Tomball Jet Center

9310 MAX CONRAD DRIVE · SPRING, TEXAS · KDWH

INSTITUTIONAL AVIATION VALUE-ADD OPPORTUNITY

Imagine 108,050 square feet on eight very private, fee-simple acres. Room for your aircraft, your team and your entire flight operation to thrive — in one of the most established and affluent corners of the Houston market. Your aircraft sits a short taxi from the ramp at one of the busiest general aviation airports in the country. A campus like this is no longer built at David Wayne Hooks, and rarely does one come available: owned outright, and ready to occupy.

108,050 SF	8.02 AC	59,750 SF	$11.453M
TOTAL IMPROVEMENTS	FEE-SIMPLE SITE	HANGAR AREA	MAI "AS-IS" VALUE

FLY GIRLS REALTY GROUP | eXp COMMERCIAL

An Irreplaceable Aviation Campus Available Below Replacement Cost

Very little comes together like this anymore — the space to let an aviation business truly thrive, on private ground, in an affluent and fast-growing corner of northwest Houston. Tomball Jet Center is a purpose-built corporate aviation campus assembled over four decades on 8.02 fee-simple acres, with direct airside access at David Wayne Hooks Memorial Airport. Under a single ownership: 36,300 square feet of finished office, two hangars totaling 59,750 square feet, and a 12,000-square-foot maintenance and parts building.

The property is offered fee-simple — not a ground lease, not a leased-fee income stream. A buyer takes direct control of a contiguous airside footprint that could not be entitled, ground-leased or constructed again at this airport today.

Occupy the campus outright, or reposition it into a multi-tenant aviation address at current market rents. Either way, you own the ground beneath one of the rarest footprints in Houston business aviation.

Why This Asset

01 Fee-simple ownership of land and improvements — a rarity on an activeairport.

02 Direct airside access with hangar, shop and office under single ownership.

03 Independent MAI appraisal completed February 2026 supporting an “As Is” market value of $11.453 million.

04 Located in one of the strongest business aviation markets in the United States.

05 Immediate occupancy — no build-out queue, no construction timeline, no entitlement risk.

06 Divisible into multiple tenancies: hangar, office, shop and training space can each be leased separately.

REPLACEMENT COST PERSPECTIVE

New hangar and office construction of comparable scale, combined with the land, apron and airside position required to support it, is not achievable at KDWH at the appraised value. The campus is offered against an independent “As Is” fee-simple opinion of value rather than against a capitalized income stream.

Campus Specifications

ADDRESS	9310 Max Conrad Drive
CITY / COUNTY	Spring, Harris County, TX
AIRPORT	David Wayne Hooks (KDWH)
SITE AREA	8.0199 acres
GROSS BUILDING AREA	108,050 SF
OWNERSHIP INTEREST	Fee simple
ZONING	None
FLOOD ZONE	Outside 100-year hazard area

BUILDING COMPOSITION

OFFICE & ADMINISTRATION	Two connected office buildings, finished and conditioned	36,300 SF
HANGARS (2)	Two connected office buildings, finished and conditioned	59,750 SF
SHOP & PARTS BUILDING	Conditioned maintenance and parts operation	12,000 SF
TOTAL GROSS BUILDING AREA	Computer-generated sketch area per appraisal	**108,050 SF**

Construction & Systems

- Years built 1982, 1986 and 2011; concrete slab, metal frame and metal exterior.
- 32' wall height; finished concrete hangar floors; tile flooring throughout office.
- Central HVAC in office and shop areas; ventilated hangars.
- Sprinklered buildings with full security system throughout.

Site & Access

- Frontage on the south side of Max Conrad Drive with good drive-up access.
- All public utilities in place; level site with clearly defined boundaries.
- Designated parking around the buildings with exterior lighting.
- Well maintained and fully operational at the date of inspection.

36,300 SF OFFICE & ADMINISTRATION

Corporate-Grade Headquarters, Already Built

Most flight departments spend years — and a fortune — building office space next to their aircraft. Here it already exists: two connected professional buildings, 36,300 finished square feet, steps from the hangar. Reception, executive offices, conference rooms, open workstations, break rooms, five efficiency apartments, and a dedicated training suite, all within one envelope and readily divisible.

For a corporate flight department or charter operator, the office removes the single largest cost and delay of an airside move. There is nothing to build. Bring your team and open the doors.

FINISHED OFFICE AREA	36,300 SF
CONFIGURATION	Two connected buildings
FLOORS	Two-story
TRAINING / CLASSROOM	Included
HVAC	Central, throughout
RESTROOMS	All buildings

59,750 SF HANGAR · 12,000 SF SHOP

Airside Capacity That Cannot Be Rebuilt

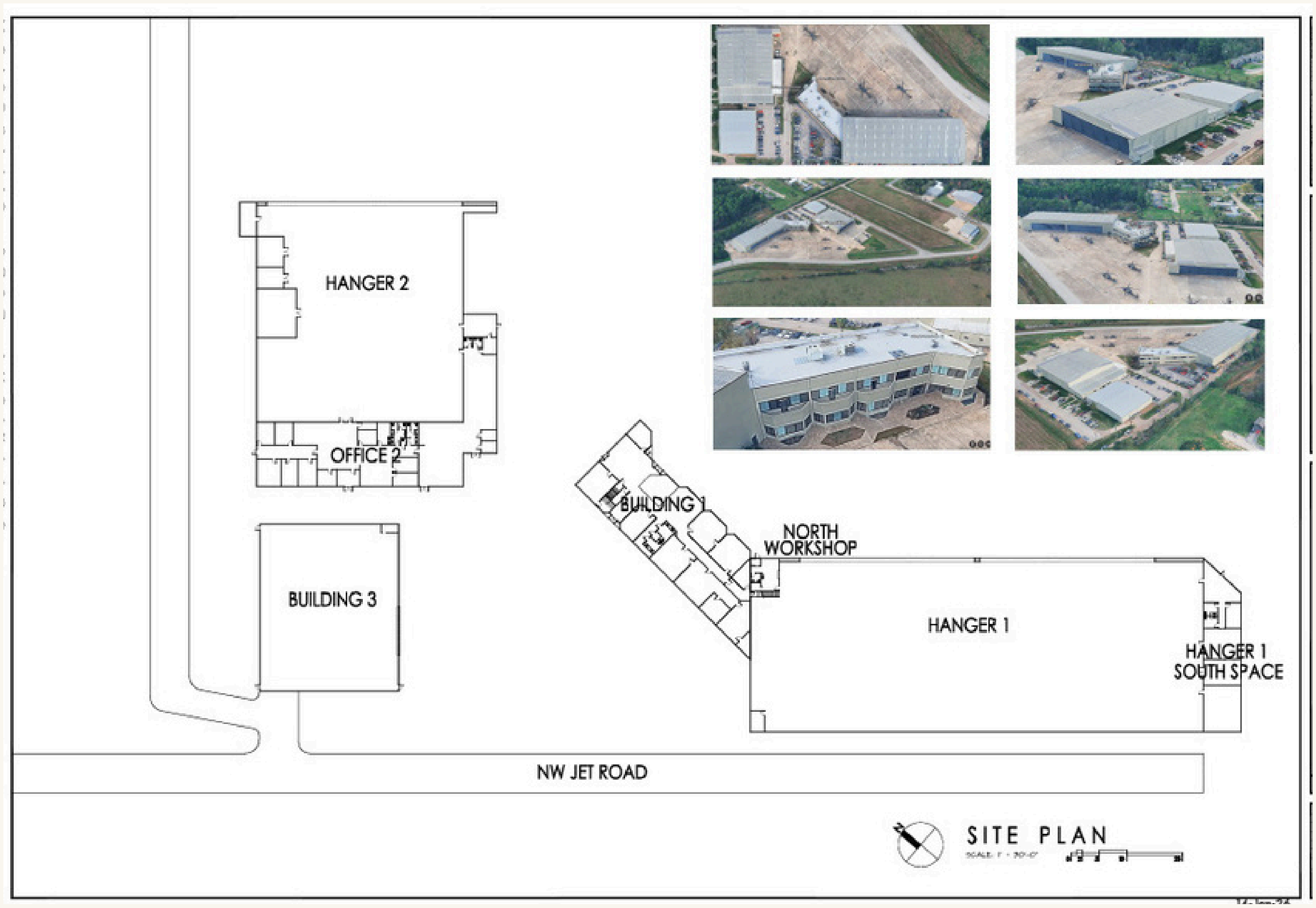
Two clear-span hangars totaling 59,750 square feet — 32-foot walls, finished concrete floors, full sprinkler coverage — with room for a fleet. A separate 12,000-square-foot conditioned shop handles maintenance, avionics or completion work without ever displacing an aircraft.

Because hangar, shop and office share a single fee-simple parcel with direct apron access, the campus can run as one integrated flight department or separate into independent hangar, shop and office tenancies.

HANGAR BUILDINGS	Two
HANGAR BUILDINGS	59,750 SF
WALL HEIGHT	32 feet
HANGAR FLOORS	Finished concrete
SHOP & PARTS BUILDING	12,000 SF
FIRE PROTECTION	Sprinklered

The Campus, Drawn to Scale

Four structures on 8.02 acres, arranged around a shared airside apron with direct taxiway access. Hangar 1 and Hangar 2 anchor the airside frontage; the two-story office and administration buildings and Building 3 face NW Jet Road.

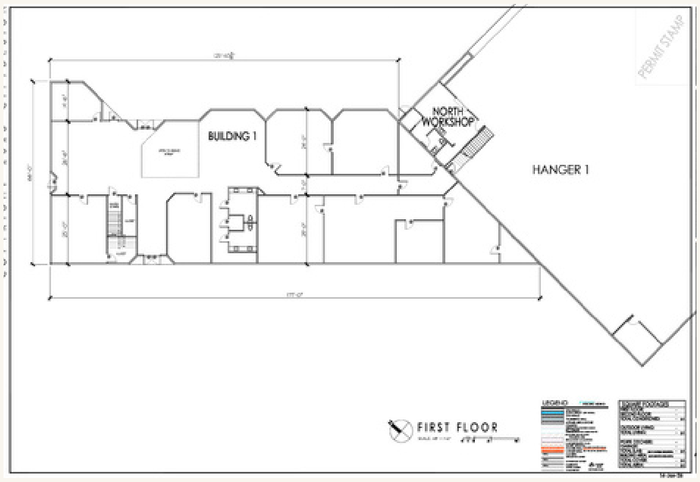


SITE PLAN · CITYDESIGN, JANUARY 2026

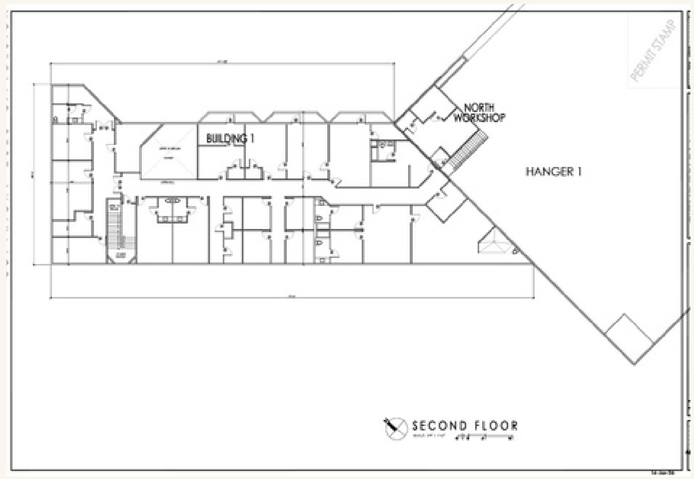
Hangar 1	Hangar 2	Building 1	Building 3
Airside frontage	With Office 2	Administration & Office	Shop / flex

Divisible By Floor, By Building, By Bay

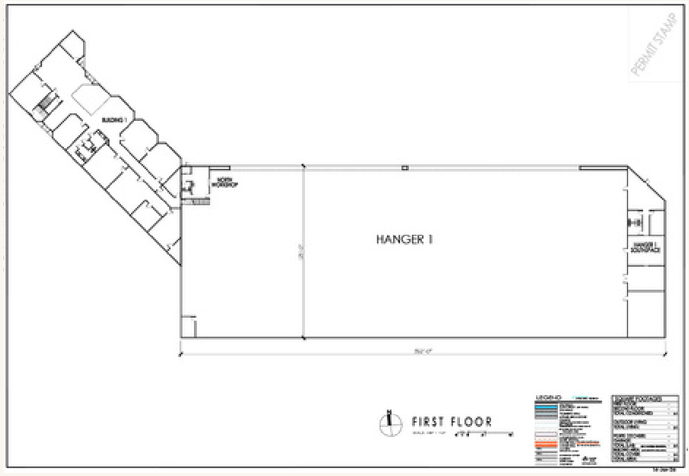
Sketches confirm how the 108,050 SF campus separates into leasable components: two office floors, Hangar 1 with its south space and north workshop, and Hangar 2 with Office 2 and Building 3.



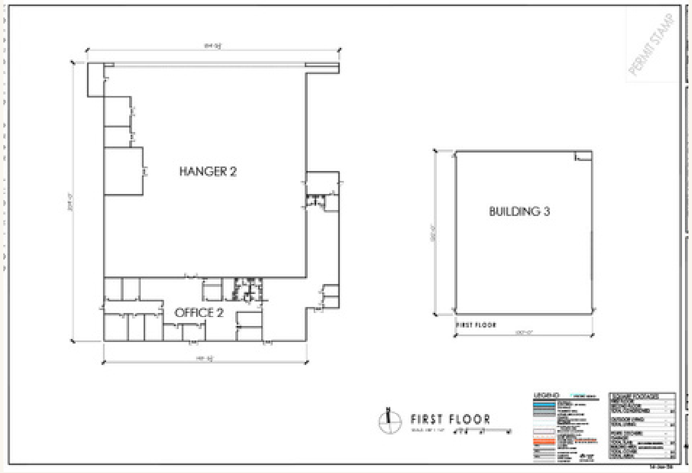
BUILDING 1 · FIRST FLOOR



BUILDING 1 · SECOND FLOOR



HANGAR 1 · FIRST FLOOR



HANGAR 2 / BUILDING 3 · FIRST FLOOR

DIVISIBLE COMPONENTS

32,750 SF Hangar 1	27,000 SF Hangar 2	36,300 SF Administration & Office	12,000 SF Shop / flex

DAVID WAYNE HOOKS MEMORIAL AIRPORT · KDWH

One of the Busiest General Aviation Airports in the Country

Twenty miles northwest of downtown Houston, Hooks anchors one of the city's most established and affluent corridors — minutes from the Champions and Grand Parkway communities and a short drive from The Woodlands. It is also one of the strongest business-aviation markets in the United States: corporate flight departments, charter and management operators, MRO and avionics providers, and flight training, all based on the field.

Airside real estate here is functionally supply-constrained. Nearly all developable frontage is improved, and most hangar space sits on airport ground lease rather than in fee. A contiguous 8-acre fee-simple campus of this scale simply cannot be replicated at Hooks.

PRIMARY RUNWAY	17R/35L — 7,009 ft
SECONDARY RUNWAY	17L/35R — 3,987 ft
ELEVATION	152 ft MSL
CONTROL TOWER	Yes
FUEL	100LL / Jet-A
HOUSTON CBD	~20 miles

HOUSTON BUSINESS AVIATION DEMAND

Houston is home to one of the largest concentrations of corporate flight departments, energy and industrial headquarters, and Part 135 operators in the country — the demand base that supports lease-up of high-quality airside space.

WHOLE-CAMPUS OR MULTI-TENANT

A Buyer Universe Far Wider Than a Single Tenant.

Hangar, shop, office and training space under one fee-simple ownership makes the campus work for a broad range of aviation and aviation-adjacent operators — as a whole-campus occupier or as a multi-tenant repositioning.

CORPORATE FLIGHT DEPARTMENT

Turnkey hangar, shop and headquarters in one location.

AIRCRAFT CHARTER OPERATOR (PART 135)

Hangar capacity plus operations, dispatch and crew space.

AIRCRAFT MANAGEMENT COMPANY

Multi-aircraft storage with adjacent client-facing offices.

AIRCRAFT MAINTENANCE FACILITY

12,000 SF shop and parts building alongside hangar bays.

AVIONICS OR COMPLETION CENTER

Conditioned shop space with clear-span hangar staging.

GOVERNMENT OR DEFENSE CONTRACTOR

Secured, fenced campus with fee-simple control.

FLIGHT SCHOOL & SIMULATOR TRAINING

Existing classroom and training suite already in place.

AIRCRAFT PARTS DISTRIBUTION

Shop, storage and office with airside and street access.

CORPORATE HEADQUARTERS

36,300 SF of finished office directly on the airfield.

MIXED-TENANT AVIATION CAMPUS

Hangar, shop, office and training leased independently.

Each of these users is currently competing for airside space in the Houston market — and most cannot find 108,050 SF under one roof.

DIVISIBLE COMPONENTS AVAILABLE

32,750 SF	27,000 SF	36,300 SF	12,000 SF
Hangar 1	Hangar 2	Administration & Office	Shop / flex

Component square footages are approximate and derived from the appraisal sketch. Any division of the campus would be subject to a purchaser's own demising, code and airport review.

WHOLE-CAMPUS OR MULTI-TENANT

Turning Availability Into Upside

The campus was previously operated by a single occupier. Its physical layout, however, supports component-level leasing — which historically produces higher blended rents per square foot than a single whole-building tenancy. The strategy below is illustrative and is intended to show how a buyer can create institutional-quality aviation tenancy over time.

01

LEASE HANGAR 1

Market the primary hangar bay to a corporate flight department or management company seeking immediate airside capacity.

02

LEASE HANGAR 2

Position the second hangar for a charter, MRO or seasonal-storage operator; the bays can be leased to separate users.

03

LEASE THE OFFICE INDEPENDENTLY

Two connected buildings totaling 36,300 SF of finished, conditioned office adjacent to the airfield.

04

LEASE THE TRAINING CENTER

The existing classroom suite is immediately marketable to flight schools, simulator operators and corporate training programs.

05

LEASE THE MAINTENANCE SHOP

The 12,000 SF conditioned shop supports an avionics, MRO or parts tenant independent of hangar tenancy.

POTENTIAL OUTCOME

A staged, component-level lease-up can produce a stabilized income stream at or above prior ownership levels, while preserving the option to occupy any component directly. Vacancy at acquisition is what creates that optionality — a fully leased campus offers neither immediate occupancy nor rent-reset upside.

FACTS, NOT FORECASTS

What The Campus Has Done

The figures below are factual and are drawn from the February 2026 MAI appraisal and the property's operating history. They describe how the campus has been occupied and what it has cost to run — not a forecast of future income.

OCCUPANCY & RENT HISTORY

HISTORICAL OCCUPANCY	Single-occupier campus, fully utilized
HISTORICAL RENT BASIS (3-YEAR AVERAGE)	$12.27 / SF
GROSS BUILDING AREA APPLIED	108,050 SF
INDICATED GROSS ANNUAL RENT AT HISTORICAL RATE	**$1,325,772**

HISTORICAL OPERATING EXPENSES

AD VALOREM TAXES (2025 ACTUAL)	$70,132
INSURANCE (AT $0.45 / SF)	$48,623
REPAIRS, CONTRACT & MAINTENANCE	$7,500
UTILITIES	Tenant responsibility
TOTAL OPERATING EXPENSES (EXCL. MANAGEMENT & RESERVES)	**$126,255**

EXPENSE LOAD

A staged, component-level lease-up can produce a stabilized income stream at or above prior ownership levels, while preserving the option to occupy any component directly. Vacancy at acquisition is what creates that optionality — a fully leased campus offers neither immediate occupancy nor rent-reset upside.

INDEPENDENT VALUATION

The February 2026 MAI appraisal concluded an “As Is” market value of $11,453,000 for the fee-simple interest. The valuation considered the Income, Cost and Sales Comparison approaches, with the final opinion reconciled across all three. Reasonable exposure time was estimated at 12 to 24 months.

LEASE-UP SCENARIO · ILLUSTRATIVE ONLY

What The Campus Could Do

The scenario below is illustrative. It applies the market rent and expense assumptions used in the February 2026 appraisal to a fully stabilized, leased campus. It is not a representation of current income, and no assurance is given that these rents, timing or results will be achieved.

MARKET RENT APPLIED	$12.27 / SF
GROSS POTENTIAL INCOME (108,050 SF)	$1,325,772
VACANCY & COLLECTION LOSS (10.0%)	($132,577)
EFFECTIVE GROSS INCOME	$1,193,195
AD VALOREM TAXES	($70,132)
INSURANCE	($48,623)
MANAGEMENT (5.0% OF EGI)	($59,660)
REPAIRS, CONTRACT & MAINTENANCE	($7,500)
REPLACEMENT RESERVES (7.5% OF EGI)	($89,490)
TOTAL OPERATING EXPENSES	**($275,404)**

ILLUSTRATIVE STABILIZED NET OPERATING INCOME $917,790

VALUATION CONTEXT

ILLUSTRATIVE NOI PER SQUARE FOOT	$8.49 / SF
APPRAISAL “AS IS” MARKET VALUE, FEE SIMPLE (FEB 2026)	$11,453,000
IMPLIED BASIS PER SQUARE FOOT AT APPRAISED VALUE	$106 / SF

Illustrative only — not guaranteed. The campus is offered against the independent “As Is” fee-simple opinion of value, not against a contracted income stream. Any purchaser should complete its own market rent study, expense review and lease-up underwriting. Figures rounded.

BOOK A SHOWING WITH OUR LISTING TEAM

A Campus Like This Only Comes To Market Once

Tours, the full February 2026 MAI appraisal, building sketches and site plans are available to qualified principals and their advisors under confidentiality

PROPERTY TOURS	Scheduled directly with the listing team
DUE DILIGENCE	Appraisal, sketches, tax and expense detail on request
OCCUPANCY	Available for immediate occupancy or phased lease-up

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