coastal Okaloosa County and is owned and operated by Okaloosa County.

DTS is a general aviation airport. The airport property contains 395 acres and includes aeronautical land. The aeronautical land is the property included in the Airport Operating Area (AOA). The AOA is generally referred to as the area around the airport "inside the fence" and includes the runways, ramp, general aviation and support areas. For purposes of this analysis, we have reviewed the Airport Layout Plan dated June, 2020. DTS has a single asphalt runway in a 14/32 configuration. The following is a summary of the DTS airport facilities:

Location

Street Reference:	North of Emerald Coast Highway at Airport Road, Destin, Okaloosa County, Florida
Coordinates:	N 30°24.00' W 86°28.29'
Elevation:	22.6'

Airport Facilities

Hours of Operation:	1200Z-0400Z
Control Tower:	Yes
U.S. Customs:	No
Fire/Rescue Station:	No
FAA Part 139 Certificated:	No
Runways:	14-32 5,001' x 100' Asphalt
Approaches:	GPS, VORTAC
Lighting:	Beacon Runway 14-32 - MIRL, PAPI

DME-	UHF Standard Distance Measuring Equipment
GPS-	Global Positioning System
MIRL-	Medium Intensity Runway Lighting
ILS-	Instrument Land System
MALS- R-ILS	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
REIL-	Runway End Identifier Lights
PAPI-	Precision Approach Path Indicator
RNAV-	Radio Navigation Aids
VASI-	Visual Approach Slope Indicator





DESTIN EXECUTIVE AIRPORT
DESTIN, FLORIDA



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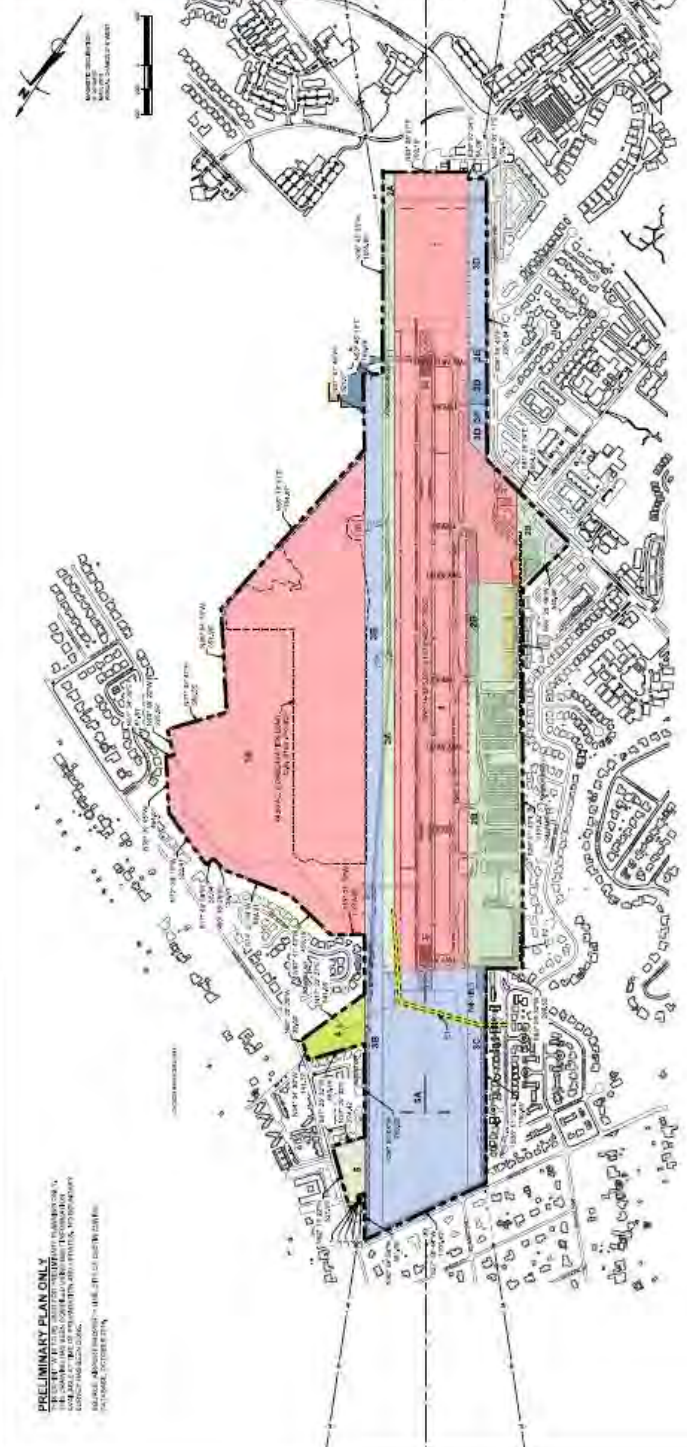
AIRPORT LAYOUT PLAN

CONSULTANTS

NO.	REVISIONS	DESCRIPTION	DATE

DATE ISSUED: DECEMBER 2019
REVISIONS BY: JSM, JLM
DRAWN BY: JSM
REVISIONS BY: JSM
PROJECT NUMBER: 201912514004
SHEET NO. 10
SHEET TITLE: EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP

SHEET NUMBER: 9 OF 9



PRELIMINARY PLAN ONLY
THIS PLAN IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT TO BE USED FOR CONSTRUCTION OR ANY OTHER PURPOSES WITHOUT THE WRITTEN APPROVAL OF RS&H, INC. ANY CHANGES TO THIS PLAN SHALL BE MADE BY A REVISION SHEET.

NO.	REVISIONS	DESCRIPTION	DATE

NO.	REVISIONS	DESCRIPTION	DATE

NO.	REVISIONS	DESCRIPTION	DATE

NO.	REVISIONS	DESCRIPTION	DATE

NO.	REVISIONS	DESCRIPTION	DATE

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NO.	REVISIONS	DESCRIPTION	DATE

NO.	REVISIONS	DESCRIPTION	DATE

PREPARED BY:
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OKALOOSA COUNTY BOARD OF COUNTY COMMISSIONERS

The following are operational statistics for DTS. The operation information for DTS and Florida was taken from the FAA’s “Airport Operations at Airports with Control Towers”.

DTS & Florida Airport Operations								
Year	Total Operations				GA Operations			
	DTS	% change	Florida	% change	DTS	% change	Florida	% change
2021	88,646		5,857,123		79,780		3,921,467	
2022	68,780	-22.4%	6,487,755	10.8%	61,984	-22.3%	4,238,052	8.1%
2023	81,153	18.0%	7,173,732	22.5%	74,694	20.5%	4,795,645	22.3%
2024	84,081	3.6%	7,479,735	4.3%	77,829	4.2%	4,950,841	3.2%
2025	72,200	-14.1%	7,600,683	1.6%	66,452	-14.6%	5,021,226	1.4%

In addition, the operations at DTS are divided by category as follows:

DTS Operations						
Year	Itinerant	Local	AirTaxi	AirCarrier	Military	Total
2021	68,604	11,176	4,539	207	4,120	88,646
2022	51,638	10,346	4,650	513	1,633	68,780
2023	58,635	16,059	4,570	524	1,365	81,153
2024	63,762	14,067	4,628	306	1,318	84,081
2025	55,683	10,769	4,826	247	675	72,200

According to the airport manager, the based aircraft at DTS is as follows:

DTS Based Aircraft						
Year	SE	ME	Jet	Helo	Based Aircraft	% Change
2021	35	13	12	2	62	
2022	42	15	17	5	79	27.4%
2023	53	14	21	6	94	19.0%
2024	43	11	20	13	87	-7.4%
2025	48	10	23	11	92	5.7%

According to the airport manager, the fuel volume at DTS is as follows:

Year	AvGas	JetA	Total	% change
2021	205,133	1,633,739	1,838,872	
2022	182,074	1,706,840	1,888,914	2.7%
2023	180,474	1,603,526	1,784,000	-5.6%
2024	166,234	1,732,536	1,898,770	6.4%
2025	171,244	1,779,908	1,951,152	2.8%

In addition, according to the FAA’s U.S. Civilian Airmen Statistics, the licensed pilots in Okaloosa County and Florida are divided by category as follows:

Year	Total	Airline			
		Transport	Commercial	Private	Student
2021	1,511	535	217	262	489
2022	1,562	542	208	263	540
2023	1,668	566	213	268	611
2024	1,693	562	219	262	639
2025	1,755	576	218	267	683

Year	Total	Airline			
		Transport	Commercial	Private	Student
2021	75,551	21,175	12,841	14,388	26,531
2022	79,403	21,959	12,847	14,665	29,293
2023	85,597	23,185	13,212	15,507	33,038
2024	90,323	24,117	13,664	16,071	35,802
2025	97,112	25,538	15,782	16,989	38,122

The above statistics of airport activity at DTS were analyzed in terms of the business trends in the area, as well as for purposes of comparison with other airports.

DESCRIPTION OF THE PROPERTY

The property that is the subject of this report is the aeronautical land at DTS. As discussed, the AOA of DTS represents all the land associated with the airfield and excludes the non-aviation areas. As stated, the airport property consists of 395 acres and includes the runways, ramp, general aviation and support areas.

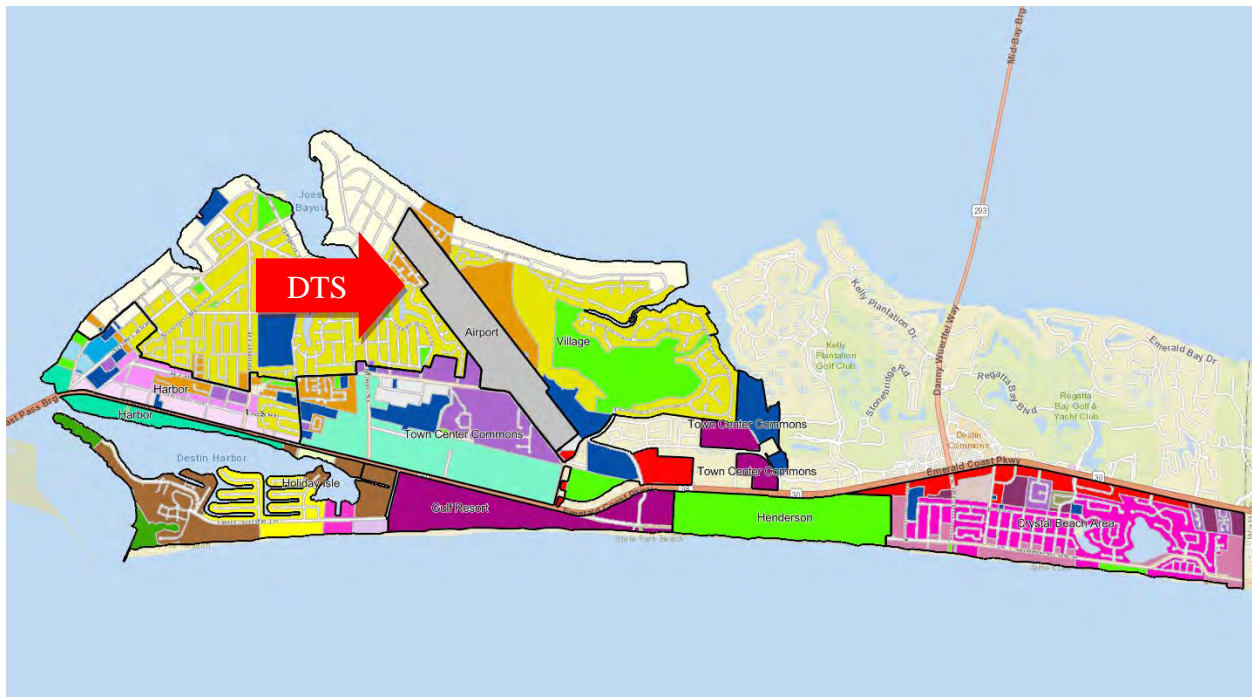
Aeronautical uses within the AOA includes fixed base operations, private hangars and airport-owned development. According to the airport manager, there are many aeronautical land leases currently in effect at DTS. These leases are development leases where the tenants constructed facilities on the aeronautical land leased from the airport. It was noted, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land).

- Location: North of the Emerald Coast Highway at Airport Road, Destin, Okaloosa County, Florida
- Access: Access to the AOA is provided at controlled access points via the perimeter roads and is considered good.
- Topography: Generally level and near street grade
- Soil Conditions: No soil report has been reviewed of the subject parcel; however, it is assumed the soil is of sufficient load-bearing capacity to support the construction of permanent structures. No evidence to the contrary was observed upon my visit to the airport.
- Land Use Restrictions: Although an authoritative report of title was not provided or reviewed, there do not appear to be any easements, encroachments or restrictions that would adversely affect the utilization of the property.
- Environmental Study: An environmental risk study was not provided. This appraisal assumes that the site has no adverse soil conditions that affect the marketability of the property.

ZONING AND LAND USE

The subject property is located within City of Destin. According to the City of Destin zoning and future land use maps, the subject property is designated as “A” (Airport). According to the City of Destin land development code “The Airport zoning district is intended to be placed only on land that comprises the Destin-Fort Walton Beach Airport. The airport zoning district is intended to accommodate the airport terminal, fixed base operators, airport hangars, landing, take off or surface maneuvering of aircraft, including, but not limited to, requisite Airport infrastructure such as runways, taxiways, ramps and aprons. It is the intent of the A zoning district to specifically not allow permanent or seasonal residential uses.”

As stated, development at DTS is governed by the airport through the use of minimum standards. The minimum standards provide for minimum requirements for commercial aeronautical operations. The minimum standards are considered to severely restrict the potential uses of the aeronautical property at DTS.



REAL ESTATE TAXES

The subject property is located in Okaloosa County within the AOA of DTS. As of the date of valuation, aeronautical property at DTS is not subject to ad valorem taxation. The ad valorem taxation of aeronautical properties in Florida continues to evolve. This analysis assumes that if the subject leasehold becomes subject to ad valorem taxation, the tenant would be responsible for all real estate taxes.

HIGHEST AND BEST USE

According to The Dictionary of Real Estate Appraisal (Seventh Edition) published by the Appraisal Institute, the pertinent terms relating to highest and best use may be defined as follows:

Highest and Best Use is "the reasonably probable use of property that results in the highest value. The four criteria that highest and best use must meet are legal permissibility, physical possibility, financial feasibility and maximum productivity."

In estimating highest and best use, there are four stages of analysis:

1. Possible Use - normally dictated by physical constraints.
2. Permissible Use - what use would be permitted in consideration of existing zoning and other applicable laws governing the use of the property, as well as any deed restrictions that may exist.
3. Feasible Use - which possible and permissible uses will produce a net return to the owner of the site.
4. Maximally Productive - among feasible uses, which use will produce the highest net return to the land.

To meet the tests of highest and best use, the use cannot be speculative or conjectural. It must be legal and probable. There must be a profitable demand for such use and it must return to the land the highest net return for the longest period of time. These tests have been applied to the subject property. In arriving at the estimate of highest and best use, based on the scope of this assignment, the subject property was analyzed as vacant.

As Vacant

The highest and best use, as vacant, considers among all reasonable alternative uses, the use that yields the highest present land value, after payments are made for labor, capital, and coordination. The use of a property based on the assumption that the parcel of land is vacant or can be made vacant by demolishing any improvements.

As discussed, inherent in real estate is the "bundle of rights" that each property possesses. This concept compares the rights of property ownership with a bundle of sticks, with each stick representing individual property rights such as the rights to use, sell or lease the property or to choose to exercise any or none of these rights. Typically, the highest and best use of vacant commercial property is dictated by the physical characteristics of the site (size, shape, configuration, location and zoning), as well as the supply and demand for parcels with similar characteristics.

The subject property is located on the AOA of DTS. Based on our analysis of information concerning the zoning, master plan and development requirements of the subject property, it is our opinion that any development of the parcel would be limited to those aeronautical uses stipulated in the airport layout and land use plans. Due to the location of the aeronautical land within the DTS AOA, the highest and best use, as though vacant, is limited to the development of aeronautical facilities consistent with this designation.

SUMMARY OF ANALYSIS AND VALUATION

The Federal Aviation Administration mandates that airport operators, such as Okaloosa County, charge fair market rent for all airport property in an effort to make the facility as self-sustaining as possible. The scope of this analysis is to estimate the fair market annual rental rate for the aeronautical land at DTS. The aeronautical portion of DTS is classified as such due to the use restriction imposed by the airport development plan and location of the sites. As discussed in the airport overview section, DTS is classified as a general aviation, community airport based on the type of aeronautical activity at the airport and the lack of commercial air carrier service.

As discussed in the scope of the appraisal, consistent with the definition of “market rent” and based on the availability of comparable rental information, it is our opinion that market research produces the best method of estimating market rental rates for aeronautical property. This method serves as the basis for our estimation of the fair market annual rental for the aeronautical land at DTS as described herein. DTS is a general aviation airport in northwest Florida and serves the needs of the local community, as well as a destination location for vacationers. Our comparable rental analysis will focus on airports with the region, as well as general aviation airports with similar characteristics around Florida.

In our analysis, we considered the size, use and operation of DTS in the estimate of the fair market annual rent for the aeronautical land. It was noted, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land) which has been taken into account in our analysis. Aviation parcels are typically leased on a net basis, with the tenant responsible for expenses associated with the activity and operation of the parcel. The existing aeronautical land leases at DTS are net leases in this manner.

DTS Aeronautical Land Rent Information

Based on a review of the rent roll, there are many aeronautical parcels under lease at DTS. As noted, the focus of this analysis is the aeronautical land parcels at DTS that are rented based on a building footprint area (i.e. excluding supporting land). The various building footprint areas range in size from about 2,000 to 6,750 square feet and the annual rental rates range from about \$1.81 to \$2.12 per square foot of building footprint only, with most in the range of about \$2.00 per square foot.

Slack, Johnston & Magenheimer General Aviation Survey

The scope of our survey began by establishing the universe of airports to compare to DTS with a review of the FASP. The FASP identifies 131 public airports in Florida. The scope of the survey was limited by excluding large and medium hub commercial airports (airports with greater than 2.45 million annual enplanements) from the survey. The FAA classifies

commercial airports in terms of "Hub Size" based on a percentage of total U.S. enplaned revenue passengers per year as follows:

<u>Classification</u>	<u>Enplaned Passengers</u>
Large Hub	Over 10,000,000
Medium Hub	2,450,000 to 10,000,000
Small Hub	500,000 to 2,450,000
Non-Hub	Less than 500,000
General Aviation	Not Applicable

This limiting factor excludes seven commercial airports from the survey (Miami Int'l, Tampa Int'l, Orlando Int'l, Ft. Lauderdale Int'l, Palm Beach Int'l, Jacksonville Int'l and Southwest Florida Regional).

Our general aviation survey further considered annual operations as a secondary limiting factor. Based on a review of the FASP, airports with annual operations of less than 25,000 were also excluded from our survey. This limiting factor served to further reduce the scope of our survey by excluding about 40 general aviation airports. The airports excluded by the limiting factor are typically smaller, rural airports having a limited market for rates and charges information.

Through the use of the above limiting factors, our annual general aviation survey included over 50 public airports within Florida. Our market research focused on general aviation rates and charges within Florida based on a mail questionnaire, as well as telephone interviews with several airport managers and FBO operators. Refer to the following page for a summary of the general aviation airport survey, as well as the addenda.

This was a direct survey and the reliability of the information collected is considered good. For purposes of this analysis, the aeronautical land rental information is the most important portion of our survey. It was noted, the aeronautical land rent reported at the various airports typically represents self-contained sites and include sufficient land for improvements and supporting areas (i.e. parking, setbacks, etc.) within the confines of the parcel. The differential in rent is considered attributable to the comparison of self-contained site and building footprint sites. The format of the questionnaire of the aviation survey regarding ground rent asked for a range and average. It was our intention to survey current ground rental rates. When survey responses showed a range of rates at the airfield, an effort was made to clarify the rationale behind the variance. This is an important factor in our effort to report current rental rates, which are not skewed in favor of older leases with fixed or limited-increase rental rates.

As stated, DTS is a general aviation airport in northwest Florida. For purposes of this analysis, we reviewed current aeronautical land rental rates at other general aviation airports in the region and competitive regions. Once the information was collected, the

next factor considered was the comparison of airports to one another. The variety of airports surveyed necessitated a review of units of comparison that consider the size, use and activity characteristics. As stated, aeronautical parcels typically lease on a net basis, with the tenant responsible for activity and operating expenses associated with the property. We have estimated that aeronautical land at DTS would be leased in this manner.

General Aviation Airport Survey - Florida 2024-25

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General Aviation, Non-Hub Commercial and Small-Hub Commercial Airports with > +1-25,000 Annual Ops

	Airports Surveyed	Airport Size (Acres)	Based Aircraft	Annual GA Operations	Annual GA Fuel Flowage	Fuel Flowage Fee (\$/gal.)	Annual Ground Rent (\$/Sq. Ft.)	Aircraft Storage				
								Tie-Down S.E. (\$/mo.)	T-Hangars S.E. (\$/mo.)	T.H. (\$/mo.)	Shade S.E. (\$/mo.)	
Total	59											
High-		4,000	634	309,300	27,050,000	\$0.200	\$0.75	\$300.00	\$1,250	\$1,460	\$600	
Low-		47	12	33,300	8,000	\$0.040	\$0.10	\$40.00	\$275	\$355	\$142	
Mean-		1,135	204	109,000	2,381,000	\$0.084	\$0.35	\$129.00	\$534	\$651	\$279	
Southeast	16											
High-		3,700	634	309,300	27,050,000	\$0.150	\$0.71	\$275.00	\$1,250	\$1,460	\$600	
Low-		197	12	33,300	12,000	\$0.050	\$0.10	\$80.00	\$275	\$721	\$275	
Mean-		1,045	235	126,700	4,303,000	\$0.087	\$0.36	\$160.00	\$770	\$1,076	\$438	
Southwest	19											
High-		2,400	416	174,800	12,171,000	\$0.100	\$0.75	\$200.00	\$700	\$1,055	\$415	
Low-		47	65	34,600	66,000	\$0.040	\$0.15	\$40.00	\$275	\$375	\$165	
Mean-		945	216	84,200	1,842,000	\$0.081	\$0.33	\$38.00	\$460	\$585	\$253	
Northeast	20											
High-		2,800	320	200,300	5,110,000	\$0.200	\$0.45	\$300.00	\$820	\$1,030	\$142	
Low-		138	69	40,000	8,000	\$0.040	\$0.17	\$48.00	\$305	\$355	\$142	
Mean-		1,210	180	123,500	1,276,000	\$0.085	\$0.29	\$132.00	\$457	\$573	\$142	
Northwest	4											
High-		4,000	196	107,000	2,827,000	\$0.130	\$0.51	\$220.00	\$635	\$695	n/a	
Low-		395	88	49,400	1,340,000	\$0.042	\$0.33	\$110.00	\$300	\$450	n/a	
Mean-		2,024	147	83,300	1,953,000	\$0.076	\$0.42	\$152.00	\$473	\$608	n/a	



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Unit of Comparison

As noted, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land) which has been taken into account in our analysis. Tenants are provided unencumbered access to the airport's infrastructure (i.e. green space, parking, apron, runways etc.). Based on our survey, airports with rental rates on a building footprint only basis were limited and only two other airports in Florida reported an aeronautical land rental rate in this manner. It was noted, the aeronautical land rent reported at the various airports typically represents self-contained sites and include sufficient land for improvements and supporting areas (i.e. parking, setbacks, etc.) within the confines of the parcel.

For purposes of our analysis, we have analyzed typical land-to-building ratios for similar type hangar buildings in Florida in order to adjust the comparable rental rates to a building footprint only unit of comparison. The land-to-building ratios account for land required within the leasehold (i.e. including land under the building, green space, storm water retention areas, apron areas and parking areas). Our research included five hangar buildings with defined leasehold areas with land-to-building ratios ranging from 3.7:1 to 6.7:1. For purposes of this analysis, we have estimated a land-to-building ratio of about 5.0:1 (i.e. five times the amount of land area as compared to building area) is typical for hangar buildings. A summary chart of several hangar buildings is as follows:

Summary of Hangar Land-to-Building Ratios

No.	Airport	Hub Size	Space Type	Land Area (SF)	Hangar Area (SF)	Land-to-Bldg. Ratio
1	Naples	GA	Hangar	69,559	12,666	5.5
2	Naples	GA	Hangar	71,671	15,640	4.6
4	Orlando Executive	GA	Hangar	140,470	21,200	6.6
5	Ocala International	GA	Hangar	25,895	7,062	3.7
6	Fort Lauderdale Exec.	GA	Hangar	194,713	29,280	6.7
7	Fort Lauderdale Exec.	GA	Hangar	223,561	41,003	5.5
8	Miami Executive	GA	Hangar	62,506	12,390	5.0
9	Miami Executive	GA	Hangar	77,928	17,260	4.5

Aeronautical Land Rental Comparison

DTS is classified as a general aviation airport located in Destin, in southeastern Okaloosa County. As noted, the focus of this analysis is the aeronautical land parcels at DTS that are rented based on a building footprint area (i.e. excluding supporting land).

As stated, our aeronautical land rental analysis included research of rental rates at similar airports. Our research included several comparable airports located within Florida as identified by the FASP.

Our analysis has included comparable annual aeronautical land rentals based on a per square foot unit of comparison. The comparable aeronautical land rentals included both land rentals for self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) including the building footprint, as well as comparable aeronautical land rentals that are based on the building footprint areas only. The data included in this report was researched through airport sponsors and is considered the best available information as of the date of valuation. Our analysis concentrated on current aeronautical land rental rates as follows:

Summary of Aeronautical Land Rents

Airport Name	FASP Region	Hub Size	Control Tower	Based Aircraft	Fuel Flowage (K gal.)	GA Ops (K)	Land Rent \$/SF/Yr.	Runway Configuration
Bob Sikes - CEW	NW	GA	no	66	1,446	121.1	\$1.20	17-35 8,006 x 150 A
Albert Whitted - SPG	WC	GA	yes	208	461	97.6	\$1.50	07-25 3,676 x 75 A 18-36 2,864 x 150 A
Marco Island Executive - MKY	SW	GA	no	91	1,362	62.6	\$0.51	17-35 5,000 x 100 A
The Florida Keys Marathon Int'l - MTH	SE	GA	no	51	1,125	38.0	\$0.70	07-25 5,008 x 100 A
Ocala Int'l - OCF	NC	GA	yes	196	1,339	89.4	\$0.35	18-36 7,467 x 150 A 08-26 3,009 x 50 A
Pensacola Int'l - PNS	NW	Sml	yes	172	2,032	80.1	\$0.35	17-35 7,004 x 150 C 08-26 7,000 x 150 A
Tallahassee Int'l - TLH	NW	Non	yes	198	1,636	34.8	\$0.51	09-27 8,000 x 150 A 18-36 7,000 x 150 A
Northwest Florida Beaches Int'l - ECP	NW	Sml	yes	153	3,205	56.9	\$0.42	16-34 10,000 x 150 C
Destin Executive - DTS	NW	GA	yes	87	1,951	66.5		14-32 5,001 x 100 A



The comparable annual aeronautical land rentals range in from \$0.35/SF to \$1.50/SF. As noted, the focus of this analysis is the aeronautical land parcels at DTS that are rented based on a building footprint area (i.e. excluding supporting land). Based on our research, there are a limited number of airports in Florida that rent aeronautical land based on the building footprint. Therefore, our research included airports that rent aeronautical land based on the building footprint, as well as airports that rent aeronautical land for self-contained sites that include supporting land (i.e., building footprint, apron, vehicular parking and landscaping). The discussion of the comparable aeronautical land rentals is as follows.

Bob Sikes Airport (CEW) is a general aviation airport located in Crestview area of north-central Okaloosa County. The airport has a control tower and a single runway of 8,006' and caters to the local general aviation community, as well as serves as a base for several large aircraft maintenance, repair and overhaul (MRO) tenants that support commercial airlines, as well as military interests. The annual aeronautical land rent at CEW is \$1.20/SF based on the building footprints (excluding supporting land).

Albert Whitted Airport (SPG) is a general aviation airport located in St. Petersburg in Pinellas County. The airport has a control tower and two runways, with the longest runway 3,676'. SPG caters to the local general aviation community, as well as a destination location for visitors to St. Petersburg. Due to the length of the runway, the traffic is limited to turboprop and smaller jets that can operate within the environment. The airport is mostly built out, with little land available for development. The annual aeronautical land rent at SPG is \$1.50/SF based on the building footprints (excluding supporting land).

Marco Island Airport (MKY) is a general aviation airport located in Marco Island in western Collier County. The airport has a 5,000' runway and caters to the local general aviation community and as a vacation destination location associated with Marco Island and Naples. The airport does not have a control tower and the airport is mostly built out, with little land available for development. The annual aeronautical land at MKY is \$0.51/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Florida Keys Marathon International (MTH) is a general aviation airport located in Marathon in Monroe County. The airport has a 5,008' runway and caters to the local general aviation community and as a vacation destination location associated with Florida Keys. The airport does not have a control tower and the airport is mostly built out, with little land available for development. The annual aeronautical land rent at MTH is \$0.70/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Ocala International (OCF) is a general aviation airport in southwestern Marion County. The airport has a control tower and two runways, with the longest runway 7,467'. The airport caters to the local general aviation community, as well as a destination location associated with the nearby World Equestrian Center (WEC). The annual aeronautical land rent at OCF is \$0.35/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Pensacola International Airport (PNS) is a small hub commercial service airport located in Pensacola in Escambia County. The airport has a control tower and two runways, with the longest runway 7,004'. The airport caters to the regional airline service, with about 1.528 million annual enplaned passengers, as well as the local general aviation community, regional visitors and a vacation destination location associated with area beaches. The annual aeronautical land rent at PNS is \$0.35/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Tallahassee International Airport (TLH) is a non hub commercial service airport located in Tallahassee in central Leon County. The airport has a control tower and two runways, with the longest runway of 8,000'. The airport caters to regional airline service, with about

469,300 annual enplaned passengers, as well as the local general aviation community and visitors to the state capital. The annual aeronautical rent land at TLH is \$0.51/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Northwest Florida Beaches International Airport (ECP) is a small hub commercial service airport located near Panama City in southern Bay County. The airport has a control tower and a 10,000' runway. The airport caters to the regional airline service, with about 918,500 annual enplaned passengers, as well as the local general aviation community and a vacation destination location associated with area beaches. The annual aeronautical land rent at ECP is \$0.42/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Cecil (VQQ) is a general aviation airport located in Duval County. VQQ is former military based (Naval Air Station Cecil) that was transferred to the local community in 2000. The airport has a control tower and four runways, with the longest runway 12,504'. The airport serves as a base for several large aircraft maintenance, repair and overhaul (MRO) tenants that support commercial airlines, as well as military interests. In addition, VQQ serves as a base for the US Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON). The based aircraft count is reportedly attributable to the transient nature of the MRO uses at the airport and the fuel volume is reportedly attributable to a majority of government fueling (over 85%). It was further noted that the airport was designated as a horizontal spaceport. The annual aeronautical land at VQQ is \$0.40/SF based on the rentals of self-contained sites that include supporting land (i.e., apron, vehicular parking and landscaping) in addition to the building footprint.

Based on our analysis, there are a limited number of airports that rent aeronautical land based on the building footprint area only as represented by Bob Sikes and Albert Whitted airports, with annual rental rates of \$1.20 and \$1.50 per square foot of site area (building foot prints only). As noted, our research also included a review of other public use airports in Florida that represent a cross-section of the industry including area airports, as well as destination location airports. The annual aeronautical land rental rates range from \$0.35 to \$0.70 per square foot at airports that rent aeronautical land for self-contained sites that include supporting land (i.e., building footprint, apron, vehicular parking and landscaping).

Based on our market rental information, there appears to be some correlation between the activity at the airport and the annual aeronautical land rental rates. Based on the level of aeronautical activity at DTS, it is our opinion that the fair market annual land rental rate for the aeronautical land should be in the middle to upper end of the range of these similar aeronautical land rentals on a self-contained parcel basis. Based on our overall analysis, we have formed the opinion that the minimum fair market annual aeronautical land rental rate for DTS is \$0.50 per square foot on a self-contained parcel basis.

As discussed, Okaloosa County rents aeronautical land to users that represent building footprint sites (i.e. excluding supporting land) which has been taken into account in our analysis. Based on our survey, airports with rental rates on a building footprint only basis were limited and only two other airports in Florida reported an aeronautical land rental rate in this manner. Aeronautical land parcels are typically leased on an annual per square foot basis with this rate applied to self-contained sites that include supporting land (i.e., building footprint, apron, vehicular parking and landscaping). As previously discussed, typical land to building ratios for hangar buildings is about 5.0:1 and we have estimated the annual fair market rent at DTS of \$2.50/SF based on sites that represent building footprints only (i.e., \$0.50/SF x 5.0 typical land-to-building ratio = \$2.50/SF building footprint).

RECONCILIATION

The process of reconciliation reviews and reexamines the scope of the appraisal assignment, as well as the approaches to value that were used. Our analysis began with defining the scope of the assignment. The scope of the assignment was limited to estimating a fair market annual aeronautical land rental rate at the Destin Executive Airport (DTS) as described herein.

For valuation purposes, we have reviewed the current rental information concerning aeronautical land rentals at DTS, as well as similar airports in Florida. The information was considered to be of good quality and indicative of current market conditions. Based on analysis of the information, we have formed the opinion that the minimum fair market annual aeronautical land rental rate for DTS is \$2.50 per square foot of building footprint only.

ADDENDUM A - Airport Information

DESTIN EXECUTIVE AIRPORT DTS



Airport: Destin Executive Airport (DTS)

City: Destin, Florida

County: Okaloosa

Sponsor: Okaloosa County

Role: General Aviation (National)

CFASPP Region: Northwest (cfaspp.com)

FDOT District: 3

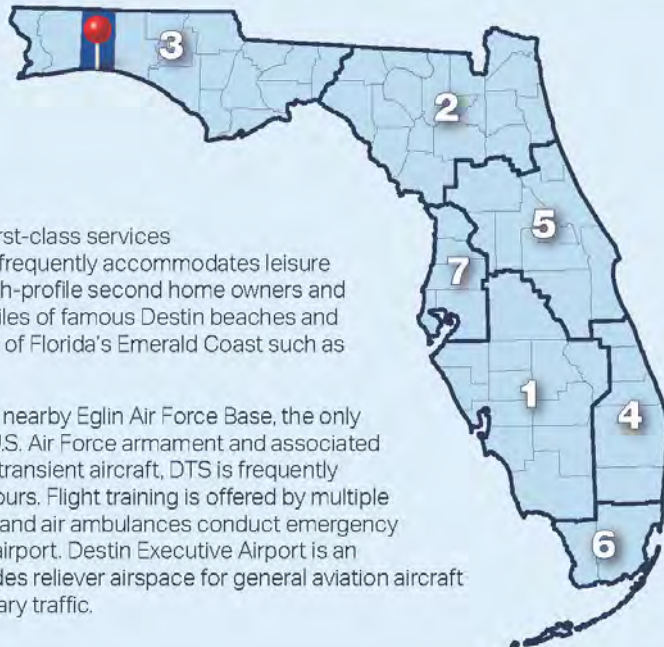
Website: Destin Executive



Destin Executive Airport (DTS) is a general aviation airport in Okaloosa County, approximately two miles east of downtown Destin. The airport has one runway (14-32) that measures 5,001 feet long by 100 feet wide with a full-length parallel taxiway.

The airport's two fixed based operators offer first-class services for aircraft, pilots, and passengers. The airport frequently accommodates leisure and corporate business travelers, including high-profile second home owners and visitors to the area. Visitors are drawn by the miles of famous Destin beaches and other opportunities to enjoy the natural beauty of Florida's Emerald Coast such as golfing, fishing, and boating.

The Air Force Armament Museum is located at nearby Eglin Air Force Base, the only museum in the world focusing specifically on U.S. Air Force armament and associated platforms of delivery. In addition to supporting transient aircraft, DTS is frequently used for recreational activities, such as aerial tours. Flight training is offered by multiple based flight schools, and the U.S. Coast Guard and air ambulances conduct emergency operations and medical evacuations from the airport. Destin Executive Airport is an important asset to regional aviation, as it provides reliever airspace for general aviation aircraft operating in an area with a high amount of military traffic.



ECONOMIC IMPACT



Source: Florida Aviation Economic Impact Study.



GENERAL AVIATION ROLES



FLIGHT TRAINING



CORPORATE



TOURISM



RECREATIONAL / SPORT

Source: FASP 2043 Update.

For more information on airport roles, please refer to the FAA's National Plan of Integrated Airport Systems (NPIAS).



ACTIVITY FORECASTS

OPERATIONS



BASED AIRCRAFT



Source: FASP 2043 Update.

AIRPORT CHARACTERISTICS

1 Supports Emergency Resonse Activities in the Region

2 Home to Multiple Flight Schools

3 Located Near Popular Beaches & Recreational Attractions

RUNWAY INFORMATION (1)

Runway 14-32: 5,001' x 100'



Overview of the FASP 2043 Update:

Per Florida statute, the Florida Aviation System Plan (FASP) is periodically updated to summarize the airport and aviation needs in Florida while remaining consistent with the goals of the Florida Transportation Plan (FTP). The FASP 2043 Update focuses on reviewing the applicability of the various goals, objectives, and performance measures to support two primary goals: 1) provide for more efficiency in decision making within FDOT to support funding and development decisions, and 2) provide airports within the system with recommendations for development that support their individual missions while contributing to the overall strength and health of the Florida airport system.



FASP 2043 Update

ADDENDUM B - Slack, Johnston & Magenheimer Airport Survey

General Aviation Airport Summary - Florida 2024-25

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Slack, Johnston & Magenheimer's 2024-25 general aviation airport survey included 59 airports within Florida. The 2024-25 survey was our 30th state-wide survey and included a variety of general aviation, non hub commercial and small hub commercial airports with greater than +/-25,000 annual operations. Large and medium hub commercial airports were excluded from the survey. The primary focus of our survey was rental rates and charges for airport properties, including both aviation and non-aviation uses. The airports have been classified based on location, physical size, annual operations, based aircraft and fuel flowage. The data collected includes statistical information, as well as rates and charges information, for various types of airport properties.

The rates and charges information included fuel flowage fees, ground, pavement and building rental rates as well as a variety of aircraft storage rates including tie downs, T, shade, corporate and community hangars. The survey results have been summarized into selected categories and represent only a portion of the information gathered. It should be noted this is a summary of our survey findings and this survey should not solely be relied upon to establish rates at any airport.

Slack, Johnston & Magenheimer's 2024-25 survey continues to indicate that, although there is a wide variation in geographic locations and non-aviation property values throughout the state, there is less of a variation in rental rates and charges for various components at general aviation airports. In our summary the state was divided into four geographic regions. A list of the airports surveyed, as well as a state map delineating the geographic divisions is attached.

The scope of our survey included email questionnaires and personal telephone interviews with airport managers and fixed base operators (FBOs) conducted during mid-2025. In addition, our analysis included a review of several secondary general aviation data sources. These included the Florida Department of Transportation Florida Aviation System Plan and Federal Aviation Administration reports, as well as various third party data sources.

This year's survey indicates that general aviation airport activity in Florida has rebounded from the impacts of the Covid pandemic and activity has continued to stabilize over the past year, with mostly more measured growth typical of pre-pandemic activity. Statewide, average based aircraft levels have increased about 2% and average general aviation operations have increased about 7%, while average fuel flowage has remained level. By comparison to statewide indicators of airport activity compared to 2019 (i.e., pre-pandemic), based aircraft have increased about 9%, general aviation operations have increased about 16% and fuel flowage has increased about 46%.

The survey indicated regional airport activity including operations, based aircraft and fuel flowage has been stable, with some variations. As compared to last year, the southeast region indicated increases in based aircraft and operations and slight decline in fuel flowage, while the southwest region indicated a slight decline in based aircraft and increases in general aviation operations and fuel flowage. Also compared to last year, the northeast and northwest regions indicated increases in based aircraft, operations and fuel flowage. It was noted that the advent and prevalence of Virtower has increased the reliability of general aviation operation tracking; especially at airports without air traffic control towers.

In our continued effort to monitor the condition of the general aviation industry in Florida, we have reviewed the general aviation activity levels over the past several years, including the historic activity levels of annual airport operations and civilian airmen population. In addition, we continue to monitor the commercial aviation industry in Florida, including enplaned passengers and cargo activity.

Our analysis of the annual operations at all Florida airports with FAA control towers indicates that last year total operations increased about 4%, while general aviation operations increased about 3%. By comparison to the 2019 operations, total operations and general aviation operations both increased about 10%. In addition, over the same period of the time the allocation of operations between itinerant and local operations has remained mostly evenly split between itinerant and local operations. An analysis of operations on a regional level indicates the growth of operations has primarily been in the northwest and southwest regions, with increases in total operations of about 20% and 29%, respectively, as well as increases of general aviation operations about 28% and 26%, respectively as compared to 2019 activity. During the same time period, in the northeast region total operations increased about 9% and general aviation operations increased about 13%, while both total and general aviation operations were mostly level for the southeast region. In addition, on a statewide basis last year, itinerant operations accounted for about 46% of total operations. Regionally, itinerant operations varied between the regions (Northeast 41%, Northwest 51%, Southeast 46% and Southwest 53%) last year.

Our analysis also considered the civilian airport statistics in Florida and nationally. In the past year, nationally the population of total pilots increased about 5%, private pilots increased about 3% and student pilots increased about 9%, as compared to Florida where the population of total pilots increased about 6%, private pilots increased about 4% and student pilots increased about 8%. By comparison to the pilot populations in 2019, nationally the total pilots increased about 30%, private pilots increased about 8% and student pilots increased about 79%, while in Florida total pilots increased about 31%, private pilots increased about 13% and student pilots increased about 61% over the same time period.

A review of the commercial aviation activity concerning enplaned passengers and enplaned cargo tonnage indicates that activity continues to be primarily centered at Florida's large and medium hub airports. Over the past year, enplaned passenger volume increased about 3%, while enplaned cargo volume declined about 1%. By comparison to statewide indicators of enplaned passengers and cargo activity in 2019, total enplaned passenger volume has increased about 12%, while cargo volume has increased about 16%. It was noted Miami International continues to be the dominant cargo airport with over 75% of the total cargo volume and was the beneficiary of the total cargo volume increase as compared to pre-pandemic levels. The balance of the cargo volume at all the other commercial service airports has remained mostly level over the same since 2019, despite increased competition throughout central Florida's commercial service airports.

The following information summarizes our survey. As always, we thank those who participated in the survey. We look forward to continuing to serve the rates and charges and general real estate valuation and consulting needs of the Florida aviation community. Slack, Johnston & Magenheimer is a valuation firm based in Miami, Florida for over 60 years and has provided appraisal and consulting services to over 60 airports. For more information visit www.sjmiami.com or call us at 305-670-2111. We find solutions!

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General Aviation Airport Survey - Florida 2024-25

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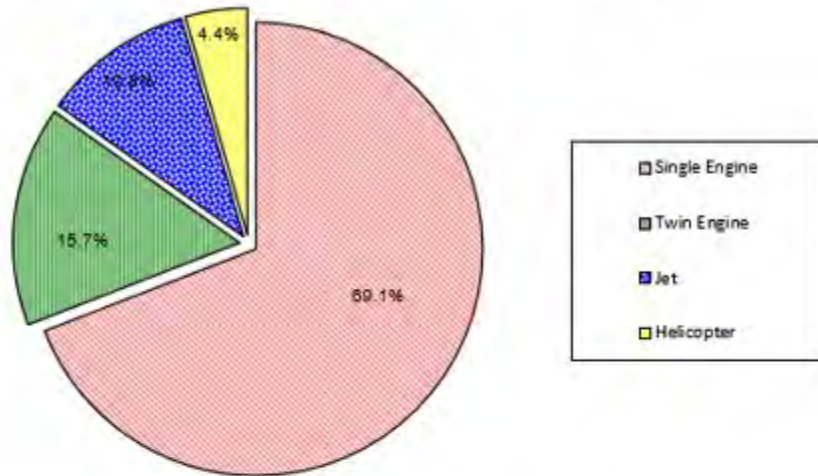
General Aviation, Non-Hub Commercial and Small-Hub Commercial Airports with > +1-25,000 Annual Ops

	Airports Surveyed	Airport Size (Acres)	Based Aircraft	Annual GA Operations	Annual GA Fuel Flowage	Fuel Flowage Fee (\$/gal.)	Annual Ground Rent (\$/Sq. Ft.)	Aircraft Storage				
								Tie-Down S.E. (\$/mo.)	T-Hangars S.E. (\$/mo.)	T.H. (\$/mo.)	Shade S.E. (\$/mo.)	
Total	59											
High-		4,000	634	309,300	27,050,000	\$0.200	\$0.75	\$300.00	\$1,250	\$1,460	\$600	
Low-		47	12	33,300	8,000	\$0.040	\$0.10	\$40.00	\$275	\$355	\$142	
Mean-		1,135	204	109,000	2,381,000	\$0.084	\$0.35	\$129.00	\$534	\$651	\$279	
Southeast	16											
High-		3,700	634	309,300	27,050,000	\$0.150	\$0.71	\$275.00	\$1,250	\$1,460	\$600	
Low-		197	12	33,300	12,000	\$0.050	\$0.10	\$80.00	\$275	\$721	\$275	
Mean-		1,045	235	126,700	4,303,000	\$0.087	\$0.36	\$160.00	\$770	\$1,076	\$438	
Southwest	19											
High-		2,400	416	174,800	12,171,000	\$0.100	\$0.75	\$200.00	\$700	\$1,055	\$415	
Low-		47	65	34,600	66,000	\$0.040	\$0.15	\$40.00	\$275	\$375	\$165	
Mean-		945	216	84,200	1,842,000	\$0.081	\$0.33	\$38.00	\$460	\$585	\$253	
Northeast	20											
High-		2,800	320	200,300	5,110,000	\$0.200	\$0.45	\$300.00	\$820	\$1,030	\$142	
Low-		138	69	40,000	8,000	\$0.040	\$0.17	\$48.00	\$305	\$355	\$142	
Mean-		1,210	180	123,500	1,276,000	\$0.085	\$0.29	\$132.00	\$457	\$573	\$142	
Northwest	4											
High-		4,000	196	107,000	2,827,000	\$0.130	\$0.51	\$220.00	\$635	\$695	n/a	
Low-		395	88	49,400	1,340,000	\$0.042	\$0.33	\$110.00	\$300	\$450	n/a	
Mean-		2,024	147	83,300	1,953,000	\$0.076	\$0.42	\$152.00	\$473	\$608	n/a	

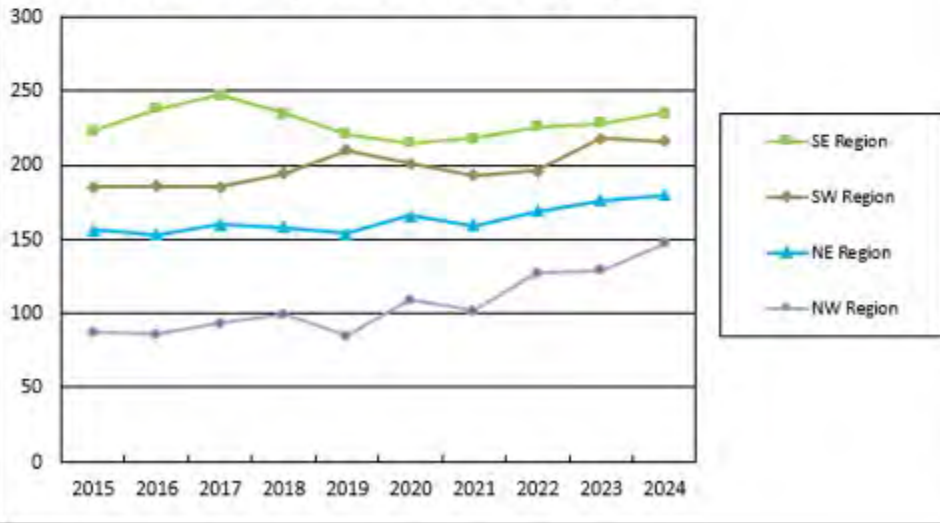


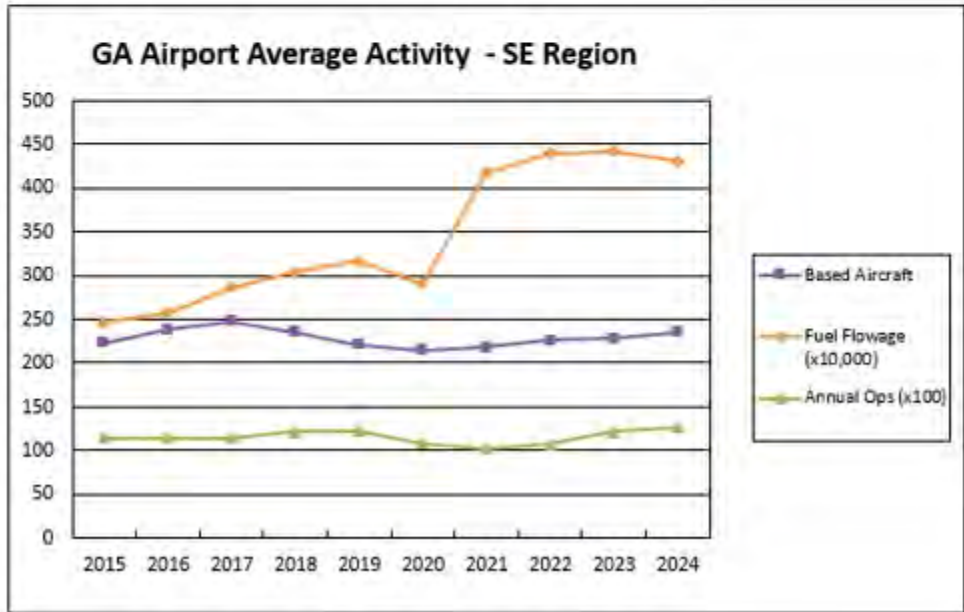
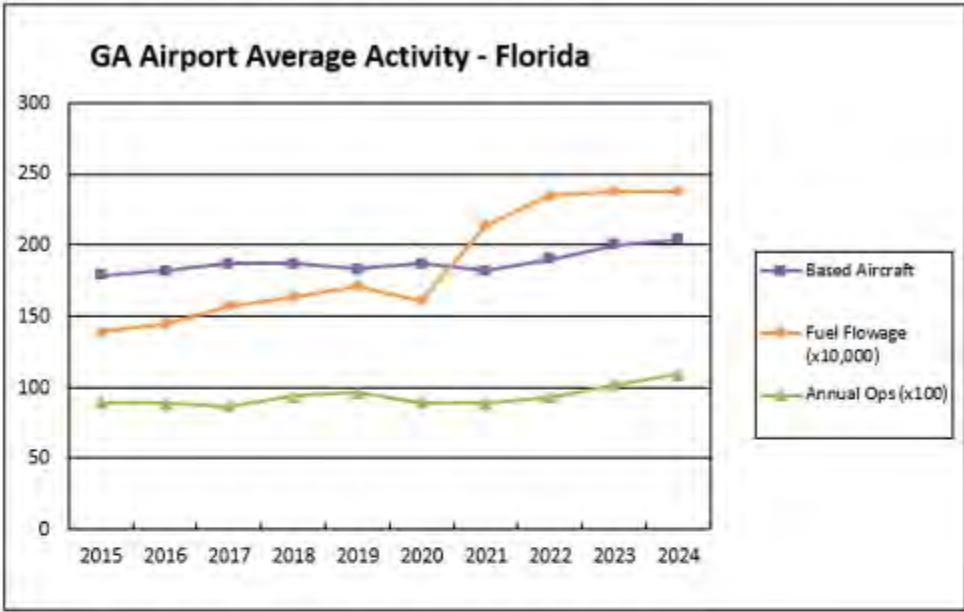
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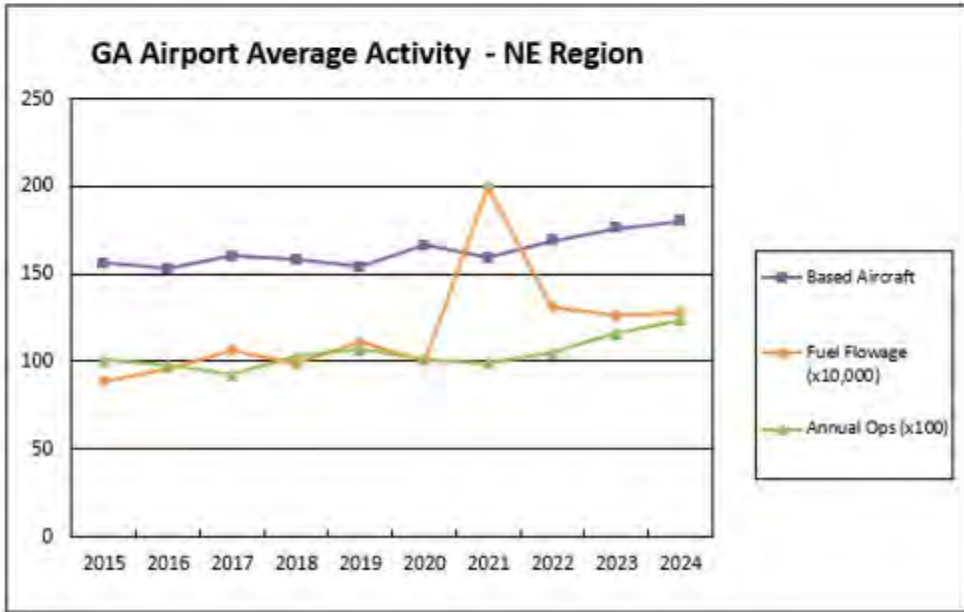
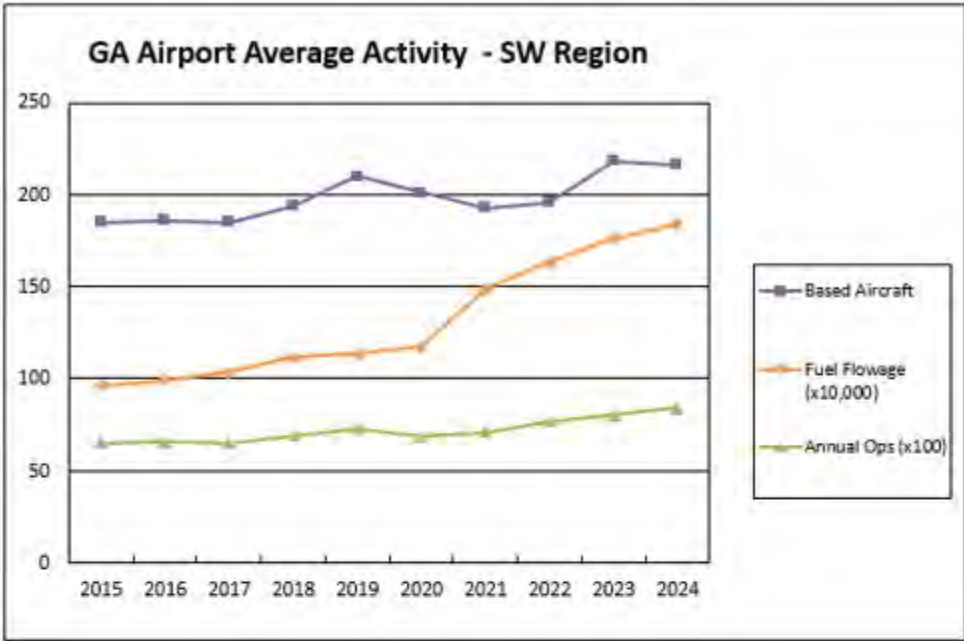
GA Airports Average Based Aircraft Distribution - 2024-25

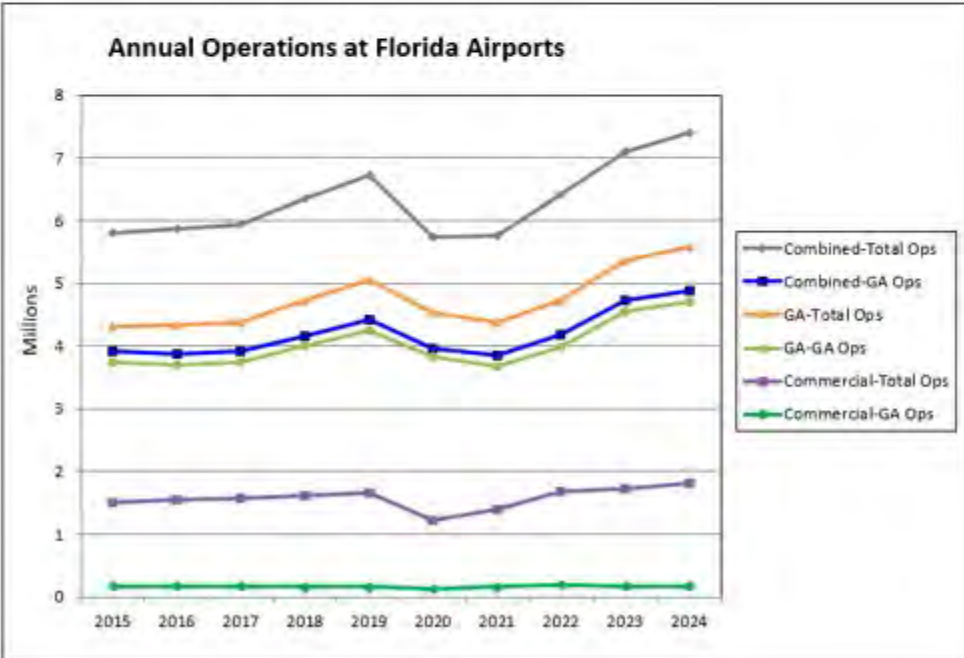
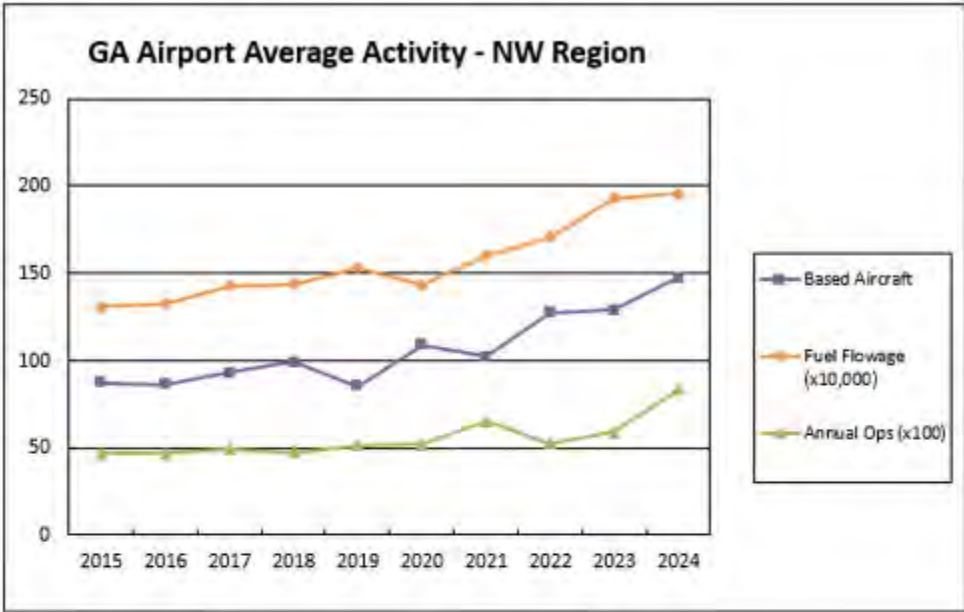


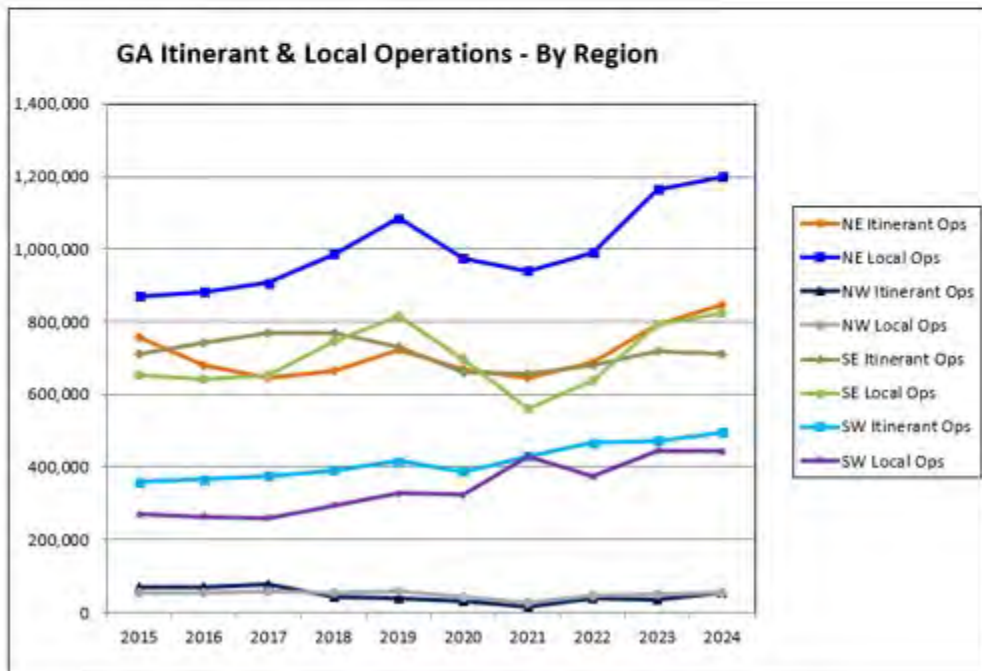
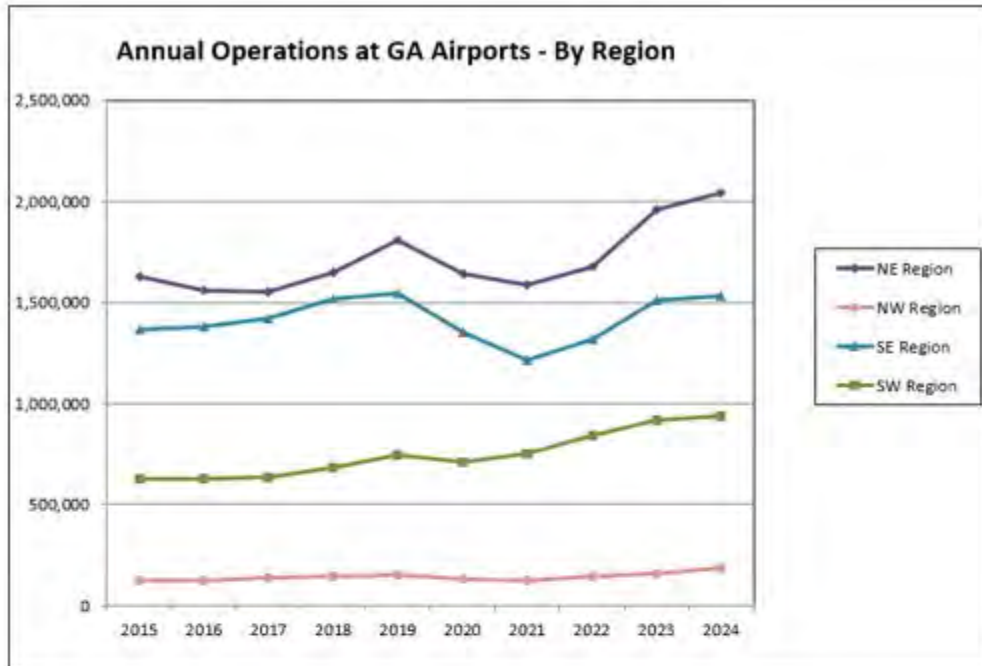
GA Airport Average Based Aircraft-By Region

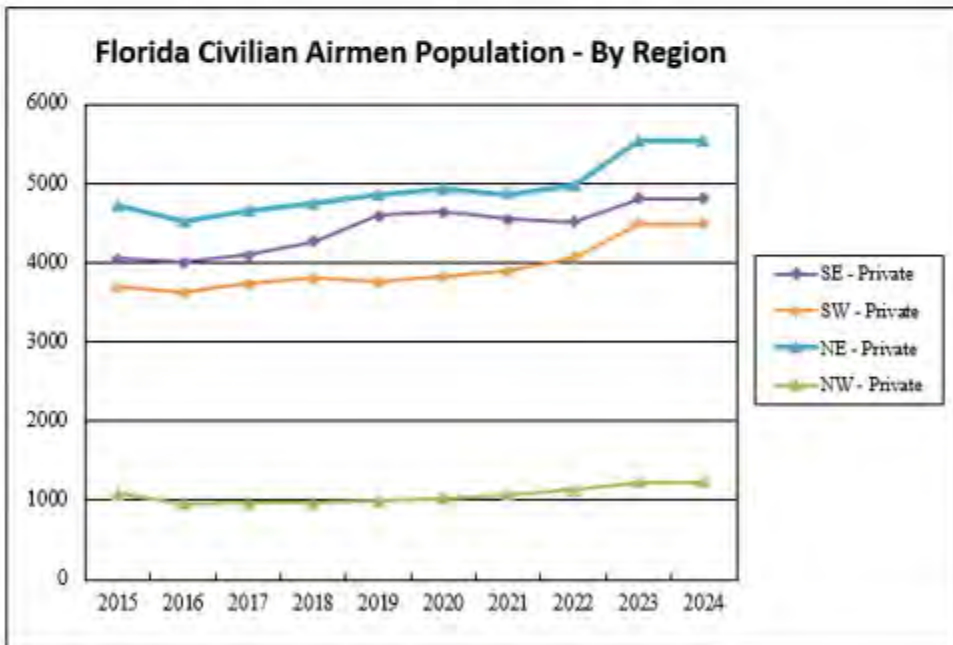
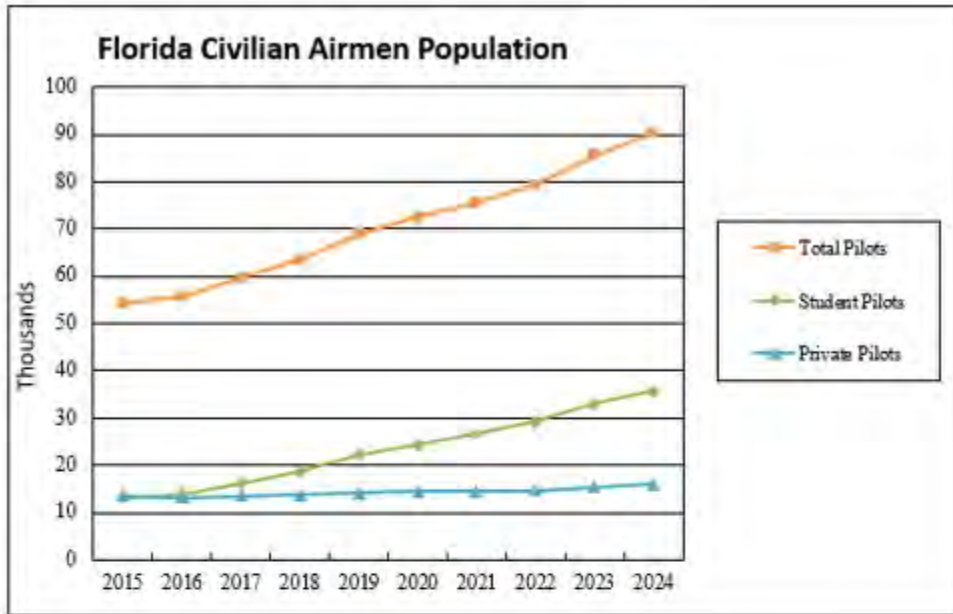


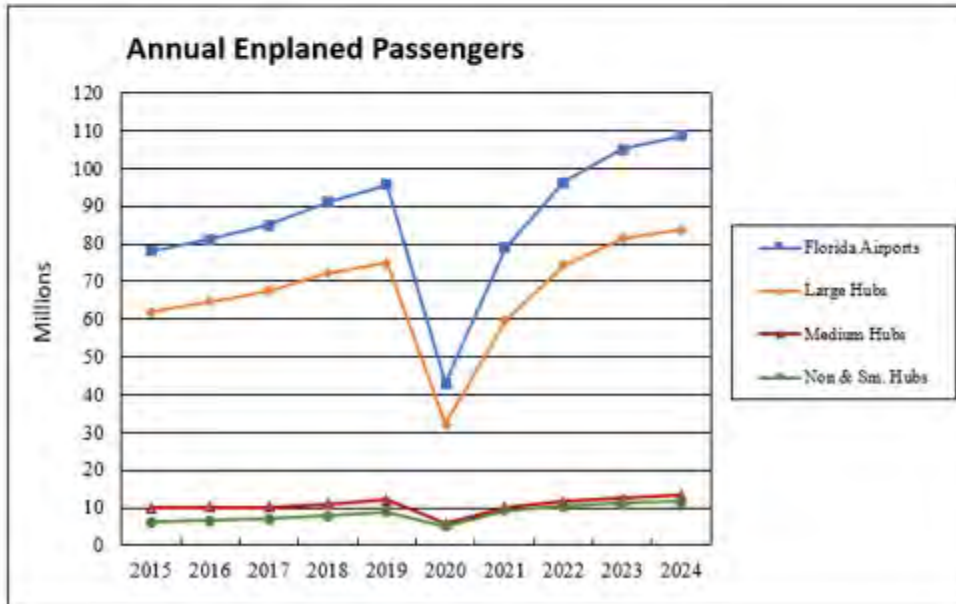
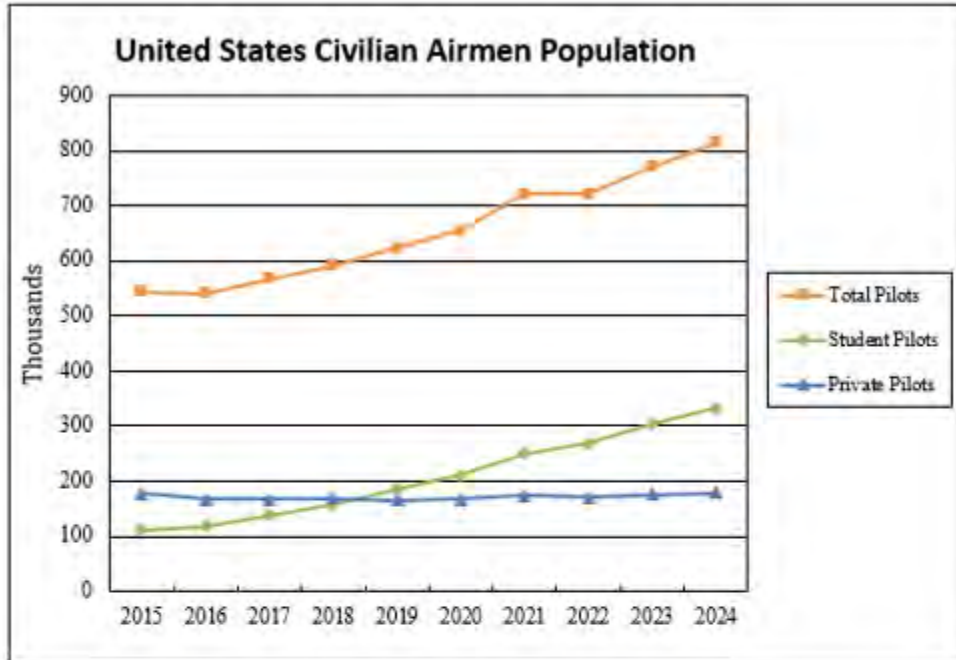


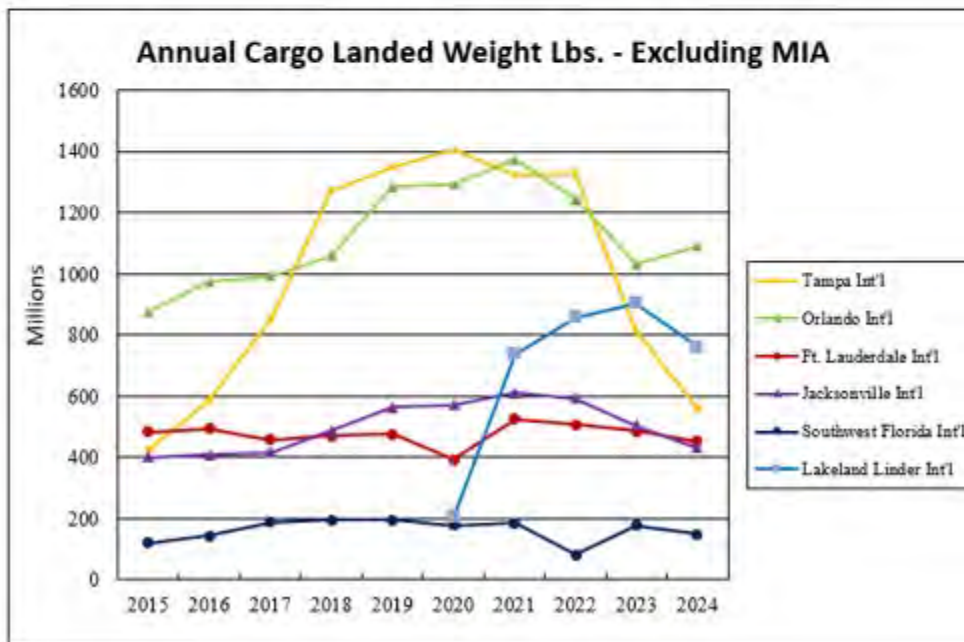
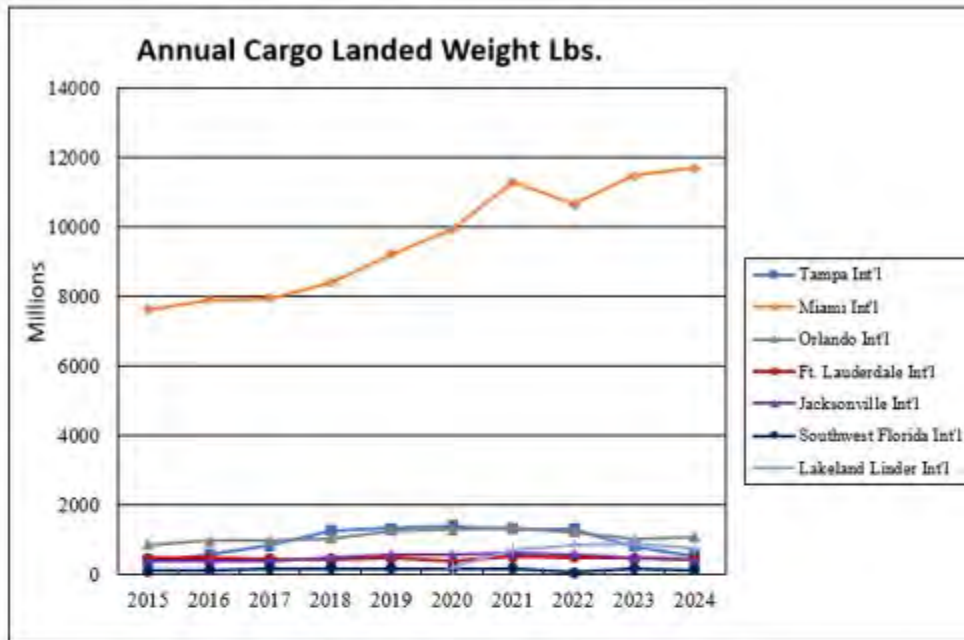












ADDENDUM C - Qualifications of the Appraisers

ANDREW H. MAGENHEIMER, MAI

EDUCATION:

Bachelor's Degree, The University of the South, Sewanee, Tennessee, 1986

EXPERIENCE:

Over thirty years in the field of real estate, involved in various forms of consultation, appraisal, economic research and market analysis.

June, 1997 to Present, Principal, Slack, Johnston & Magenheimer, Inc.

August, 1991 to May, 1997, Senior Appraiser, Slack & Johnston, Inc.

February, 1987 to July, 1991, Staff Appraiser, Dixon & Friedman, Inc.

GENERAL APPRAISAL EXPERIENCE:

Appraisals - Vacant land, environmentally sensitive land, aviation facilities, industrial facilities, shopping centers, office buildings, apartment buildings, residential developments and single-family residences.

Consulting - Economic research, market analysis, feasibility analysis and ad valorem real estate tax assessment appeals pertaining to industrial, commercial and residential properties.

Litigation Support – Appraisals and consulting, including expert testimony, concerning various property types.

AFFILIATIONS:

Licensed Florida Real Estate Broker

Florida State-Certified General Real Estate Appraiser, Certification No. RZ1073

Appraisal Institute Member, MAI, Certificate Number 10133, Continuing Education Completed

2002 President of the South Florida Chapter of the Appraisal Institute

Member of the Miami Board of Realtors

Member of the Florida Keys Board of Realtors

Corporate Member of Florida Airport Council (FAC)