

MELBOURNE INTERNATIONAL AIRPORT

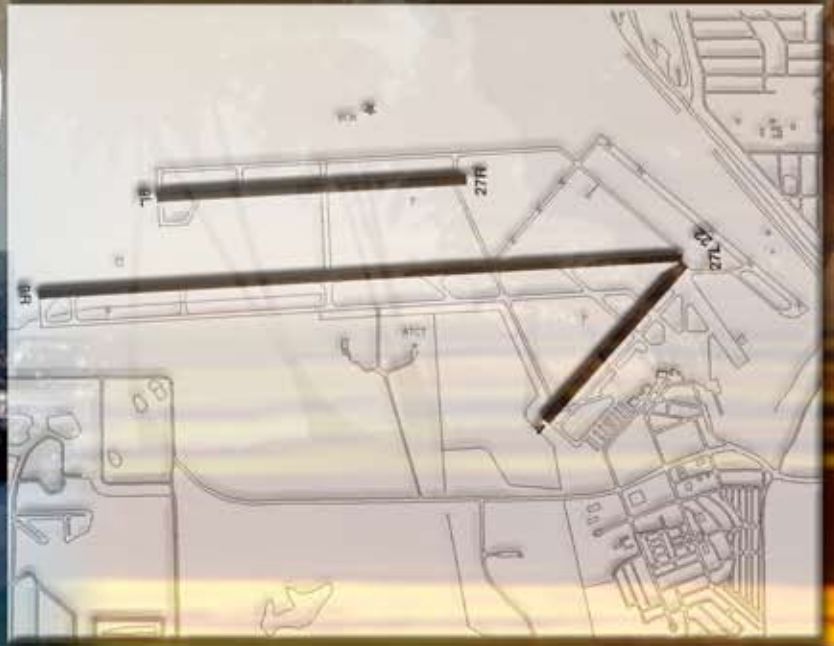
MELBOURNE
COMMERCIAL SERVICE



AIRPORT LOCATION



Melbourne International Airport is located in Brevard County on Florida's eastern central coast, also known as the Space Coast. It is located approximately three miles west of the Atlantic Ocean and its resorts, 45 miles south of the Kennedy Space Center, 27 miles south of Port Canaveral, 35 miles north of Disney's Vero Beach Resort, and 185 miles north of Miami.



Existing Facilities

Melbourne International Airport is served by three runways and a number of airside and landside facilities. The runways include Runway 05/23 (3,001 feet long by 75 feet wide), Runway 09L/27R (6,000 feet long by 150 feet wide), and Runway 09R/27L (10,181 feet long by 150 feet wide). All runways are asphalt and are in good condition and all are served by full-length parallel taxiways. The airport has a 200,000 square foot passenger terminal building with seven aircraft loading bridges. The airport also has two FBO's to serve general aviation pilots and passengers. There are currently 80 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 177 covered parking spaces for aircraft.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

Melbourne International focuses primarily on serving commercial airline activity, air cargo, and general aviation. Four airlines currently provide service at Melbourne: Delta, Atlantic Southeast Airlines (ASA), Comair, and Vintage. The average number of daily flights is 12 inbound and 12 outbound. Since 1996, annual passenger enplanements have ranged from around 520,000 to 635,000 and the airport processed 656,000 pounds of cargo in 2005.

Flight training is a large component of this airport's general aviation activity. Roughly 11 percent of the airport's annual operations are related to flight training. There is only one flight training school on the airport operated by Florida Tech (FIT). FIT employs approximately 60 instructors and has 34 aircraft dedicated to flight training.

General aviation operations by corporate and business users are also common at the airport. Airport management estimates that there are 56 business-related aircraft based at the field. Local companies that use the airport's general aviation facilities include Harris Corporation, Rockwell Collins, Northrop Grumman, JDS Uniphase, GE Transportation System, Nokia, and Titan Industries. The airport also attracts a number of transient or visiting general aviation aircraft. Transient activity accounts for 44 percent of the airport's total operations of which approximately 30 percent are business related. Visiting companies that use Melbourne International include Net Jet, Rockwell Collins, Executive Jet, Flight Works – California, JDS Uniphase, Northport Health – Alabama, Applebee's, and Wal-Mart.

The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future role may be limited somewhat by competition from other larger commercial airports and by manmade, environmental, community and financial factors.

However, despite these factors, the airport sees itself experiencing significant growth in the coming years.

Melbourne International Airport	2007	2012	2017	2027
Based Aircraft	269	292	318	377
General Aviation Operations	156,644	172,947	190,948	232,764
Commercial Operations	7,225	8,457	9,899	13,565
Enplanements	137,102	183,473	245,528	439,704

Source: Airport records and FDOT Aviation Office.

COMMUNITY SERVICES

The airport's vision is to continue building a first-class airport facility with an emphasis on improved usability and intermodal applications. The most important consideration for improving the airport's usability will be to construct an expressway from I-95 to the airport. Melbourne is one of the only airports in Florida without an expressway connection. Additionally, the airport is actively seeking community support to construct a 100,000-square foot seminar/exhibits convention center in front of the terminal building. It has also received a letter of intent from a large hotel developer to build a 300 room hotel beside the convention center. To accommodate the increased number of guest/passengers, the Authority plans to construct a 1,100-space decked parking facility with a people mover connecting the terminal to parking garage and the hotel/convention center. Other plans include the straightening of NASA Boulevard in front of the airport and construction of flyovers to accommodate increased passenger demand arriving at and departing from the airport, and to construct a rail station on airport property with a shuttle service to the terminal for further connections or car rentals. Consideration is also being given to connect with a hovercraft operation for arriving passengers to travel to Port Canaveral, Kennedy Space Center, and Disney's Vero Beach Resort by water.

Other Airport Characteristics

The airport supports a Foreign Trade Zone (Port Canaveral FTZ #136) on-site. Of the 4,160 acres within FTZ No. 136, 1,856 acres are located on Melbourne Airport Authority property. The FTZ industrial area is a 520 acre site located on the east side of the airport, and it is presently 46 percent occupied.

While the airport does not have any based military aircraft, it does accommodate some transient military operations. The airport reports that slightly more than one percent of its total annual activity is attributable to military operations. These military operations are preformed by a number of military branches using jet transport type aircraft.

Of the based aircraft, approximately two percent of the aircraft are stored on paved tie-downs, and 98 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars to store 33 aircraft. The current FDOT work plan for Melbourne International Airport shows plans to develop an additional covered storage spaces.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

As part of its process to plan for near term and long term development needs, the airport has identified the following three initiatives as being needed in the near term:

1. Public Aprons and Taxiway Extensions – Capital Project
2. General Aviation Drive Extension – Capital Project
3. Interior Road Phase II – Capital Project

The airport's most recent approved master plan was completed in 1996 and is presently in the process of being updating. The master plan update was completed in 2004. Other projects planned in the future include:

- ❑ Design and Construction of Express Road to I-95 – Capital Project
- ❑ Decked Parking / People Mover Construction – Capital Project
- ❑ Design and Construction of Convention Center – Capital Project
- ❑ Hotel Construction (Private Ownership)
- ❑ Railroad Station – Capital Project
- ❑ Expansion of Federal Inspection Station – Capital Project
- ❑ Cargo Building Expansion – Capital Project
- ❑ Domestic Terminal Building Expansion – Capital Project

Among the services the Melbourne International Airport currently provides are Flight Training, Corporate, Recreational/Sport, Tourism (CS), Air Cargo, and Business/Recreational (sightseeing, real estate tours, charter, military, coastal patrol/rescue, medical flights) services. The airport plans to increase its flight training, recreational, corporate and charter operations. It would also like to increase its scheduled service to include more domestic destinations and international destinations. Analysis indicates that the airport is best suited for providing Recreational/Sport, Flight Training, Tourism (CA), and Business/Recreational, and Corporate services as well as Tourism (CS) and Business services in a Commercial Service role. The airport in the past has provided some air cargo service for high value, space-related cargo being shipped to the Cape Canaveral spaceport complex. Melbourne International has an impressive infrastructure to support a growing industrial base, and increased levels of air carrier flights, but suffers approximately 78% leakage to other commercial service airports, primarily Orlando International.

Based on the infrastructure planning analysis for Melbourne International Airport, the following depicts the airport's current levels of service, as well as, the types and levels of service that the airport will likely be required to accommodate by the year 2030:

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism	X	X
Business	X	X
Air Cargo	X	X
International	X	X
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	X