

Proposed Budget



Fiscal Year 2023-2024



Table of Contents

| | |
|--|-----|
| Organizational Chart | |
| Introduction..... | 1 |
| Overview..... | 2 |
| Revenue Summary | 4 |
| Expense Summary | 4 |
| Capital Projects Summary..... | 5 |
| Equipment Summary | 5 |
| Revenue Highlights..... | 6 |
| Expense Highlights | 8 |
| Budget Summary by Department..... | 14 |
| Appendices | |
| Capital Project Requests | |
| Capital Project Request Summary | |
| Terminal Restroom Rehab/Remodel..... | A-1 |
| Security Checkpoint Roll-Up Gate | A-2 |
| Domestic Bag Belt Rehab..... | A-3 |
| Terminal Reroofing Phase 1 | A-4 |
| FIS Escalator..... | A-5 |
| Taxiway A Rehab | A-6 |
| Elevator Upgrades..... | A-7 |
| Woody Burke Roof Replacement..... | A-8 |
| Fire Station Overhead Door | A-9 |
| Equipment Requests | |
| Equipment Summary | |
| ADMINISTRATION (800) | |
| Phone System..... | E-1 |
| AIRFIELD (803) | |
| Batwing – Tractor Mowing Attachment..... | E-2 |
| Dump Truck | E-3 |

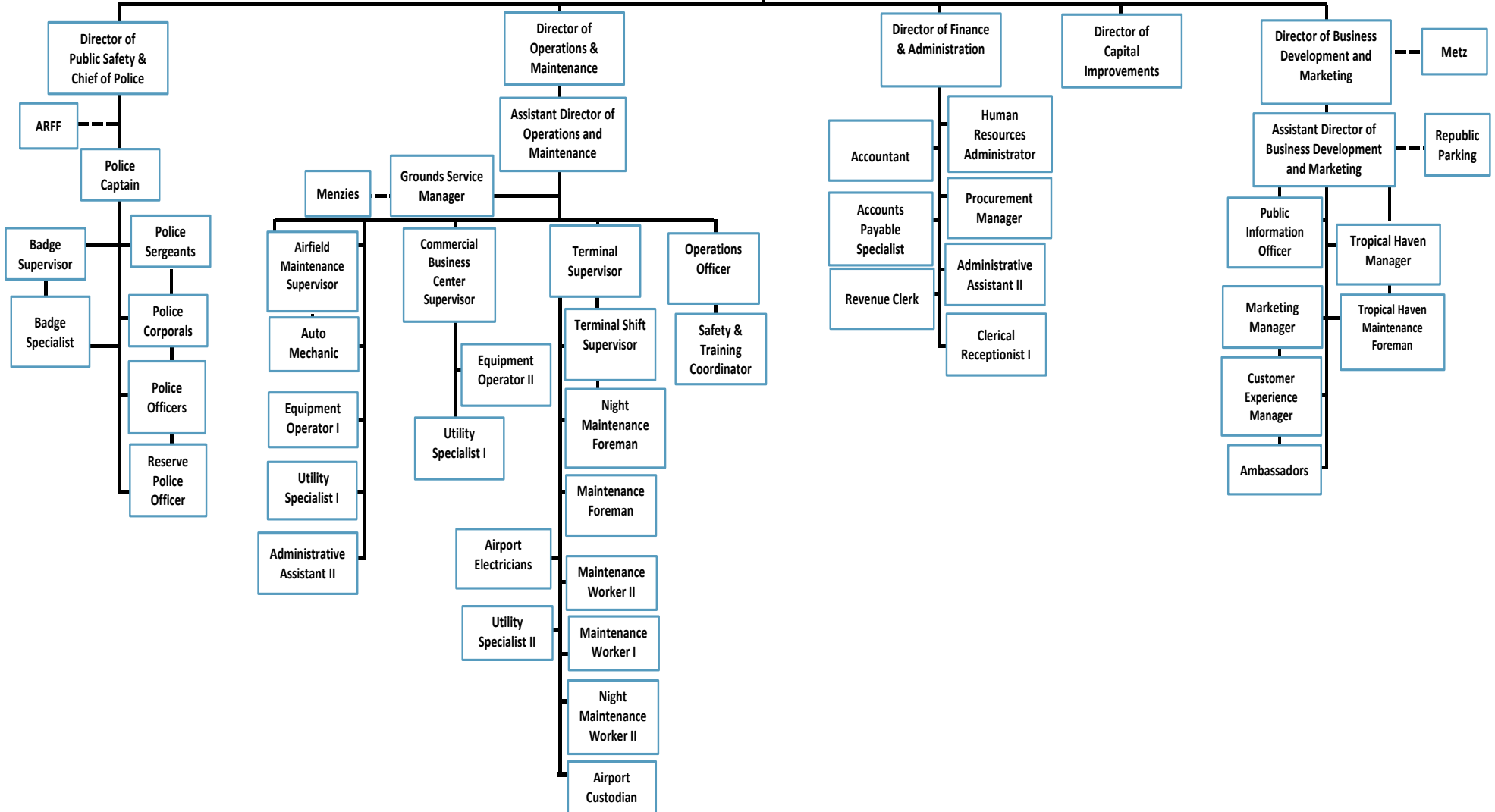
| | |
|---|------|
| Tractor..... | E-4 |
| Zero Turn Mower..... | E-5 |
| TERMINAL (804) | |
| Air Handling Unit (HVAC) | E-6 |
| Roof Top Unit (HVAC)..... | E-7 |
| Spider Lift..... | E-8 |
| ARFF (813) | |
| ARFF Crash 3 Vehicle Refurbishment..... | E-9 |
| Crash Alert System | E-10 |
| FY 23/24 RATES | |
| Rate Schedule FY 23/24 | R-1 |
| Airline Per Turn Rates FY 23/24 | R-2 |



Melbourne Airport
Authority Board

Organizational Chart

Executive Director



M E M O R A N D U M

DATE: June 28, 2023

TO: Chairman and Members of the Melbourne Airport Authority

FROM: Greg Donovan, A.A.E.
Executive Director
Melbourne Orlando International Airport

INTRODUCTION

Enclosed for your consideration is the City of Melbourne Airport Authority's Proposed Operating and Capital Budget for the fiscal year beginning October 1, 2023 and ending September 30, 2024. After the budget is approved by the Melbourne Airport Authority, it will then be submitted to the City of Melbourne (City) to be included in the City's budget for two public hearings. The hearings are scheduled to be held on September 12, 2023 and September 26, 2023. The budget will be finalized and adopted by City Council on September 26, 2023.

Per Section 12-143, fiscal matters, the Airport is required to prepare a budget in the format required by the City.

The Airport Fund budget is consistent with the City of Melbourne's presentation of Enterprise Funds such as the Water, Sewer, and Golf Course funds. The Airport has two funds: Operating and Capital Projects. The Operating Budget is for daily operations. The Capital Projects Budget is designed to track projects that meet the criteria for capitalization.

The proposed operating budget includes estimated revenues from tenants, passengers, and airlines as well as the expected costs to provide the infrastructure and services for these Airport-users. As in prior years, the Airport is fully self-sustaining and generates the funds to operate the Airport from user fees. Cash funded projects and procedures have been critically reviewed with the goal of maintaining Airport reserves. For the purposes of this budget book, references to MAA funds are used interchangeably with Airport reserves.

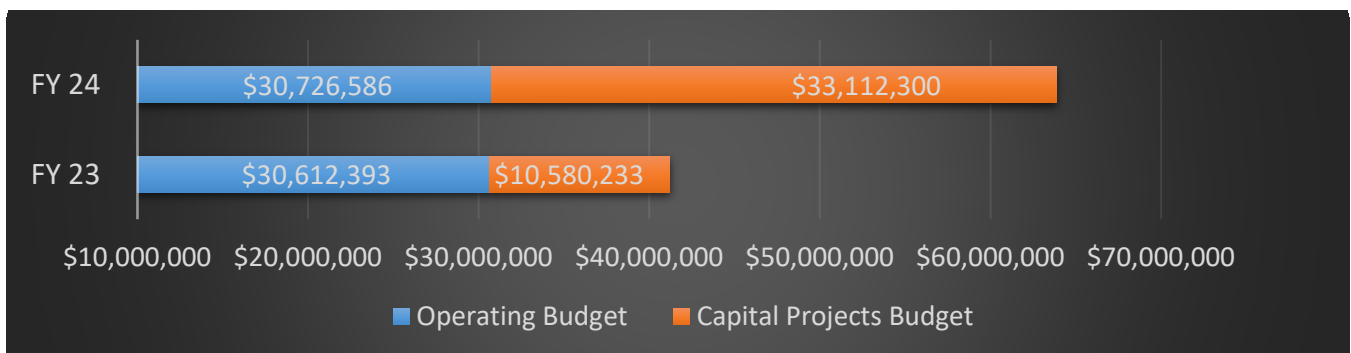
The Airport has received notice from the FAA that MLB will receive a \$5 million Bipartisan Infrastructure Law (BIL) discretionary grant for qualifying terminal expenditures. Most of these are new projects and have been included in the FY 24 budget request. The budget also includes a multi-year project to rehabilitate Taxiway A; this will be funded by a combination of FAA discretionary and entitlement grants. The proposed equipment budget includes an ARFF Crash 3 Vehicle Refurbishment and several smaller items such as replacement equipment that has reached the end of its useful life, all funded with MAA funds.

The proposed Fiscal Year 2024 budget of approximately \$64 million will enable the airport to continue to expand and grow to accommodate new tenants as well as passengers as the Airport continues its growth trajectory to meet the needs of the various stakeholders. Airport staff appreciates the support of the Board and the Council, and the information presented in this budget book will show where our expected expenditures will be as well as the associated funding.

Overview

The proposed fiscal year 2024 operating and capital projects budget request is \$63,838,886, an increase of \$22,646,260 over prior year (note the operating budget, represented by the blue bar below, and the capital budget, the orange bar, are maintained in separate funds). This represents a 55% increase due to an increase in the capital projects funded primarily with expected FAA/FDOT Discretionary grants, FAA Entitlement grants, and Bipartisan Infrastructure Law (BIL) grants.

| | Budget | Budget Request | Increase/ (Decrease) | |
|-------------------------|----------------------|----------------------|----------------------|------------|
| | FY 23 | FY 24 | \$ | % |
| Operating Budget | \$ 30,612,393 | \$ 30,726,586 | \$ 114,193 | 0% |
| Capital Projects Budget | 10,580,233 | 33,112,300 | \$ 22,532,067 | 213% |
| Total | \$ 41,192,626 | \$ 63,838,886 | \$ 22,646,260 | 55% |



The proposed FY 24 budget compared to prior year actual and current year budget for the Operating Fund is presented below:

| | ACTUAL FY 22 | BUDGET FY 23 | BUDGET REQUEST FY 24 |
|--|------------------------------|------------------------------|------------------------------|
| REVENUE: | | | |
| Operating | \$ 20,275,550 | \$ 22,185,404 | \$ 23,557,269 |
| Investment Income | 225,957 | 156,539 | 796,201 |
| Total Revenue | <u>\$ 20,501,507</u> | <u>\$ 22,341,943</u> | <u>\$ 24,353,470</u> |
| EXPENSES: | | | |
| Maintenance and Operations Expense | \$ 14,777,350 | \$ 17,346,095 | \$ 17,459,027 |
| Personnel Cost | 5,412,045 | 6,268,910 | 6,661,178 |
| City Indirect Cost Allocations | 1,977,487 | 2,073,912 | 2,198,016 |
| Total Operating Expense | <u>\$ 22,166,882</u> | <u>\$ 25,688,917</u> | <u>\$ 26,318,221</u> |
| Operating Income (Loss) | <u>\$ (1,665,375)</u> | <u>\$ (3,346,974)</u> | <u>\$ (1,964,751)</u> |
| Non-Operating Revenue (Expense) | | | |
| Gain on Sale of Capital Assets | \$ 5,029,434 | \$ - | \$ - |
| Cares Grant | 5,614,441 | 3,223,936 | 2,262,865 |
| FAA/FDOT Equipment Grant | - | 934,770 | - |
| Passenger Facility Charge | 1,319,122 | 1,502,016 | 1,577,117 |
| Customer Facility Charge | 982,149 | 1,262,001 | 1,325,101 |
| Appropriations from Prior Year Surplus | - | 1,347,727 | 1,208,033 |
| Contingency | - | (1,500,000) | (1,500,000) |
| Total Non-Operating Revenue (Expense) | <u>\$ 12,945,146</u> | <u>\$ 6,770,450</u> | <u>\$ 4,873,116</u> |
| Net Income (Loss) before Transfers and Equipment Purchases | <u>11,279,771</u> | <u>3,423,476</u> | <u>2,908,365</u> |
| Transfers/Equipment Purchases | | | |
| Intra to AP Reserve | \$ - | \$ - | \$ - |
| Intra to CIP | 10,852,605 | 1,689,507 | 2,154,365 |
| Machinery & Equip | 427,166 | 1,733,969 | 754,000 |
| Total Transfer/Equipment Purchases | <u>\$ 11,279,771</u> | <u>\$ 3,423,476</u> | <u>\$ 2,908,365</u> |
| Total Expense | <u>\$ 33,446,653</u> | <u>\$ 30,612,393</u> | <u>\$ 30,726,586</u> |

The proposed budget includes a contingency of \$1,500,000, same as FY 23, to cover unexpected costs associated with the international air service such as Customs and Ground Handling.

Revenue Summary

The historical and budgeted summary of revenue by Accounting unit/org is as follows:

| | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
|----------------------------|-------------------------|-------------------------|---------------------------------|
| Administration | \$ 19,667 | \$ 36,887 | \$ 38,063 |
| Police | \$ 180,933 | \$ 192,702 | \$ 182,113 |
| Marketing | \$ 4,000 | \$ - | \$ - |
| Airfield | \$ 662,877 | \$ 583,524 | \$ 618,383 |
| Terminal | \$ 2,763,446 | \$ 3,546,866 | \$ 3,227,065 |
| Commercial Business Center | \$ 10,676,130 | \$ 11,172,803 | \$ 11,871,873 |
| Tropical Haven | \$ 2,054,811 | \$ 2,070,900 | \$ 2,896,581 |
| International | \$ 31,565 | \$ 278,673 | \$ 448,993 |
| Parking | \$ 1,699,748 | \$ 1,900,000 | \$ 1,869,722 |
| Ground Handling | \$ 2,175,546 | \$ 2,403,049 | \$ 2,402,148 |
| Airport Fire Service | \$ - | \$ - | \$ - |
| Total | \$ 20,268,723 | \$ 22,185,404 | \$ 23,554,941 |
| Non-Departmental | \$ 13,177,931 | \$ 8,426,989 | \$ 7,171,645 |
| Total Revenues | \$ 33,446,654 | \$ 30,612,393 | \$ 30,726,586 |

Expense Summary

The proposed total expense budget for Fiscal Year 2024 is \$63,838,886 (\$30,726,586 in the operating fund plus \$33,112,300 for capital projects fund). Below is a comparative operating expense summary by cost center.

| | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
|-------------------------------------|-------------------------|-------------------------|---------------------------------|
| Administration | \$ 4,228,548 | \$ 4,386,268 | \$ 4,740,846 |
| Police | 2,049,711 | 2,725,796 | 2,628,371 |
| Marketing | 2,373,849 | 1,873,425 | 1,696,445 |
| Airfield | 1,337,162 | 1,778,839 | 2,080,269 |
| Terminal | 2,626,831 | 2,993,175 | 2,700,225 |
| Commercial Business Center | 1,566,679 | 2,972,537 | 2,841,359 |
| Tropical Haven | 720,420 | 865,130 | 868,455 |
| International | 2,502,969 | 2,668,773 | 3,053,181 |
| Parking | 285,929 | 343,294 | 357,364 |
| Ground Handling | 3,579,482 | 4,478,011 | 4,354,194 |
| Airport Fire Service | 1,322,468 | 2,337,638 | 1,751,512 |
| Total Expenses by Department | \$ 22,594,048 | \$ 27,422,886 | \$ 27,072,221 |
| Contingency | - | 1,500,000 | 1,500,000 |
| Intra to Airport Reserve | - | - | - |
| Intra to Capital Projects | 10,852,605 | 1,689,507 | 2,154,365 |
| Total Non-Departmental | \$ 10,852,605 | \$ 3,189,507 | \$ 3,654,365 |
| Total Expenses | \$ 33,446,653 | \$ 30,612,393 | \$ 30,726,586 |

Capital Projects Summary

The proposed budget for capital projects for fiscal year 2024 is \$33,112,300 funded primarily by grants; the summary funding sources for these projects are identified below:

| <u>Funding Source</u> | <u>Budget FY 24</u> |
|--------------------------|-------------------------|
| FAA Discretionary Grants | \$ 26,756,142 |
| FAA Entitlement Grants | \$ 2,754,928 |
| State Grants | 1,446,865 |
| MAA Funds | 2,154,365 |
| | \$ 33,112,300 |

The discretionary grant funding above includes the BIL-ATP grant of \$5,000,000 which was announced in February 2023. The remaining discretionary grant funds are primarily for the rehabilitation of Taxiway A. The Airport has other ongoing projects, such as the Northside Expansion and project Vista, that are funded ongoing multiyear projects budgeted in prior years. No airport resources are being requested for either of these major projects in the FY 24 budget.

Equipment Summary

The proposed Machinery & Equipment budget for fiscal year 2024 is \$754,000, and includes requests for Administration, Airfield, Terminal, and ARFF equipment purchases. This is a decrease of \$979,969 from prior year. The proposed equipment budget is as follows:

| | <u>Budget Request FY 24</u> |
|-------------------------------------|---------------------------------|
| <u>Administration</u> | |
| Phone System | 30,000 |
| <u>Airfield</u> | |
| Batwing - Tractor Mowing Attachment | 28,000 |
| Dump Truck | 125,000 |
| Tractor | 130,000 |
| Zero Turn Mower | 18,000 |
| <u>Terminal</u> | |
| Air Handling Unit (HVAC) | 18,000 |
| Roof Top Unit (HVAC) | 25,000 |
| Spider Lift | 90,000 |
| <u>ARFF</u> | |
| ARFF Crash 3 Vehicle Refurbishment | 200,000 |
| Crash Alert System | 90,000 |
| Capital Equipment Total | \$ 754,000 |

REVENUES

| | Budget FY 23 | Budget Request FY 24 | Increase/(Decrease) FY 24 vs FY 23 | |
|----------------------------|----------------------|-------------------------|---------------------------------------|-----------|
| | | | \$ | % |
| Administration | \$ 36,887 | \$ 38,063 | \$ 1,176 | 3% |
| Police | \$ 192,702 | \$ 182,113 | (10,589) | -5% |
| Marketing | \$ - | \$ - | - | |
| Airfield | \$ 583,524 | \$ 618,383 | 34,859 | 6% |
| Terminal | \$ 3,546,866 | \$ 3,227,065 | (319,801) | -9% |
| Commercial Business Center | \$ 11,172,803 | \$ 11,871,873 | 699,070 | 6% |
| Tropical Haven | \$ 2,070,900 | \$ 2,896,581 | 825,681 | 40% |
| International | \$ 278,673 | \$ 448,993 | 170,320 | 61% |
| Parking | \$ 1,900,000 | \$ 1,869,722 | (30,278) | -2% |
| Ground Handling | \$ 2,403,049 | \$ 2,402,148 | (901) | 0% |
| Airport Fire Service | \$ - | \$ - | - | |
| Total | \$ 22,185,404 | \$ 23,554,941 | \$ 1,369,537 | 6% |
| Non-Departmental | \$ 8,426,989 | \$ 7,171,645 | (1,255,344) | -15% |
| Total Revenues | \$ 30,612,393 | \$ 30,726,586 | \$ 114,193 | 0% |

Revenue Highlights

Airfield – Airfield revenue is projected to increase \$34,859 due to the recovery of flight activity and landed weight. No proposed rate adjustments are budgeted for FY 24.

Terminal – Terminal revenue budget decrease of \$319,801 is due to the FAA Concession Relief grant that MLB had in FY 22/23 that was non-recurring revenue. The expanded terminal concession program, which opened in October 2022, is expected to increase Airport revenue from FY 22 actuals. The FY 24 budget includes a proposed rate increase for both based and non-based employee parking permits. The based permits have not been increased for many years and the current charge is \$60 per year which equates to \$5 per month; the proposed adjustment will increase based employee parking rates to \$120 at the beginning of the fiscal year.

Commercial Business Center – Commercial Business Center revenue is expected to increase by \$699,070 in FY 24 primarily due to new and amended tenant leases; Additional revenue is expected from options on Airport property by Embraer, Northrup Grumman, and STS Aviation.

Tropical Haven – Tropical Haven revenue is projected to increase by \$825,681 due to a proposed \$100 per month rate adjustment proposed. This will be the first of three rate annual rate adjustments needed over the next three years to bring rent to market value. Note, the budget was prepared as though Tropical Haven would continue as part of the Airport for FY 24. If the sale is completed in FY 24, the assumption is interest revenue would replace the net Tropical Haven revenue.

International – International revenue is projected to increase \$170,320 in FY 24 because of the VIP Lounge revenue (\$135k increase over FY 23 budget), Duty-Free Revenue, and an increase in the after-hours fee for CBP use. The new Duty-Free store opened in October 2022 and will serve international passengers for scheduled international routes. The increase in the CBP fee is needed to cover the actual costs the Airport incurs for these charges—on average, the Airport pays \$447 for an after-hours inspection and the current charge to the user is only \$140. Increasing the fee to \$400 will bring the Airport close to break-even for after-hours calls.

Parking – Public parking revenue is expected to increase by \$170,000 compared to FY 22 actuals, but it is \$30,278 lower than FY 23 budget. This reflects current trends coupled with the continued passenger growth expected in FY 24. Domestic enplanements are projected to exceed the pre-pandemic levels which is expected to result in higher parking revenue compared to FY 22 actuals.

Ground Handling – Ground handling revenue is projected to increase from FY 22 actuals, but it will remain flat compared to FY 23 budget. The FY 24 budget is consistent with the historical actuals and includes a 5% rate increase which is needed to keep pace with the increase in costs charged by the ground handler.

Non-Departmental –The non-departmental revenue is projected to decrease by \$ \$1,097,394 primarily because the Airport is nearing the end of its CRSSA/APRA grants (\$3.2 million was budgeted in FY 2023 compared to \$2.2 million in FY 2024). The revenue in this accounting unit includes \$1,269,865 appropriation of the prior year surplus which represents use of retained earnings. Using the retained earnings will be necessary to the extent that expense contingency is used during the year. Other changes include an increase in Passenger Facility Charge (PFC) Revenue (from \$1,502,016 to \$1,577,117) and Customer Facility Charge (CFC) Revenue (from \$1,262,001 to \$1,325,101). The ARPA grant is used to fund operating expenses while the PFC and CFC revenues are dedicated to approved eligible capital projects.

EXPENSES

| | Budget FY 23 | Budget Request FY 24 | Increase/(Decrease) FY 24 vs FY 23 | |
|-------------------------------------|----------------------|-------------------------|---------------------------------------|------------|
| | | | \$ | % |
| Administration | \$ 4,386,268 | \$ 4,740,846 | \$ 354,578 | 8% |
| Police | 2,725,796 | 2,628,371 | (97,425) | -4% |
| Marketing | 1,873,425 | 1,696,445 | (176,980) | -9% |
| Airfield | 1,778,839 | 2,080,269 | 301,430 | 17% |
| Terminal | 2,993,175 | 2,700,225 | (292,950) | -10% |
| Commercial Business Center | 2,972,537 | 2,841,359 | (131,178) | -4% |
| Tropical Haven | 865,130 | 868,455 | 3,325 | 0% |
| International | 2,668,773 | 3,053,181 | 384,408 | 14% |
| Parking | 343,294 | 357,364 | 14,070 | 4% |
| Ground Handling | 4,478,011 | 4,354,194 | (123,817) | -3% |
| Airport Fire Service | 2,337,638 | 1,751,512 | (586,126) | -25% |
| Total Expenses by Department | \$ 27,422,886 | \$ 27,072,221 | \$ (350,665) | -1% |
| Contingency | 1,500,000 | 1,500,000 | - | 0% |
| Intra to Airport Reserve | - | - | - | #DIV/0! |
| Intra to Capital Projects | 1,689,507 | 2,154,365 | 464,858 | 28% |
| Total Non-Departmental | \$ 3,189,507 | \$ 3,654,365 | \$ 464,858 | 15% |
| Total Expenses | \$ 30,612,393 | \$ 30,726,586 | \$ 114,193 | 0% |

Expense Highlights

Personnel – The proposed budget includes two new position requests in the Airfield cost center for a Utility Specialist and an Equipment Operator, these positions were filled with contract employees in prior years. Management has determined that it will be more beneficial to have these positions staffed with regular positions. A 6% increase has been budgeted for personnel costs, which is expected to cover any cost-of-living adjustments plus any performance-based increases. City Code Section 12-144 states Employees of the Airport Authority shall be deemed employees of the city to the same extent as all other employees of the city, subject to the same rules and regulations and entitled to all the privileges and benefits thereof. Further, City of Melbourne Personnel Policies and Procedures, Rules and Regulations adopted by City Council February 2006 state for personnel issues, whenever the approval is required by the City Manager, the Airport Executive Director is to be substituted for all Airport jobs and all Airport employees. Additionally, Section 10.16 authorizes the Airport Executive Director to make pay adjustments as long as the adjustments do not exceed the maximum of the incumbent’s pay grade.

Operating Expenses – Department expenses are budgeted to decrease by \$350,665 primarily because of a new ARFF truck that was budgeted in FY 2023 which is a non-recurring expenditure. The international cost center has a small increase due to the VIP lounge costs (\$180k budgeted in FY 23 compared to \$300k in FY 24) and Customs expense (\$122k increase in budget from prior year). Most expense categories were increased last year for the 1st year of the expanded international air service offered by TUI. Overall, a 6% increase has been budgeted for general operating expenses, to keep pace with inflation, unless other information is available that indicates a different adjustment is warranted. The budget for Utilities expense has been increased 10% from FY 23.

The operating expense highlights for the various cost centers are presented below.

- Administration - The proposed FY 24 Administration expense budget is \$4,740,846, a \$354,578 increase from FY 23 budget. Personnel budget reflects the transfer of two FTEs from Administration to Marketing. Significant expenses in this division include personnel, legal, consulting, and interest expense related to the terminal expansion loan. Significant expenditures for the Administration division are listed below:

| Significant Operating Expenses | Budget | Budget | |
|---------------------------------|---------------------|---------------------|---|
| | FY 23 | FY 24 | |
| Personnel | \$ 2,351,986 | \$ 2,379,124 | Includes health insurance costs and retirement Based on FY 22 Actuals plus \$64,500 for new strategic advisor contract |
| Consulting Fees | 182,618 | 266,411 | |
| Outside Counsel Fees | 258,880 | 274,413 | |
| Other Professional Services | 49,014 | 124,315 | FY 23 budget was too low; FY 24 reflects historical actuals |
| Services Provided by GF | 238,811 | 245,975 | |
| Other Contract Services | 143,327 | 178,840 | |
| Insurance Premium-External | 72,540 | 80,550 | Estimate provided by insurance broker; rates are increasing industry-wide |
| Risk Management - Svc Chg | 319,547 | 329,133 | |
| Repair & Maintenance - Building | 356 | 58,452 | FY 23 budget was too low; FY 24 reflects historical actuals |
| Interest Expense | 312,500 | 312,500 | Interest expense on Terminal Debt |
| Capital Expenses | | | |
| Machinery & Equipment | - | 30,000 | E-1 Phone System |
| Total | \$ 3,929,579 | \$ 4,279,713 | |

- Airport Police – The budget request for Airport Police is \$2,628,371, a \$97,425 decrease because there were non-recurring equipment expenditures budgeted in FY 23 that were not needed in FY 24. The proposed budget consists primarily of personnel costs and costs related to the security system. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|----------------------------|----------------------------|--|
| Personnel | \$ 1,846,035 | \$ 1,956,796 | |
| Other Contract Services | 100,000 | 100,000 | Possible repairs on security system |
| Police Weapons & Tactical Gear | 11,715 | 28,482 | Additional \$16,064 for tasers |
| Repair & Maintenance - Radio | 23,843 | 11,907 | FY 23 budget included \$8,127 for radio fees |
| Computer Software | 9,350 | 17,211 | Based on FY 23 budget plus \$7,300 for body cam software |
| Auto-Fuel & Oil | 12,396 | 19,969 | Rising fuel costs |
| Security | 141,166 | 173,495 | Background checks for SIDA badge |
| Capital Expenses | | | |
| Machinery & Equipment | 262,000 | - | No equipment requests for FY 24 |
| Total | <u>\$ 2,406,505</u> | <u>\$ 2,307,860</u> | |

- Marketing – The proposed marketing budget is \$1,696,445, a decrease of \$176,980 from FY 23 primarily due to a lower Marketing Incentive budget. The decrease in the Marketing Incentives reflects the Airport’s current air service incentive plan and is projected to be sufficient for prospective new qualifying routes that start in FY 24. There is a decrease in contractual employee costs as the Customer Service Supervisor is now a regular employee so that expense is reflected in Personnel. The budget also includes the transfer of two previously vacant FTEs from the Administration cost center which was needed to align the FTE count to the correct cost center. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|----------------------------|----------------------------|---|
| Personnel | \$ 113,140 | \$ 239,779 | Transfer 2 FTEs from Admin (Customer Svc Exp Sup & Marketing Mgr) |
| Consulting Fees | 202,219 | 271,091 | Based on FY 22 actuals; less \$94,500 for TUI project mgr |
| Contractual Employee | 215,000 | 150,000 | TUI Ambassadors reduction as Terminal complete plus Supervisor is regular FTE |
| Marketing Incentives | 1,000,000 | 600,000 | \$600,000 Budget for new qualifying routes--new ASIP |
| Advertising & Marketing | 175,000 | 225,000 | Continued advertising program and miscellaneous events |
| Computer Software | - | 30,000 | New contract for website support |
| Total | <u>\$ 1,705,359</u> | <u>\$ 1,515,870</u> | |

- Airfield – The proposed budget for the Airfield is \$2,080,269, an increase of \$301,430. The budget for personnel has been increased in this cost center due the addition of two FTEs. These positions were filled by contract employees in prior years and this year’s budget includes converting the positions to regular FTEs. Fiscal year 2022 actual Contractual Employee expense was \$145k so the FY 24 proposed budget reflects the conversion of two positions to regular FTEs. The proposed budget for new equipment purchases includes \$301,000 to replace a dump truck, Airfield tractor, and various mowers. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget | Budget | |
|--|--------------------|---------------------|--|
| | FY 23 | FY 24 | |
| Personnel | \$ 778,905 | \$ 936,339 | Added Utility Specialist and Equipment Operator |
| Contractual Employee | 86,725 | 72,558 | Based on FY 23 budget (FY 22 actual was \$145k); Utility Specialist and Equipment Operator moved to regular salaries |
| Repair & Maintenance - Lighting | 20,096 | 37,569 | Based on FY 22 actuals |
| Repair & Maintenance - Heavy Equipment | 56,275 | 17,563 | Based on FY 22 actuals |
| Repair & Maintenance - Misc Equipment | 72,838 | 110,000 | Budgeted to cover \$30K increase in fuel farm M&O due to aging equip |
| R&M - Runways/Taxiways | 69,000 | 142,140 | Includes \$15K paint and \$90K for Airfield Markings |
| Auto-Fuel & Oil | 36,627 | 65,000 | Rising fuel costs |
| Capital Expenses | | | |
| Machinery & Equipment | 249,000 | 301,000 | E-2 Batwing Mower; E-3 Dump Truck; E-4 Tractor; E-5 Zero Turn Mower |
| Total | \$1,369,466 | \$ 1,682,169 | |

- Terminal – The proposed Terminal budget is \$2,700,225, a decrease of \$292,950 primarily due to the FAA Concession Relief grant for \$212,000 MLB had in FY 23, a non-recurring expense (note there is a corresponding decrease in revenue related to this as this was a pass-through grant from the FAA). The budget for contractual employees was too high in the FY 23 budget so the FY 24 budget is based on the prior year’s actuals plus the expected increase in staffing. The proposed budget includes \$133,000 for the replacement of Air Handling and Roof Top HVAC units, and a new Lift. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget | Budget | |
|---------------------------------------|---------------------|---------------------|---|
| | FY 23 | FY 24 | |
| Personnel | \$ 568,235 | \$ 602,329 | |
| Contractual Employee | 746,062 | 615,157 | Based on FY 22 actuals plus pay increases and 3 additional custodians |
| Electric | 468,400 | 429,408 | FY 23 budget was too high; budget based on FY 22 actuals |
| Repair & Maintenance - Building | 60,564 | 64,198 | Includes \$25,000 for additional baggage belt systems maintenance |
| Maintenance Contract | 42,528 | 45,080 | Includes \$30K for window cleaning in expanded area of terminal |
| Repair & Maintenance - Misc Equipment | 54,351 | 83,118 | Based on FY 22 actuals |
| Concessionaire Relief | 212,000 | - | ARPA Grant, Non-recurring expense (pass through from FAA) |
| Capital Expenses: | | | |
| Machinery & Equipment | 149,000 | 133,000 | E-6 Air Handling Unit; E-7 Rooftop HVAC Unit; E-8 Spider Lift |
| Total | \$ 2,301,140 | \$ 1,972,290 | |

- Commercial Business Center – The proposed budget for this division is \$2,841,359, a decrease of \$131,178 compared to prior year budget, most of which is related to non-recurring equipment expenditures budgeted in FY 23. There are no major changes expected to impact the operating expenses and no capital equipment purchases budgeted. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget | Budget | |
|---------------------------------|------------|------------|------------------------|
| | FY 23 | FY 24 | |
| Personnel | \$ 257,332 | \$ 272,772 | |
| Electric | 54,161 | 78,944 | Based on FY 22 actuals |
| Repair & Maintenance - A/C | 133,785 | 55,917 | Based on FY 22 actuals |
| Auto-Fuel & Oil | 12,128 | 21,754 | Rising fuel costs |
| Advalorem Tax AERO | 872,693 | 890,147 | Pass through expense |
| Advalorem Tax NONAERO | 1,178,879 | 1,202,457 | Pass through expense |

Capital Expenses:

| | | | |
|-----------------------|---------------------|---------------------|---------------------------------|
| Machinery & Equipment | 90,000 | - | No equipment requests for FY 24 |
| Total | \$ 2,598,978 | \$ 2,521,991 | |

- Tropical Haven - The proposed Tropical Haven budget is \$868,455, a net increase of \$3,325. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget | Budget | |
|---------------------------------|-------------------|-------------------|--|
| | FY 23 | FY 24 | |
| Personnel | \$ 210,291 | \$ 102,824 | Lower personnel expense as staff currently filled by contract employees (\$125,000 budget transferred to contractual employee) |
| Contractual Employee | \$ - | \$ 125,000 | Staff currently filled by contract employees |
| Outside Counsel Fees | 34,078 | 5,905 | Based on FY 22 actuals |
| TV Cable Service | 335,610 | 365,884 | Expected rate increases for Spectrum |
| Repair & Maintenance - Building | 9,919 | 1,910 | Based on FY 22 actuals |
| Repair & Maintenance - A/C | 15,401 | 10,371 | Based on FY 22 actuals |
| Clearance & Demolition | 19,965 | 15,194 | Based on FY 22 actuals |
| Total | \$ 625,264 | \$ 627,088 | |

- International – The proposed budget for the International division is \$3,053,181, which is \$384,408 higher than last year primarily due to VIP Lounge expense (\$120k increase), Customs (\$122k increase), and R&M on the facility (\$81k increase). The budget includes the addition of a full-time CBP Supervisor, making a total of seven full-time Customs agents assigned to the Airport, plus overtime per agent assignment from the Port. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget | Budget | |
|---------------------------------|---------------------|---------------------|---|
| | FY 23 | FY 24 | |
| Consulting Fees | \$ - | \$ 9,938 | Based on FY 22 actuals |
| Other Contract Services | 2,040,720 | 2,163,163 | Includes full-time CBP Supervisor for FY24 |
| VIP Lounge - TUI | 180,000 | 300,000 | Increase based on prior year actuals |
| Electric | 148,064 | 162,870 | |
| Repair & Maintenance - Building | 1,714 | 76,223 | Increased costs related to increase in int'l passengers |
| Repair & Maintenance - A/C | 69,664 | 73,844 | Air conditioner main contract |
| Maintenance Contract | 33,514 | 35,525 | Elevator maint contract |
| Solid Waste Disposal | 161,700 | 171,402 | Increase expected due to increased international waste |
| Total | \$ 2,635,376 | \$ 2,992,965 | |

- Parking – The proposed budget for Parking is \$357,364, an increase of \$14,070. There are no significant changes to the parking operation or management that will impact expenses. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|-------------------------|-------------------------|--|
| Consulting Fees | \$ 54,450 | \$ 52,470 | Based on FY 22 actuals |
| Other Contract Services | 238,261 | 252,557 | Based on normal passenger volume prior to pandemic |
| Merchant Charges | 46,200 | 48,972 | Expected increase for transactions paid by card |
| Total | \$ 338,911 | \$ 353,999 | |

- Ground Handling – The proposed budget for Ground Handling is \$4,354,194, a decrease of \$123,817 compared to the prior year budget, however, this represents an increase compared to FY 22 actuals. There was some uncertainty about costs related to the new international service when the FY 23 budget was developed; Airport staff is better able to estimate the operating costs since TUI operated last year. Most of the budgeted expense in this division consist of ground handling provided by Menzies for both international and domestic service. Significant expenditures in this division are listed below:

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|-------------------------|-------------------------|---|
| Personnel | \$ 96,485 | \$ 110,924 | |
| Other Contract Services | 4,269,298 | 4,105,249 | Based on contracted per turn fees and expected activity |
| Telephone Service | 7,633 | 9,681 | |
| Electric | 7,524 | 11,131 | Based on FY 22 actuals |
| Auto-Fuel & Oil | 45,261 | 47,977 | Rising fuel costs |
| Total | \$ 4,426,201 | \$ 4,284,962 | |

- Airport Fire Service – The proposed budget for ARFF is \$1,751,512, which is \$586,126 lower than FY 23 budget primarily due to a new ARFF truck budgeted in FY 23 that was a non-recurring expenditure. The Airport contracts ARFF services to the City of Melbourne so the Fire Service expense budget is based on the salary and benefits of personnel assigned to the ARFF station (they are City of Melbourne Firefighters). The budget also includes the refurbishment of the Crash 3 ARFF truck, needed in order to maintain the Airport index, and replacing the current Crash Alert System, both non-recurring expenditures. Significant expenditures are listed below:

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|-------------------------|-------------------------|--|
| Personnel | \$ 46,501 | \$ 49,291 | |
| Police & Fire Service | 1,207,615 | 1,306,001 | City Indirect cost for ARFF station personnel |
| Repair & Maintenance - Vehicle | 28,471 | 30,179 | Based on FY 22 actuals |
| Capital Expenses: | | | |
| Machinery & Equipment | 983,969 | 290,000 | E-9 ARFF Truck 3 Refurb; E-10 Crash Alert System Replacement |
| Total | \$ 2,266,556 | \$ 1,675,471 | |

- Non-Departmental – The Non-Departmental expense budget of \$3,654,365 is comprised of transfers to the Capital Fund (\$2,154,365) and Contingency (\$1,500,000). The transfer to the Capital Fund represents the amount of Airport funds needed to complete the projects budgeted in Fiscal Year 2024.
- City Indirect Cost Allocations – City Indirect Cost Allocations budget for Fiscal Year 2024 is \$2,198,016, an increase of \$124,104 (6%), most of which is related to ARFF costs. Listed below are the City Indirect Cost Allocations by type:

| | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
|---|-------------------------|-------------------------|-------------------------------------|
| Workers Comp Insurance | \$ 99,226 | \$ 118,981 | \$ 122,668 |
| Police & Fire Service | 1,130,066 | 1,224,115 | 1,322,501 |
| Services Provided by GF | 249,022 | 238,811 | 245,975 |
| IT Services | 44,047 | 45,883 | 47,259 |
| Risk Management - Svc Chg | 455,126 | 446,122 | 459,613 |
| Total City Indirect Cost Allocations | \$ 1,977,487 | \$ 2,073,912 | \$ 2,198,016 |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

800/980

ADMINISTRATION & NON-DEPARTMENTAL

| REVENUE SUMMARY | Actual | Budget | Budget Request | Budget FY 23 | |
|--|----------------------|---------------------|-----------------------|-----------------------|-----------------|
| | FY 22 | FY 23 | FY 24 | vs Budget | % Change |
| | | | | Request FY 24 | |
| Operating: | \$ 19,667 | \$ 36,887 | \$ 38,063 | \$ 1,176 | 3% |
| Non-Operating: | | | | | |
| Passenger Facility Charges | 1,319,122 | 1,502,016 | 1,577,117 | 75,101 | 5% |
| Customer Facility Charges | 982,149 | 1,262,001 | 1,325,101 | 63,100 | 5% |
| Cares Grant | 5,614,441 | 3,223,936 | 2,262,865 | (961,071) | -30% |
| FAA/FDOT Equipment Grant | - | 934,770 | - | (934,770) | -100% |
| Interest Income | 253,513 | 156,539 | 796,201 | 639,662 | 409% |
| Other Revenues | 5,008,706 | - | 2,328 | 2,328 | #DIV/0! |
| Appropriations from Prior Year Surplus | - | 1,347,727 | 1,208,033 | (139,694) | -10% |
| Total Revenue | \$ 13,197,598 | \$ 8,463,876 | \$ 7,209,708 | \$ (1,254,168) | -15% |

| EXPENSE SUMMARY | Actual | Budget | Budget Request | Budget FY 23 | |
|------------------------------------|---------------------|---------------------|-----------------------|-----------------------|-----------------|
| | FY 22 | FY 23 | FY 24 | vs Budget | % Change |
| | | | | Request FY 24 | |
| Personnel | \$ 1,908,389 | \$ 2,351,986 | \$ 2,379,124 | \$ 27,138 | 1% |
| Operating Expenses | 1,689,462 | 1,415,557 | 1,724,436 | 308,879 | 22% |
| City Indirect Cost Allocation | 630,697 | 618,725 | 637,286 | 18,561 | 3% |
| Total Operating Expenses | \$ 4,228,548 | \$ 4,386,268 | \$ 4,740,846 | \$ 354,578 | 8% |
| Net Operating Income (Loss) | \$ 8,969,050 | \$ 4,077,608 | \$ 2,468,862 | \$ (1,608,746) | -39% |

Contingency/Capital/Equipment Expenditures:

| | | | | | |
|--|----------------------|---------------------|---------------------|--|--|
| Intra to AP Reserve | - | - | - | | |
| Intra to Airport CIP | 10,852,605 | 1,689,507 | 2,154,365 | | |
| Machinery & Equipment | - | - | - | | |
| Contingency | - | 1,500,000 | 1,500,000 | | |
| Total Contingency/Equipment/Transfers | 10,852,605 | 3,189,507 | 3,654,365 | | |
| Total Expenses | \$ 15,081,153 | \$ 7,575,775 | \$ 8,395,211 | | |

POSITIONS EACH YEAR

| POSITION | Actual | Budget | Budget Request |
|----------------------|---------------|---------------|-----------------------|
| | FY 22 | FY 23 | FY 24 |
| Full Time | 17 | 17 | 15 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 17 | 17 | 15 |

BUDGET ANALYSIS

| Significant Operating Expenses | Budget | Budget | |
|---------------------------------------|---------------------|---------------------|---|
| | FY 23 | FY 24 | |
| Personnel | \$ 2,351,986 | \$ 2,379,124 | Includes health insurance costs and retirement |
| | 182,618 | 266,411 | Based on FY 22 Actuals plus \$64,500 for new strategic advisor contract |
| Consulting Fees | | | |
| Outside Counsel Fees | 258,880 | 274,413 | |
| Other Professional Services | 49,014 | 124,315 | FY 23 budget was too low; FY 24 reflects historical actuals |
| Services Provided by GF | 238,811 | 245,975 | |
| Other Contract Services | 143,327 | 178,840 | |
| Insurance Premium-External | 72,540 | 80,550 | Estimate provided by insurance broker; rates are increasing industry-wide |
| Risk Management - Svc Chg | 319,547 | 329,133 | |
| Repair & Maintenance - Building | 356 | 58,452 | FY 23 budget was too low; FY 24 reflects historical actuals |
| Interest Expense | 312,500 | 312,500 | Interest expense on Terminal Debt |
| Capital Expenses | | | |
| Machinery & Equipment | - | 30,000 | E-1 Phone System |
| Total | \$ 3,929,579 | \$ 4,279,713 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

801

Police

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------|---------------------|---------------------|-------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ 180,933 | \$ 192,702 | \$ 182,113 | \$ (10,589) | -5% |
| Total Revenue | \$ 180,933 | \$ 192,702 | \$ 182,113 | \$ (10,589) | -5% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|---------------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | 1,542,443 | 1,846,035 | 1,956,796 | \$ 110,761 | 6% |
| Operating Expenses | 373,498 | 525,411 | 576,950 | 51,539 | 10% |
| City Indirect Cost Allocation | 83,650 | 92,350 | 94,625 | 2,275 | 2% |
| Total Operating Expenses | \$ 1,999,591 | \$ 2,463,796 | \$ 2,628,371 | \$ 164,575 | 6% |

| | | | | | |
|------------------------------------|-----------------------|-----------------------|-----------------------|---------------------|------------|
| Net Operating Income (Loss) | \$ (1,818,658) | \$ (2,271,094) | \$ (2,446,258) | \$ (175,164) | -8% |
| Machinery & Equipment | 50,120 | 262,000 | - | (262,000) | (1.00) |
| Total M&O Expenses | \$ 2,049,711 | \$ 2,725,796 | \$ 2,628,371 | \$ (97,425) | -4% |

POSITIONS EACH YEAR

| POSITION | Actual | Budget | Budget Request |
|----------------------|---------------|---------------|-----------------------|
| | FY 22 | FY 23 | FY 24 |
| Full Time | 18 | 18 | 18 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 18 | 18 | 18 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget | Budget | |
|--|---------------------|---------------------|--|
| | FY 23 | FY 24 | |
| Personnel | \$ 1,846,035 | \$ 1,956,796 | |
| Other Contract Services | 100,000 | 100,000 | Possible repairs on security system |
| Police Weapons & Tactical Gear | 11,715 | 28,482 | Additional \$16,064 for tasers |
| Repair & Maintenance - Radio | 23,843 | 11,907 | FY 23 budget included \$8,127 for radio fees |
| Computer Software | 9,350 | 17,211 | Based on FY 23 budget plus \$7,300 for body cam software |
| Auto-Fuel & Oil | 12,396 | 19,969 | Rising fuel costs |
| Security | 141,166 | 173,495 | |
| Capital Expenses | | | |
| Machinery & Equipment | 262,000 | - | No equipment requests for FY 24 |
| Total | \$ 2,406,505 | \$ 2,307,860 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

802

MARKETING

| <u>REVENUE SUMMARY</u> | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|-------------------------------|---------------------|---------------------|-------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ 4,000 | \$ - | \$ - | \$ - | #DIV/0! |
| Total Revenue | \$ 4,000 | \$ - | \$ - | \$ - | #DIV/0! |

| <u>EXPENSE SUMMARY</u> | Actual FY 22 | Budget FY 23 | Request FY 24 | Budget FY 23 vs Budget | | % Change |
|------------------------------------|-----------------------|-----------------------|-----------------------|-------------------------------|----------------------|-----------------|
| | | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 94,843 | \$ 113,140 | \$ 239,779 | \$ 126,639 | | 112% |
| Operating Expenses | 2,275,104 | 1,756,140 | 1,452,397 | (303,743) | | -17% |
| City Indirect Cost Allocation | 3,902 | 4,145 | 4,269 | 124 | | 3% |
| Total Operating Expenses | \$ 2,373,849 | \$ 1,873,425 | \$ 1,696,445 | \$ (176,980) | | -9% |
| Net Operating Income (Loss) | \$ (2,369,849) | \$ (1,873,425) | \$ (1,696,445) | \$ 176,980 | | 9% |

POSITIONS EACH YEAR

| POSITION | Actual | Budget | Budget Request |
|----------------------|---------------|---------------|-----------------------|
| | FY 22 | FY 23 | FY 24 |
| Full Time | 1 | 1 | 3 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 1 | 1 | 3 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|---|
| Personnel | \$ 113,140 | \$ 239,779 | Transfer 2 FTEs from Admin (Customer Svc Exp Sup & Marketing Mgr) |
| Consulting Fees | 202,219 | 271,091 | Based on FY 22 actuals; less \$94,500 for TUI project mgr |
| Contractual Employee | 215,000 | 150,000 | TUI Ambassadors reduction as Terminal complete plus Supervisor is regular FTE |
| Marketing Incentives | 1,000,000 | 600,000 | \$600,000 Budget for new qualifying routes--new ASIP |
| Advertising & Marketing | 175,000 | 225,000 | Continued advertising program and miscellaneous events |
| Computer Software | - | 30,000 | New contract for website support |
| Total | \$ 1,705,359 | \$ 1,515,870 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

803

AIRFIELD

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ 662,877 | \$ 583,524 | \$ 618,383 | \$ 34,859 | 6% |
| Total Revenue | \$ 662,877 | \$ 583,524 | \$ 618,383 | \$ 34,859 | 6% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|---------------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 661,874 | \$ 778,905 | \$ 936,339 | | 20% |
| Operating Expenses | 592,384 | 687,264 | 777,350 | 90,086 | 13% |
| City Indirect Cost Allocation | 61,856 | 63,670 | 65,580 | 1,910 | 3% |
| Total Operating Expenses | \$ 1,316,114 | \$ 1,529,839 | \$ 1,779,269 | \$ 249,430 | 16% |

| | | | | | |
|------------------------------------|---------------------|---------------------|-----------------------|---------------------|------------|
| Net Operating Income (Loss) | \$ (653,237) | \$ (946,315) | \$ (1,160,886) | \$ (214,571) | 23% |
| Machinery & Equipment | 21,048 | 249,000 | 301,000 | 52,000 | 21% |
| Total M&O Expenses | \$ 1,337,162 | \$ 1,778,839 | \$ 2,080,269 | \$ 301,430 | 17% |

POSITIONS EACH YEAR

| POSITION | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
|----------------------|---------------------|---------------------|-----------------------------|
| Full Time | 10.5 | 10.5 | 12.5 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 10.5 | 10.5 | 12.5 |

BUDGET ANALYSIS

| | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|--|
| Significant Operating Expenses: | | | |
| Personnel | \$ 778,905 | \$ 936,339 | Added Utility Specialist and Equipment Operator |
| Contractual Employee | 86,725 | 72,558 | Based on FY 23 budget (FY 22 actual was \$145k); Utility Specialist and Equipment Operator moved to regular salaries |
| Repair & Maintenance - Lighting | 20,096 | 37,569 | Based on FY 22 actuals |
| Repair & Maintenance - Heavy Equipment | 56,275 | 17,563 | Based on FY 22 actuals |
| Repair & Maintenance - Misc Equipment | 72,838 | 110,000 | Budgeted to cover \$30K increase in fuel farm M&O due to aging equip |
| R&M - Runways/Taxiways | 69,000 | 142,140 | Includes \$15K paint and \$90K for Airfield Markings |
| Auto-Fuel & Oil | 36,627 | 65,000 | Rising fuel costs |
| Capital Expenses | | | |
| Machinery & Equipment | 249,000 | 301,000 | E-2 Batwing Mower; E-3 Dump Truck; E-4 Tractor; E-5 Zero Turn Mower |
| Total | \$1,369,466 | \$ 1,682,169 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

804

TERMINAL BUILDING

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------|---------------------|---------------------|-----------------------------|----------------------|-----------------|
| | | | Budget Request FY 24 | Request FY 24 | |
| Operating | \$ 2,763,446 | \$ 3,546,866 | \$ 3,227,065 | \$ (319,801) | -9% |
| Total Revenue | \$ 2,763,446 | \$ 3,546,866 | \$ 3,227,065 | \$ (319,801) | -9% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget Request FY 24 | | % Change |
|------------------------------------|---------------------|---------------------|---|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 656,516 | \$ 568,235 | \$ 602,329 | \$ 34,094 | 6% |
| Operating Expenses | 1,907,088 | 2,241,177 | 1,929,090 | (312,087) | -14% |
| City Indirect Cost Allocation | 33,531 | 34,763 | 35,806 | 1,043 | 3% |
| Total Operating Expenses | \$ 2,597,135 | \$ 2,844,175 | \$ 2,567,225 | \$ (276,950) | -10% |
| Net Operating Income (Loss) | \$ 166,311 | \$ 702,691 | \$ 659,840 | \$ (42,851) | 6% |
| Machinery & Equipment | 29,696 | 149,000 | 133,000 | (16,000) | -11% |
| Total M&O Expenses | \$ 2,626,831 | \$ 2,993,175 | \$ 2,700,225 | \$ (292,950) | -10% |

| POSITION | POSITIONS EACH YEAR | | |
|----------------------|----------------------------|---------------------|-----------------------------|
| | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
| Full Time | 7 | 7 | 7 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 7 | 7 | 7 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|---|
| Personnel | \$ 568,235 | \$ 602,329 | |
| Contractual Employee | 746,062 | 615,157 | Based on FY 22 actuals plus pay increases and 3 additional custodians |
| Electric | 468,400 | 429,408 | FY 23 budget was too high; budget based on FY 22 actuals |
| Repair & Maintenance - Building | 60,564 | 64,198 | Includes \$25,000 for additional baggage belt systems maintenance |
| Maintenance Contract | 42,528 | 45,080 | Includes \$30K for window cleaning in expanded area of terminal |
| Repair & Maintenance - Misc Equipment | 54,351 | 83,118 | Based on FY 22 actuals |
| Concessionaire Relief | 212,000 | - | ARPA Grant, Non-recurring expense (pass through from FAA) |
| Capital Expenses: | | | |
| Machinery & Equipment | 149,000 | 133,000 | E-6 Air Handling Unit; E-7 Rooftop HVAC Unit; E-8 Spider Lift |
| Total | \$ 2,301,140 | \$ 1,972,290 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

805

COMMERCIAL BUSINESS CENTER

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------|----------------------|----------------------|-------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ 10,676,130 | \$ 11,172,803 | \$ 11,871,873 | \$ 699,070 | 6% |
| Total Revenue | \$ 10,676,130 | \$ 11,172,803 | \$ 11,871,873 | \$ 699,070 | 6% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|------------------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 266,021 | \$ 257,332 | \$ 272,772 | \$ 15,440 | 6% |
| Operating Expenses | 1,286,991 | 2,611,022 | 2,553,979 | (57,043) | -2% |
| City Indirect Cost Allocation | 13,667 | 14,183 | 14,608 | 425 | 3% |
| Total Operating Expenses | \$ 1,566,679 | \$ 2,882,537 | \$ 2,841,359 | \$ (41,178) | -1% |
| Net Operating Income (Loss) | \$ 9,109,451 | \$ 8,290,266 | \$ 9,030,514 | \$ 740,248 | 9% |
| Machinery & Equipment | - | 90,000 | - | (90,000) | -100% |
| Total M&O Expenses | \$ 1,566,679 | \$ 2,972,537 | \$ 2,841,359 | \$ (131,178) | -4% |

POSITIONS EACH YEAR

| POSITION | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
|----------------------|---------------------|---------------------|-----------------------------|
| Full Time | 3 | 3 | 3 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 3 | 3 | 3 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|---------------------------------|
| Personnel | \$ 257,332 | \$ 272,772 | |
| Electric | 54,161 | 78,944 | Based on FY 22 actuals |
| Repair & Maintenance - A/C | 133,785 | 55,917 | Based on FY 22 actuals |
| Auto-Fuel & Oil | 12,128 | 21,754 | Rising fuel costs |
| Advalorem Tax AERO | 872,693 | 890,147 | Pass through expense |
| Advalorem Tax NONAERO | 1,178,879 | 1,202,457 | Pass through expense |
| Capital Expenses: | | | |
| Machinery & Equipment | 90,000 | - | No equipment requests for FY 24 |
| Total | \$ 2,598,978 | \$ 2,521,991 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

806

TROPICAL HAVEN

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Budget Request FY 24 | Request FY 24 | |
| Operating | \$ 2,054,811 | \$ 2,070,900 | \$ 2,896,581 | \$ 825,681 | 40% |
| Total Revenue | \$ 2,054,811 | \$ 2,070,900 | \$ 2,896,581 | \$ 825,681 | 40% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|------------------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 108,214 | \$ 210,291 | \$ 102,824 | \$ (107,467) | -51% |
| Operating Expenses | 608,498 | 650,926 | 761,600 | 110,674 | 17% |
| City Indirect Cost Allocation | 3,708 | 3,913 | 4,031 | 118 | 3% |
| Total Operating Expenses | \$ 720,420 | \$ 865,130 | \$ 868,455 | \$ 3,325 | 0% |
| Net Operating Income (Loss) | \$ 1,334,391 | \$ 1,205,770 | \$ 2,028,126 | \$ 822,356 | 68% |

POSITIONS EACH YEAR

| POSITION | Actual | Budget | Budget Request |
|----------------------|---------------|---------------|-----------------------|
| | FY 22 | FY 23 | FY 24 |
| Full Time | 2 | 2 | 2 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 2 | 2 | 2 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|---|
| Personnel | \$ 210,291 | \$ 102,824 | Lower personnel expense as staff currently filled by contract employees |
| Contractual Employee | \$ - | \$ 125,000 | Staff currently filled by contract employees |
| Outside Counsel Fees | 34,078 | 5,905 | Based on FY 22 actuals |
| TV Cable Service | 335,610 | 365,884 | Expected rate increases for Spectrum |
| Repair & Maintenance - Building | 9,919 | 1,910 | Based on FY 22 actuals |
| Repair & Maintenance - A/C | 15,401 | 10,371 | Based on FY 22 actuals |
| Clearance & Demolition | 19,965 | 15,194 | Based on FY 22 actuals |
| Total | \$ 625,264 | \$ 627,088 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

807

INTERNATIONAL

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------|---------------------|---------------------|-------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ 31,565 | \$ 278,673 | \$ 448,993 | \$ 170,320 | 61% |
| Total Revenue | \$ 31,565 | \$ 278,673 | \$ 448,993 | \$ 170,320 | 61% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|---------------------------------|---------------------|---------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| Operating Expenses | 2,176,727 | 2,666,785 | 3,051,074 | 384,289 | 14% |
| City Indirect Cost Allocation | (60) | 1,988 | 2,107 | 119 | 6% |
| Total Operating Expenses | \$ 2,176,667 | \$ 2,668,773 | \$ 3,053,181 | \$ 384,408 | 14% |

| | | | | | |
|------------------------------------|-----------------------|-----------------------|-----------------------|---------------------|------------|
| Net Operating Income (Loss) | \$ (2,145,102) | \$ (2,390,100) | \$ (2,604,188) | \$ (214,088) | -9% |
|------------------------------------|-----------------------|-----------------------|-----------------------|---------------------|------------|

| | | | | | |
|-------------------------------|---------------------|---------------------|---------------------|-------------------|------------|
| Machinery & Equipment | 326,302 | - | - | - | #DIV/0! |
| Total M&O Expenses | \$ 2,502,969 | \$ 2,668,773 | \$ 3,053,181 | \$ 384,408 | 14% |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|---|
| Consulting Fees | \$ - | \$ 9,938 | Based on FY 22 actuals |
| Other Contract Services | 2,040,720 | 2,163,163 | Customs increase needed to process int'l passengers |
| VIP Lounge - TUI | 180,000 | 300,000 | Increase based on prior year actuals |
| Electric | 148,064 | 162,870 | |
| Repair & Maintenance - Building | 1,714 | 76,223 | Increased costs related to increase in int'l passengers |
| Repair & Maintenance - A/C | 69,664 | 73,844 | Air conditioner main contract |
| Maintenance Contract | 33,514 | 35,525 | Elevator maint contract |
| Solid Waste Disposal | 161,700 | 171,402 | Increase expected due to increased international waste |
| Total | \$ 2,635,376 | \$ 2,992,965 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

808

PARKING

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------|---------------------|---------------------|-----------------------------|----------------------|-----------------|
| | | | Budget Request FY 24 | Request FY 24 | |
| Operating | \$ 1,699,748 | \$ 1,900,000 | \$ 1,869,722 | \$ (30,278) | -2% |
| Total Revenue | \$ 1,699,748 | \$ 1,900,000 | \$ 1,869,722 | \$ (30,278) | -2% |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------------------|---------------------|---------------------|-----------------------------|----------------------|-----------------|
| | | | Budget Request FY 24 | Request FY 24 | |
| Personnel | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| Operating Expenses | 285,929 | 343,294 | 357,364 | 14,070 | 4% |
| City Indirect Cost Allocation | - | - | - | - | #DIV/0! |
| Total Operating Expenses | \$ 285,929 | \$ 343,294 | \$ 357,364 | \$ 14,070 | 4% |
| Net Operating Income (Loss) | \$ 1,413,819 | \$ 1,556,706 | \$ 1,512,358 | \$ (44,348) | -3% |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|--|
| Consulting Fees | \$ 54,450 | \$ 52,470 | Based on FY 22 actuals |
| Other Contract Services | 238,261 | 252,557 | Based on normal passenger volume prior to pandemic |
| Merchant Charges | 46,200 | 48,972 | Expected increase for transactions paid by card |
| Total | \$ 338,911 | \$ 353,999 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

810

GROUND HANDLING

| <u>REVENUE SUMMARY</u> | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|-------------------------------|---------------------|---------------------|-------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ 2,175,546 | \$ 2,403,049 | \$ 2,402,148 | \$ (901) | 0% |
| Total Revenue | \$ 2,175,546 | \$ 2,403,049 | \$ 2,402,148 | \$ (901) | 0% |

| <u>EXPENSE SUMMARY</u> | Actual FY 22 | Budget FY 23 | Request FY 24 | Budget FY 23 vs Budget | | % Change |
|------------------------------------|-----------------------|-----------------------|-----------------------|-------------------------------|----------------------|-----------------|
| | | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 124,825 | \$ 96,485 | \$ 110,924 | \$ 14,439 | | 15% |
| Operating Expenses | 3,449,184 | 4,375,965 | 4,237,376 | (138,589) | | -3% |
| City Indirect Cost Allocation | 5,473 | 5,561 | 5,894 | 333 | | 6% |
| Total Operating Expenses | \$ 3,579,482 | \$ 4,478,011 | \$ 4,354,194 | \$ (123,817) | | -3% |
| Net Operating Income (Loss) | \$ (1,403,936) | \$ (2,074,962) | \$ (1,952,046) | \$ 122,916 | | 6% |

| POSITION | POSITION YEARS | | |
|----------------------|-----------------------|---------------------|-----------------------------|
| | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
| Full Time | 1 | 1 | 1 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 1 | 1 | 1 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|---|
| Personnel | \$ 96,485 | \$ 110,924 | |
| Other Contract Services | 4,269,298 | 4,105,249 | Based on contracted per turn fees and expected activity |
| Telephone Service | 7,633 | 9,681 | |
| Electric | 7,524 | 11,131 | Based on FY 22 actuals |
| Auto-Fuel & Oil | 45,261 | 47,977 | Increased vehicle usage due to additional flights |
| Total | \$ 4,426,201 | \$ 4,284,962 | |

CITY OF MELBOURNE AIRPORT AUTHORITY OPERATING BUDGET 2023-24

813

AIRPORT FIRE SERVICES

| REVENUE SUMMARY | Actual FY 22 | Budget FY 23 | Budget vs Budget | | % Change |
|------------------------|---------------------|---------------------|-------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Operating | \$ - | \$ - | \$ - | \$ - | #DIV/0! |
| Total Revenue | \$ - | \$ - | \$ - | \$ - | #DIV/0! |

| EXPENSE SUMMARY | Actual FY 22 | Budget FY 23 | Budget FY 23 vs Budget | | % Change |
|------------------------------------|-----------------------|-----------------------|-------------------------------|----------------------|-----------------|
| | | | Request FY 24 | Request FY 24 | |
| Personnel | \$ 42,268 | \$ 46,501 | \$ 49,291 | \$ 2,790 | 6% |
| Operating Expenses | 139,136 | 1,056,523 | 368,411 | (688,112) | -65% |
| City Indirect Cost Allocation | 1,141,064 | 1,234,614 | 1,333,810 | 99,196 | 8% |
| Total Operating Expenses | \$ 1,322,468 | \$ 2,337,638 | \$ 1,751,512 | \$ (586,126) | -25% |
| Net Operating Income (Loss) | \$ (1,322,468) | \$ (2,337,638) | \$ (1,751,512) | \$ 586,126 | -25% |

| POSITION | POSITIONS EACH YEAR | | |
|----------------------|----------------------------|---------------------|-----------------------------|
| | Actual FY 22 | Budget FY 23 | Budget Request FY 24 |
| Full Time | 0.5 | 0.5 | 0.5 |
| Part Time | - | - | - |
| Full Time Equivalent | - | - | - |
| Total | 0.5 | 0.5 | 0.5 |

BUDGET ANALYSIS

| Significant Operating Expenses: | Budget FY 23 | Budget FY 24 | |
|--|---------------------|---------------------|--|
| Personnel | \$ 46,501 | \$ 49,291 | |
| Police & Fire Service | 1,207,615 | 1,306,001 | City Indirect cost for ARFF station personnel |
| Repair & Maintenance - Vehicle | 28,471 | 30,179 | Based on FY 22 actuals |
| Capital Expenses: | | | |
| Machinery & Equipment | 983,969 | 290,000 | E-9 ARFF Truck 3 Refurb; E-10 Crash Alert System Replacement |
| Total | \$ 2,266,556 | \$ 1,675,471 | |

Capital Project Requests



**MELBOURNE ORLANDO INTERNATIONAL AIRPORT
FY 2024 CAPITAL PROJECT REQUEST SUMMARY**

| Project | Funding | Grant Source | x-ref | % | FY 2024-by Funding Source | FY 2024 Project Total |
|------------------------------------|----------------|---------------------|-----------------------|----------|----------------------------------|------------------------------|
| Terminal Restroom Rehab/Remodel | Cash Flow | | A-1 | 5% | \$ 45,000 | |
| Terminal Restroom Rehab/Remodel | Discretionary | FAA | A-1 | 95% | \$ 855,000 | |
| | | | A-1 | 100% | | \$ 900,000 |
| Security Checkpoint Rolling Gate | Cash Flow | | A-2 | 5% | \$ 10,000 | |
| Security Checkpoint Rolling Gate | Discretionary | FAA | A-2 | 95% | \$ 190,000 | |
| Security Checkpoint Rolling Gate | | | A-2 | 100% | | \$ 200,000 |
| Domestic Baggage Belt Rehab | Cash Flow | | A-3 | 5% | \$ 25,000 | |
| Domestic Baggage Belt Rehab | Discretionary | FAA | A-3 | 95% | \$ 475,000 | |
| Domestic Baggage Belt Rehab | | | A-3 | 100% | | \$ 500,000 |
| Terminal Reroofing - Phase 1 | Cash Flow | | A-4 | 5% | \$ 65,000 | |
| Terminal Reroofing - Phase 1 | Discretionary | FAA | A-4 | 95% | \$ 1,235,000 | |
| Terminal Reroofing - Phase 1 | | | A-4 | 100% | | \$ 1,300,000 |
| FIS Escalator | Cash Flow | | A-5 | 5% | \$ 37,500 | |
| FIS Escalator | Discretionary | FAA | A-5 | 95% | \$ 712,500 | |
| | | | A-5 | 100% | | \$ 750,000 |
| Taxiway A Rehabilitation | Cash Flow | | A-6 | 5% | \$ 1,446,865 | |
| Taxiway A Rehabilitation | State | FDOT | A-6 | 5% | \$ 1,446,865 | |
| Taxiway A Rehabilitation | Entitlement | FAA | A-6 | 90% | \$ 2,754,928 | |
| Taxiway A Rehabilitation | Discretionary | FAA | A-6 | 90% | \$ 23,288,642 | |
| | | | A-6 | | | \$ 28,937,300 |
| Terminal Elevator Upgrades | Cash Flow | | A-7 | 100% | \$ 180,000 | \$ 180,000 |
| Commercial Roof Replacement | Cash Flow | | A-8 | 100% | \$ 225,000 | \$ 225,000 |
| Airport Fire Station Overhead Door | Cash Flow | | A-9 | 100% | \$ 120,000 | \$ 120,000 |
| TOTALS | | | | | \$ 33,112,300 | \$ 33,112,300 |
| | | | Funding Source | | | |
| | | | Cash Flow | | 2,154,365 | |
| | | | Entitlements | | 2,754,928 | |
| | | | Discretionary | | 26,756,142 | |
| | | | Debt | | - | |
| | | | PFC | | - | |
| | | | CFC | | - | |
| | | | TBD | | - | |
| | | | Reimbursement | | - | |
| | | | State Grants | | 1,446,865 | |
| | | | | | 33,112,300 | |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-Terminal

Terminal Restroom Rehab/Remodel

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-1

| | | | | | |
|--------------------|-----------|--------------|--------------------|--------------|--|
| Funding Source: | FAA Grant | Category: | Remodel/Renovation | | |
| Amount to Approve: | Revenue: | \$900,000.00 | Expense: | \$900,000.00 | |

Project Description

Remodel/Rehabilitate Restrooms in the Terminal. This will include a new design and complete refurbishment of the restrooms to bring them to the same standards as the new restrooms in the new portion of the terminal.

Project Justification

The restrooms in the old rental car area and premium lounge area are beyond their life expectancy and serviceability. The entrance and finishes are not customer-friendly and do not fit in with the aesthetics of the new terminal restrooms.

Project Feasibility

Implications of Deferring Project

Deferring this project will cause more staff time to focus on these restrooms with fixtures that are beyond their useful life and customer experience will deteriorate.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

The Airport has been awarded a Bipartisan Infrastructure Law (BIL) ATP grant that will fund 95% of the project with 5% local match from Airport reserves.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|-----------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$45,000 | | | | | | \$45,000 |
| FAA Grant - 389500 | \$855,000 | | | | | | \$855,000 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$900,000 | | | | | | \$900,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$ | | | | | | \$0 |
| Subtotal Costs | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$900,000 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-Terminal

Security Checkpoint Roll-Up Gate

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-2

| | | | | | |
|--------------------|-----------|--------------|-----------|--------------|--|
| Funding Source: | FAA Grant | Category: | Expansion | | |
| Amount to Approve: | Revenue: | \$200,000.00 | Expense: | \$200,000.00 | |

Project Description

Install roll-up gate at the new security checkpoint to replace the current wooden doors.

Project Justification

The security checkpoint needs a more secure gate system than the current temporary wooden doors. The roll-up gate will improve both functionality, as it is easier to open and close as needed by checkpoint, plus it improves the appearance of the new checkpoint.

Project Feasibility

Implications of Deferring Project

Deferring this project will impact the appearance of the security checkpoint in addition to the decrease in efficiency when opening/closing the checkpoint. There is grant funding available to fund this project.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

The Airport has been awarded a Bipartisan Infrastructure Law (BIL) ATP grant that will fund 95% of the project with 5% local match from Airport reserves.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|------------------|------------|------------|------------|------------|------------|------------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$10,000 | | | | | | \$10,000 |
| FAA Grant - 389500 | \$190,000 | | | | | | \$190,000 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$200,000 | | | | | | \$200,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$ | | | | | | \$0 |
| Subtotal Costs | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital- Terminal

Domestic Baggage Belt Rehab

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-3

| | | | | | |
|--------------------|-----------|--------------|--------------------|--------------|--|
| Funding Source: | FAA Grant | Category: | Remodel/Renovation | | |
| Amount to Approve: | Revenue: | \$500,000.00 | Expense: | \$500,000.00 | |

Project Description

Rehabilitate Baggage Belt at Baggage Claim #1

Project Justification

This system is circa 1989 and is beyond basic maintenance capabilities. Several components need to be replaced in order to continue use while increased usage is expediting the wearing out of these aging components. At this stage, the manufacturer is recommending complete refurbishment or replacement. Replacement of this system will cost 3-4 times more than a "like new" refurbishment; therefore, Airport staff has determined the rehab of the existing system is preferred.

Project Feasibility

Implications of Deferring Project

Failure of the one and only domestic baggage claim system would result in severe congestion of arriving passenger throughput, resulting in a negative passenger experience.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

The Airport has been awarded a Bipartisan Infrastructure Law (BIL) ATP grant that will fund 95% of the project with 5% local match from Airport reserves.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|-----------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$25,000 | | | | | | \$25,000 |
| FAA Grant - 389500 | \$475,000 | | | | | | \$475,000 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$ | | | | | | \$0 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$500,000 | | | | | | \$500,000 |
| Subtotal Costs | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-Terminal

Terminal Reroofing - Phase 1

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-4

| | | | | | |
|--------------------|-----------|----------------|--------------------|----------------|--|
| Funding Source: | FAA Grant | Category: | Remodel/Renovation | | |
| Amount to Approve: | Revenue: | \$1,300,000.00 | Expense: | \$1,300,000.00 | |

Project Description

Phase 1 design and construction for the removal and replacement of the oldest portion of the terminal roof.

Project Justification

Portions of the existing terminal roof are original from 1989 and industry standards for roof replacement are every 20 years. Portions of the roof were replaced after considerable damage was caused by the hurricanes in 2004. Recent storms have damaged areas of the original roof membrane where water intrusion is evident, and leaks have begun to occur inside the terminal.

Project Feasibility

This work will need to happen soon. Availability of roofing material has not fully recovered from the nationwide supply chain issues and may require alternate materials to complete than what is currently installed.

Implications of Deferring Project

Deferring this project could result in additional substrate damage and possible structural damage. Leaks would also result in more interior damage to new and existing finishes.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

The Airport has been awarded a Bipartisan Infrastructure Law (BIL) ATP grant that will fund 95% of the project with 5% local match from Airport reserves.

| CAPITAL SUMMARY | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|-------------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$65,000 | | | | | | \$65,000 |
| FAA Grant - 389500 | \$1,235,000 | | | | | | \$1,235,000 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$1,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,300,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$1,300,000 | | | | | | \$1,300,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$ | | | | | | \$0 |
| Subtotal Costs | \$1,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,300,000 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-Terminal

FIS Escalator

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-5

| | | | | | |
|--------------------|-----------|--------------|-----------|--------------|--|
| Funding Source: | FAA Grant | Category: | Expansion | | |
| Amount to Approve: | Revenue: | \$750,000.00 | Expense: | \$750,000.00 | |

Project Description

Adding an additional FIS escalator to improve experience for international passengers.

Project Justification

Having an additional FIS escalator will be able to better support international traffic and reduce repair costs. The current escalator has frequent breakdowns and repairs that have become excessive and costly whenever parts are available. Our contracted maintenance and repair technicians have warned that the most recent major repair, which cost over \$40,000, is only buying the system a little time. Other components on the brink of failure cannot be found.

Project Feasibility

Implications of Deferring Project

Risk catastrophic failure of the entire system, causing a disruption in the passenger experience as they move toward baggage claim and the Customs FIS.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

This project will be funded with Airport reserves/operating cash flow.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|-----------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$37,500 | | | | | | \$37,500 |
| FAA Grant - 389500 | \$712,500 | | | | | | \$712,500 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$750,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$750,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$750,000 | | | | | | \$750,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$ | | | | | | \$0 |
| Subtotal Costs | \$750,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$750,000 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-Airfield

Taxiway A Rehabilitation

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-6

| | | | | | |
|--------------------|-----------|-----------------|--------------------|-----------------|--|
| Funding Source: | FAA Grant | Category: | Remodel/Renovation | | |
| Amount to Approve: | Revenue: | \$28,937,300.00 | Expense: | \$28,937,300.00 | |

Project Description

Design and Construction for the mill and overlay of Taxiway A rehabilitation.

Project Justification

The latest pavement evaluation from the FDOT Statewide Pavement Evaluation report in 2019 indicates a Pavement Condition Index (PCI) of 69. The minimum value for taxiways is 70 with a critical value of 65. The high use of Taxiway A is driving the need for the rehabilitation to occur soon.

Project Feasibility

Project design will be completed with FAA Entitlement grants; the construction funding is dependent upon receiving FAA discretionary grant funding and the project will not proceed until this funding is secured.

Implications of Deferring Project

Deferring this project could result in the condition of the pavement surface deteriorating more rapidly and requiring a repair method that would be more elaborate and costly.

Opportunity for Coordination

Work will need to be performed at night or during slow periods of use for the taxiway and will have to be completed daily for continual operational use.

Fiscal and Operating Impact

Project is to be funded at 95% by FAA and FDOT discretionary grants with a 5% local match funded from Airport reserves. Design work cost is \$1,428,000 and Construction costs at \$27,509,300, with a total project cost of \$28,937,300.

| CAPITAL SUMMARY | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|--------------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$1,446,865 | 0 | | | | | \$1,446,865 |
| FDOT Grant - 389600 | \$1,446,865 | 0 | | | | | \$1,446,865 |
| FAA Grant - 389500 | \$26,043,570 | 0 | | | | | \$26,043,570 |
| Subtotal Revenues | \$28,937,300 | \$0 | \$0 | \$0 | \$0 | \$0 | \$28,937,300 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$ | | | | | | \$0 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$27,509,300 | | | | | | \$27,509,300 |
| IOTB Design-563010 | \$1,428,000 | | | | | | \$1,428,000 |
| Machinery/Equip-564000 | \$ | | | | | | \$0 |
| Subtotal Costs | \$28,937,300 | \$0 | \$0 | \$0 | \$0 | \$0 | \$28,937,300 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-Terminal

Elevator Upgrades (3)

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-7

| | | | | | |
|--------------------|----------------|--------------|--------------------|--------------|--|
| Funding Source: | Operating Cash | Category: | Remodel/Renovation | | |
| Amount to Approve: | Revenue: | \$180,000.00 | Expense: | \$180,000.00 | |

Project Description

Upgrade Administration, TSA, and Domestic Concourse elevators.

Project Justification

Upgrades needed to maintain compliance with current safety and regulatory codes. System failures are becoming more frequent and costly. Meeting the appropriate safety and regulatory compliance standards is essential to upholding the operating certifications.

Project Feasibility

Implications of Deferring Project

If the project is delayed, it may cause catastrophic failure of systems due to non-compliance. Expiration or non-renewal for deficiencies may put these systems out of order.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

This will be funded with Airport reserves.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$180,000 | | | | | | \$180,000 |
| (None) | \$ | | | | | | \$0 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$180,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$180,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$180,000 | | | | | | \$180,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$ | | | | | | \$0 |
| Subtotal Costs | \$180,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$180,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-CBC

Commercial Roof Replacement

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-8

| | | | | | |
|--------------------|----------------|--------------|--------------------|--------------|--|
| Funding Source: | Operating Cash | Category: | Remodel/Renovation | | |
| Amount to Approve: | Revenue: | \$225,000.00 | Expense: | \$225,000.00 | |

Project Description

Replace flat roof on Airport-owned commercial building located at 1135 Woody Burke.

Project Justification

The roof is beyond its useful life. Leaks are frequently detected due to failing materials thus adversely impacting tenant operations within the building. The project will require disconnecting, removal, and reconnection of numerous rooftop AC units.

Project Feasibility

Implications of Deferring Project

If the project is delayed, severe weather can cause damage throughout internal areas of the building due to water intrusion. High repair or replacement costs to the tenant facilities and equipment may be endured.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

Project will be funded out of Airport reserves/cash flow.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$225,000 | | | | | | \$225,000 |
| (None) | \$ | | | | | | \$0 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$225,000 | | | | | | \$225,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$0 | | | | | | \$0 |
| Subtotal Costs | \$225,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$225,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport FY 2024 Capital Budget Request

New Project

Capital Improvement Project Detail

Airport Capital-ARFF

Airport Fire Station Overhead Door

Start Date
10/1/2023

End Date
9/30/2024

Dept. Ranking

Location: A-9

| | | | | | |
|--------------------|----------------|--------------|-----------|--------------|--|
| Funding Source: | Operating Cash | Category: | Expansion | | |
| Amount to Approve: | Revenue: | \$120,000.00 | Expense: | \$120,000.00 | |

Project Description

Install new overhead door entrance in apparatus bay.

Project Justification

An additional overhead door is needed to accommodate the additional airport fire truck the airport is in the process of acquiring. Adding this bay door will allow the airport to maintain and store up to 4 ARFF Crash Trucks as planned as well as the city owned/operated engine. Additional improvements such as possible relocation of piping, wiring, above ground fixtures and installing a driveway for the engine truck are also included in this project.

Project Feasibility

Implications of Deferring Project

This would require relocation of one truck to an alternate location, potentially leaving the backup Crash Truck outside, exposed to the elements. This will result in expedited deterioration of valuable apparatus equipment and more frequent repairs and additional down time of the vehicle.

Opportunity for Coordination

N/A

Fiscal and Operating Impact

This will be funded with Airport reserves/cash flow.

| <i>CAPITAL SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|--------------------------------|-----------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860)-387014 | \$120,000 | | | | | | \$120,000 |
| (None) | \$ | | | | | | \$0 |
| (None) | \$ | | | | | | \$0 |
| Subtotal Revenues | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Capital Costs | | | | | | | |
| Buildings - 562000 | \$ | | | | | | \$0 |
| Building Improvements - 562010 | \$120,000 | | | | | | \$120,000 |
| Building -Design 562020 | \$ | | | | | | \$0 |
| IOTB-563000 | \$ | | | | | | \$0 |
| IOTB Design-563010 | \$ | | | | | | \$0 |
| Machinery/Equip-564000 | \$0 | | | | | | \$0 |
| Subtotal Costs | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |

Equipment Requests



**MELBOURNE ORLANDO INTERNATIONAL AIRPORT
FY 2024 EQUIPMENT REQUEST SUMMARY**

| Project | X-ref | Funding Source | FY 2024 |
|---------------------------------------|-------|-----------------------|---------|
| ADMINISTRATION EQUIP (800) | | | |
| Phone System | E-1 | Cash Flow | 30,000 |
| POLICE EQUIP (801) | | | |
| No Requests | | | |
| AIRFIELD EQUIP (803) | | | |
| Batwing - Tractor Mowing Attachment | E-2 | Cash Flow | 28,000 |
| Dump Truck | E-3 | Cash Flow | 125,000 |
| Tractor | E-4 | Cash Flow | 130,000 |
| Zero Turn Mower | E-5 | Cash Flow | 18,000 |
| TERMINAL EQUIP (804 & 807) | | | |
| Air Handling Unit (HVAC) | E-6 | Cash Flow | 18,000 |
| Roof Top Unit (HVAC) | E-7 | Cash Flow | 25,000 |
| Spider Lift | E-8 | Cash Flow | 90,000 |
| ARFF EQUIP (813) | | | |
| ARFF Crash 3 Vehicle Refurbishment | E-9 | Cash Flow | 200,000 |
| Crash Alert System | E-10 | Cash Flow | 90,000 |
| Total Equipment Purchases | | | 754,000 |
| | | <u>Funding Source</u> | |
| | | Cash Flow | 754,000 |
| | | Entitlements | - |
| | | State | - |
| | | Discretionary | - |
| | | Total | 754,000 |

Melbourne Orlando International Airport FY 2024 Budget Request

Replacement Equipment

Equipment Budget

803 - Airfield

| | | | |
|------------|------------|-----------|---------------|
| Dump Truck | Start Date | End Date | Dept. Ranking |
| | 10/1/2023 | 9/30/2024 | |

Location: E-3

| | | | | |
|--------------------|----------------------|--------------|----------|--------------|
| Funding Source: | Operating Cash (860) | Category: | (None) | |
| Amount to Approve: | Revenue: | \$125,000.00 | Expense: | \$125,000.00 |

Equipment Description:

One medium size dump truck to haul dirt and other materials.

Equipment Justification:

We have a continuous need to relocate dirt, debris, and other materials for maintenance priorities throughout the airfield.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusng?

Replacing two dump trucks; the 2001 small truck and 1995 large dump truck. Our large dump truck was inoperable and sold on GovDeals in 2022. The existing small truck does not meet all of our needs.

Implications of Deferring Equipment:

Inability to efficiently maintain and remove unnecessary items.

| EQUIPMENT SUMMARY | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|-------------------------------|-----------|---------|---------|---------|---------|---------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 125,000 | 0 | 0 | 0 | 0 | 0 | \$125,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$125,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$125,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 125,000 | 0 | | | | | \$125,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$125,000 | 0 | 0 | 0 | 0 | 0 | \$125,000 |

Melbourne Orlando International Airport
 FY 2024 Budget Request

Replacement Equipment

Equipment Budget

803 - Airfield

| | | | |
|---------------|-------------------------|-----------------------|---------------|
| Tractor | Start Date 10/1/2023 | End Date 9/30/2024 | Dept. Ranking |
| Location: E-4 | | | |

| | |
|--|-----------------------|
| Funding Source: Operating Cash (860) | Category: (None) |
| Amount to Approve: Revenue: \$130,000.00 | Expense: \$130,000.00 |

Equipment Description:

Purchasing a new closed cab tractor to maintain Airfield grass and other airport properties.

Equipment Justification:

The existing 2007 John Deer tractor is at the end of its useful life and beginning to require more consistent heavy maintenance. This piece of equipment is used at least five days out of the week when in service but is out of service for maintenance often. In 2022, it had to be shipped to a repair facility twice for major repairs.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusng?
 Replacing 2007 John Deer Tractor

Implications of Deferring Equipment:

Inability to maintain Airfield grass in accordance with FAA regulations.

| <i>EQUIPMENT SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|---------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 130,000 | 0 | 0 | 0 | 0 | 0 | \$130,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$130,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$130,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 130,000 | 0 | | | | | \$130,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$130,000 | 0 | 0 | 0 | 0 | 0 | \$130,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport
 FY 2024 Budget Request

Replacement Equipment

Equipment Budget

804 - Terminal

HVAC Air Handling Unit

Start Date

End Date

Dept. Ranking

10/1/2023

9/30/2024

Location: E-6

| | | | | |
|--------------------|----------------------|-------------|----------|-------------|
| Funding Source: | Operating Cash (860) | Category: | (None) | |
| Amount to Approve: | Revenue: | \$18,000.00 | Expense: | \$18,000.00 |

Equipment Description:

AHU HVAC unit located under concourse.

Equipment Justification:

Existing equipment is beyond its useful life.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusing?

Will replace an aging AHU.

Implications of Deferring Equipment:

Passenger and/or tenant discomfort if unit fails.

| <i>EQUIPMENT SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 18,000 | 0 | 0 | 0 | 0 | 0 | \$18,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$18,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 18,000 | 0 | | | | | \$18,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$18,000 | 0 | 0 | 0 | 0 | 0 | \$18,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport
 FY 2024 Budget Request

Replacement Equipment

Equipment Budget

804 - Terminal

HVAC Roof Top Unit

Start Date

End Date

Dept. Ranking

10/1/2023

9/30/2024

Location: E-7

| | | | | | |
|--------------------|----------------------|-------------|----------|-------------|--|
| Funding Source: | Operating Cash (860) | Category: | (None) | | |
| Amount to Approve: | Revenue: | \$25,000.00 | Expense: | \$25,000.00 | |

Equipment Description:

Roof Top HVAC

Equipment Justification:

Existing equipment is beyond its useful life and is expected to fail within the next year or less. The manufacturer has indicated this system is obsolete and must be replaced versus repaired. No possibility of repair once the system fails.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusing?

Will replace an aging roof top unit.

Implications of Deferring Equipment:

Passenger and/or tenant discomfort if unit fails.

| <i>EQUIPMENT SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 25,000 | 0 | 0 | 0 | 0 | 0 | \$25,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 25,000 | 0 | | | | | \$25,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$25,000 | 0 | 0 | 0 | 0 | 0 | \$25,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport
FY 2024 Budget Request

New Equipment

Equipment Budget

804 - Terminal

Spider Lift
Start Date: 10/1/2023 End Date: 9/30/2024 Dept. Ranking:
Location: E-8

| | | | |
|--------------------|-----------------------------|-------------|----------------------|
| Funding Source: | Operating Cash (860) | Category: | (None) |
| Amount to Approve: | Revenue: | \$90,000.00 | Expense: \$90,000.00 |

Equipment Description:

Used Spider lift with 50' reach capability.

Equipment Justification:

This specialized piece of equipment is needed for use throughout the terminal. Its lightweight design and reach capability of 50', will allow staff to maintain all of the new sections within the terminal where there are high ceilings and windows. The flooring was designed with load restrictions that will not permit the safe use of our current lift equipment.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusing?

New equipment.

Implications of Deferring Equipment:

Inability to maintain high areas throughout new terminal hold room. Without this equipment, any high fixture repairs will have to be contracted out to someone with this type of specialized equipment.

| <i>EQUIPMENT SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 90,000 | 0 | 0 | 0 | 0 | 0 | \$90,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$90,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$90,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 90,000 | 0 | | | | | \$90,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$90,000 | 0 | 0 | 0 | 0 | 0 | \$90,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport
 FY 2024 Budget Request

Replacement Equipment

Equipment Budget

813 - ARFF

ARFF Truck (Crash 3)

Start Date

End Date

Dept. Ranking

10/1/2023

9/30/2024

Location: E-9

| | | | | | |
|--------------------|----------------------|--------------|----------|--------------|--|
| Funding Source: | Operating Cash (860) | Category: | (None) | | |
| Amount to Approve: | Revenue: | \$200,000.00 | Expense: | \$200,000.00 | |

Equipment Description:

1998 Oshkosh Airport Rescue & Firefighting Truck (Structural Refurbishment to existing truck).

Equipment Justification:

To keep and maintain this truck as a backup vehicle to maintain Part 139 Index standards as required by the FAA should one of our primary trucks go out of service for maintenance or mechanical issues. Falling out of index will cause air carriers to reduce service until restored.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusing?

This is a replacement of the truck frame and support structures.

Implications of Deferring Equipment:

When/if the airport ARFF index is upgraded from a C to D, this truck will serve as a backup. Currently it is the back up to our Index C requirement and is instrumental in meeting the Index D requirement as agreed upon during TUI operations. If it fails, we will not have the ability to uphold our agreement with TUI.

| <i>EQUIPMENT SUMMARY</i> | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 200,000 | 0 | 0 | 0 | 0 | 0 | \$200,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 200,000 | 0 | | | | | \$200,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$200,000 | 0 | 0 | 0 | 0 | 0 | \$200,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Melbourne Orlando International Airport FY 2024 Budget Request

Replacement Equipment

Equipment Budget

813 - ARFF

| | | | |
|--------------------|------------|-----------|---------------|
| Crash Alert System | Start Date | End Date | Dept. Ranking |
| | 10/1/2023 | 9/30/2024 | |
| Location: E-10 | | | |

| | | | | |
|--------------------|----------------------|-------------|----------|-------------|
| Funding Source: | Operating Cash (860) | Category: | (None) | |
| Amount to Approve: | Revenue: | \$90,000.00 | Expense: | \$90,000.00 |

Equipment Description:

This KOVA Emergency Alert Notification System (KEANS) is tailored to fulfill the emergency notification system needs and is robust and customizable for individual airport operations. The system proposed for MLB includes redundancy and modular design, affording personnel with the latest digital technology that is extremely flexible and functional, built around standard operating procedures.

Equipment Justification:

The current crash alerting system is 25+ years old. The system has been suffering in its communication capabilities to Airport Operations and Airport Police & Fire Station. The system is notorious for unreliability in that notification delays are consistent or non-existent in some cases.

Is this a replacement or new equipment? If replacement, what piece of equipment are you surplusing?

Complete replacement of the crash alert phone/text system.

Implications of Deferring Equipment:

Delayed response and poor communication with all necessary parties involved in aircraft crash alerts.

| EQUIPMENT SUMMARY | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | Project Total |
|-------------------------------|------------|------------|------------|------------|------------|------------|---------------|
| Capital Revenues | | | | | | | |
| Operating Cash (860) - 387014 | 90,000 | 0 | 0 | 0 | 0 | 0 | \$90,000 |
| (None) | | 0 | 0 | 0 | 0 | 0 | \$0 |
| (None) | 0 | 0 | 0 | 0 | 0 | 0 | \$0 |
| Subtotal Revenues | \$90,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$90,000 |
| Capital Costs | | | | | | | |
| Planning/Design - 600005 | | 0 | | | | | \$0 |
| Construction - 600006 | | 0 | | | | | \$0 |
| Contingency - 600008 | | 0 | | | | | \$0 |
| Capital Equipment - 600009 | 90,000 | 0 | | | | | \$90,000 |
| Land Acq. Constr. - 600011 | | 0 | | | | | \$0 |
| Land Acq. Open Space - 600010 | | 0 | | | | | \$0 |
| Subtotal Costs | \$90,000 | 0 | 0 | 0 | 0 | 0 | \$90,000 |
| Net Fund Support | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

FY 2023-2024 Rates

Melbourne Orlando International Airport Rate Schedule FY 23/24

Airlines/Airfield Fees

| Description | Current | | |
|--|-----------|----------|-----------|
| | Rate | Increase | New Rate |
| Ticket Counter Space | \$ 225.75 | 0% | \$ 225.75 |
| Office Space | \$ 27.00 | 0% | \$ 27.00 |
| Operations Space | \$ 16.00 | 0% | \$ 16.00 |
| Landing Fees-Signatory | \$ 1.74 | 0% | \$ 1.74 |
| Landing Fees-Non-Signatory | \$ 2.60 | 0% | \$ 2.60 |
| Gate Use Per Turn Charge - Signatory | \$ 257.00 | 0% | \$ 257.00 |
| Gate Use Per Turn Charge - Non-Signatory | \$ 288.00 | 0% | \$ 288.00 |
| Passenger Service Agent Charge per Turn | \$ 57.00 | 5% | \$ 59.00 |
| Passenger Service Agent Charge Non-Signatory | \$ 61.00 | 5% | \$ 64.00 |
| Fuel Storage | \$ 0.07 | 0% | \$ 0.07 |
| Fuel Flowage | \$ 0.07 | 0% | \$ 0.07 |
| Ground Handling - RON-Main Line Domestic - Signatory | \$ 483.00 | 5% | \$ 507.00 |
| Ground Handling - PAF Main Line Domestic - Signatory | \$ 198.00 | 5% | \$ 207.00 |
| Ground Handling - RON RJ Domestic - Signatory | \$ 347.00 | 5% | \$ 364.00 |
| Ground Handling - PAF RJ Domestic - Signatory | \$ 174.00 | 5% | \$ 182.00 |
| Ground Handling - RON Non-Signatory | \$ 603.00 | 5% | \$ 633.00 |
| Ground Handling - PAF- Non-Signatory | \$ 260.00 | 5% | \$ 273.00 |
| Above Wing - RON RJ Domestic - Signatory | \$ 123.00 | 5% | \$ 129.00 |
| Above Wing - PAF RJ Domestic - Signatory | \$ 155.00 | 5% | \$ 162.00 |
| Above Wing - PAF - Non-Signatory | \$ 194.00 | 5% | \$ 203.00 |
| Baggage Claim Use Fee - Non-Signatory | \$ 1.15 | 0% | \$ 1.15 |
| Ice | \$ 2.30 | 0% | \$ 2.30 |
| Jet Bridge Fee - Non-Signatory | \$ 25.00 | 0% | \$ 25.00 |
| After hours International Arrival Fee | \$ 140.00 | 186% | \$ 400.00 |
| Waste Disposal by Customs | \$ 100.00 | 0% | \$ 100.00 |
| Waste Disposal by Airport | \$ 894.00 | 0% | \$ 894.00 |

Airfield Operations Fees

| Description | Current | | |
|--------------------------------|-----------|----------|-----------|
| | Rate | Increase | New Rate |
| GRE User Fee | \$ 40.00 | 0% | \$ 40.00 |
| Jet Aircraft Parking Overnight | \$ 100.00 | 0% | \$ 100.00 |
| Commuter Parking Overnight | \$ 100.00 | 0% | \$ 100.00 |
| Ticket Counter Usage | \$ 322.50 | 0% | \$ 322.50 |
| Gate/Terminal Usage | \$ 250.00 | 0% | \$ 250.00 |
| Truck Permit | \$ 300.00 | 0% | \$ 300.00 |
| Ramp Fees - Remote Parking | \$ 50.00 | 0% | \$ 50.00 |

Parking/Ground Transportation Fees

| Description | Current | | |
|--|-----------|----------|-----------|
| | Rate | Increase | New Rate |
| Ready Return Space | \$ 25.00 | 0% | \$ 25.00 |
| Based Employee Parking Permit | \$ 60.00 | 100% | \$ 120.00 |
| Non-Based Employee Parking Permit | \$ 220.00 | 14% | \$ 250.00 |
| Commercial Ground Transportation Vehicle Permit | \$ 50.00 | 0% | \$ 50.00 |
| Ground Transp. One time Pick up | \$ 10.00 | 0% | \$ 10.00 |
| Trip Fee (8 passengers vehicles or less) | \$ 2.00 | 0% | \$ 2.00 |
| Trip Fee (large vehicles-more than 8 passengers) | \$ 10.00 | 0% | \$ 10.00 |
| Uber/Lyft Trip Fee | \$ 2.50 | 0% | \$ 2.50 |
| Parking-Consolidated Rate | \$ 14.00 | 0% | \$ 14.00 |
| Parking Rate until Max reached | \$ 1.00 | 0% | \$ 1.00 |
| Fee for coordinating/paying invoices on behalf of tenant | 20% | 0% | 20% |

Melbourne Orlando International Airport

Per Turn Rate Schedule FY 23/24

Per Turn Rates

| Type of Aircraft | SIGNATORY | | | NON-SIGNATORY | |
|------------------|-------------|-------------|--|---------------|-------------|
| | Non-RON | RON | | Non-RON | RON |
| 717 | \$ 819.40 | \$ 1,119.40 | | \$ 1,189.15 | \$ 1,549.15 |
| A319/A320 | \$ 862.00 | \$ 1,162.00 | | \$ 1,285.00 | \$ 1,645.00 |
| A321XLR | \$ 1,063.30 | \$ 1,363.30 | | \$ 1,699.48 | \$ 2,059.48 |
| 737 | \$ 931.06 | \$ 1,231.06 | | \$ 1,370.78 | \$ 1,730.78 |
| 787 | \$ 2,815.60 | \$ 3,115.60 | | \$ 3,640.88 | \$ 4,000.88 |

Note 1: Rates do not include cargo handling, PFC, CFC, Fuel Fees, or Office/Storage Rent.

Note 2: RON stands for Remain Over Night.