

CHAPTER NINE

Airport Implementation Plan and Financial Sustainability

Chapter Overview and Introduction

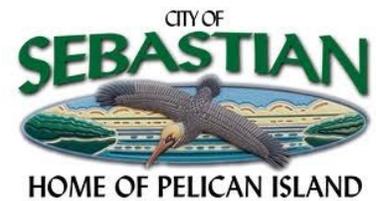
The primary objective of this chapter is to analyze the financial feasibility of developing projects included in the Capital Improvement Program (CIP) for Sebastian Municipal Airport (X26 future SEB)). The preceding chapters (Chapters 4 and 5) of this master plan update identified existing and future demand and facilities needed to accommodate current and projected service levels. Suggested development includes a variety of airside, landside and support facility improvements in addition to other non-aviation revenue enhancement recommendations.

However, Capital Improvements shown on the Airport Layout Plan (ALP) should not be constructed as a commitment by the City of Sebastian to build these projects. Projects are considered by City and Airport management and given to City Council for review and approval based on need, benefit, and available funding.

The proposed financial plan was developed after evaluating the financial structure of the Sebastian Municipal Airport within the City system and identifying potential sources of revenue that may be available to fund proposed capital improvement projects. These funding sources were applied to projects over an estimated phasing schedule (short, mid, and long-term including beyond the 20-year planning period) to determine the financial implications of undertaking the recommended capital improvements. Detailed tables of historical and forecast financial data is provided in **Appendix I** of this report.

The implementation plan presented herein describes the staging of proposed improvements based upon: need, prerequisite projects and anticipated funding as well as provides the basic financial requirements of each and identifies various means of funding. It is the intent of this implementation plan to provide general financial guidance to the Airport Staff and City Council Members in making policy decisions with regard to recommended airport development over the twenty-year planning period and beyond.

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Typically, the onset of demand spawns the design, engineering and construction of various facilities to accommodate such demand. As a result, although identified, some projects were shown to occur beyond the twenty-year planning period once consistent growth trends are recognized. This will allow the airport to proactively pursue projects to accommodate demand.

Still, various funding sources (e.g. FAA, FDOT, local match and other third party funding) identified in the CIP plan are in no way a guarantee of funding. The availability of funding is dependent upon a number of factors including federal and state budgets, airport needs nationwide, identified demand, and the type of projects being pursued (e.g. safety projects typically take priority over other types of development).

As a result, this chapter highlights the financially feasible implementation plan based upon forecast triggers as well as proposed capital improvement program through the years 2038. Updated guidance provided by FAA and FDOT regarding likely AIP project funding was incorporated and used to determine likely funding needs. Detailed tables of historical and forecast financial demand is provided in Appendix I of this report.

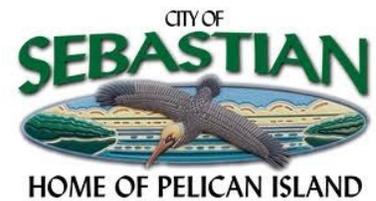
Implementation Plan

The facilities implementation plan provides guidance on how to implement the findings and recommendations of the planning effort. The implementation plan will vary depending upon the complexity of airport projects as well as airport sponsor's preferences. Since the Implementation Plan (also referred to as Capital Improvement Plan) will be updated annually, a simple schedule providing a listing of key projects, project descriptions, interrelated projects and special considerations were provided.

The likely funding evaluation of proposed project funding was based upon historical funding data as well as information outlined in the 2014 FAA Order 5100.38D, *Airport Improvement Program Handbook*, which provides guidance, policies and procedures used to administer the FAA Airport Improvement Program (AIP).

The implementation plan for Sebastian Municipal Airport and the City of Sebastian was developed to provide the Sponsor (City of Sebastian), FAA and FDOT with information necessary to integrate master plan recommendations as well as identify existing and upcoming needs for achieve financial sustainability. The facilities implementation plan must address all of the airport's planned capital projects including those that are not associated with the recommendations of the master plan (e.g. pavement maintenance) to ensure that adequate fiscal, staff and scheduling and other resources are available. Further, documentation must be

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prepared to clearly delineate planned development. Ultimately, the facilities implementation plan must balance funding constraints (i.e. project sequencing limitations, environmental processing needs, agency and tenant approvals, etc.). The plan should also coordinate with the master plan ALP and Airport's financial plan.

Implementation Criteria

Criteria used to phase proposed project implementation includes:

- ➔ Minimizing operational impacts
- ➔ Maintaining a logical sequence for development
- ➔ Initiating project specific planning, environmental, design as well as land acquisition and other needs are in place to support needed development
- ➔ Projects should be implemented based upon demand. Therefore, effective monitoring of likely operational and passenger needs is critical.

Project phasing as highlighted in this chapter were based upon forecast growth, financial feasibility and plans for logical development. Phasing shown is based upon immediate sponsor needs as well as Sponsor priorities. The phasing and financial feasibility analysis is illustrative of likely needs based upon current demand triggers. The actual implementation schedule may change based upon growth and other factors.

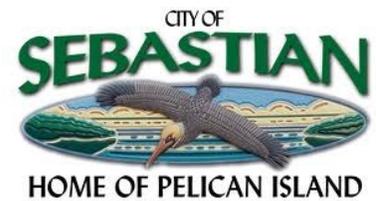
Implementation Triggers

As noted in previous chapters, planning activity levels (PALs) were used to define specific and qualitative indicators that should trigger planned development. These indicators are not tied to a specific year, but are used to help identify the impending need for additional facilities given present demand and capacity relationship. Implementation triggers were used to populate the Airport's 20-year Capital Improvement Plan as well as cash flow and financial analysis.

Airport Capital Improvement Plan

The Capital Improvement Program is a key element of the facility implementation plan. Projects illustrated on the ALP should be described in the Sponsor's CIP. The capital improvement program or capital improvement plan includes all airport planning and development projects, both eligible and ineligible for FAA AIP funding. The FAA considers actual funding requests through the Airports Capital improvement Plan (ACIP) Process.

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Based upon required and recommended capital improvement projects as well as general maintenance and operational requirements, a 20-year capital improvement program was developed which includes anticipated funding in addition to an airport financial analysis.

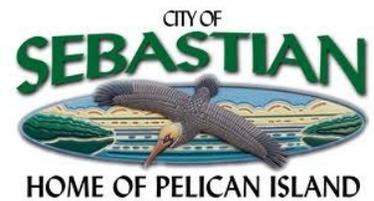
Development Considerations

This chapter highlights the Airport's current financial structure, historical budget, historical state and federal funding sources as well as other factors that may impact funding of capital improvements outlined as part of recommended airport development. X26 is a federally obligated airport, and, therefore, the financial plan must be consistent with federal and state grant program and funding policies.

Specific factors include:

- ➔ The airport development plan can be funded over the twenty-year master plan time frame; project justification is demand or necessity driven and will be constructed when activity triggers development. As airport activity grows, increased user fees and other funds should become available for use toward needed capital improvements.
- ➔ It is anticipated that airfield projects will be comprised primarily through a combination of FAA entitlement and discretionary funding sources and state funding programs
- ➔ As part of the Airport's federal obligations, it must maintain infrastructure to support and retain airport users and tenants. Based upon this obligation, regular maintenance and rehabilitation of airport facilities and pavement will be required throughout the 20-year planning program. Portions of airport improvements, including airfield pavement, markings, navigational aids, etc. are eligible for federal and state funding contributions. Periodic rehabilitation is considered as part of the airport financial analysis and capital improvements program.
- ➔ As operations and demand increases, it is recommended that the airport implement tenant increases and user charges as well as consider various alternative revenue sources to provide the necessary revenue levels to support the local grant match needs. Future and ultimate planned development revealed pockets of airport property which may be used for supplemental for supplemental revenue development. These 'airport pockets' are not suitable for aviation use primarily due to the distance between the properties and the airport operating area. Compatible development options would include aviation related or support businesses, light industry and commercial development, as well as warehousing or low volume retail.

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Project Sequencing and Master Schedule

Since Airport projects may be complex, the implementation plan must consider the interrelationships among the projects in the sponsor’s existing and revised CIP. By establishing project interrelationships, development may be sequenced on the CIP to minimize conflicts, save money and create a schedule that may be maintained through the implementation plan.

The facility implementation plan should cover the same years as the forecast planning effort. In this case, the forecast planning effort covered Fiscal Years 2018 through 2038. This twenty-year planning period was broken down in to five and 10-year planning horizons (e.g. Short Term 2017/18 through 2023/24; Mid-Term 2024/25 through 2029/30; and Long-Term (2030/31 to 2037/38). As part of this process, triggers for key improvements were incorporated into the project sequencing plan to allow the sponsor to respond to activity levels as they occur. This methodology is especially useful in addressing long-range implementation planning.

Activity Type	Activity Information	Planning Activity Triggers	Action
Annual Operations	Indicates the annual operational demand at the Airport	Demand is \geq 60% ASV	Monitor for increasing growth trends and capacity enhancements. Initiate planning and environmental analyses to support growth as needed
		Demand is \geq 80% ASV	Monitor for continued growth and initiate engineering design and permitting as needed
Critical Aircraft Demand	Indicates the most demanding aircraft operations and is used to identify specific facilities	Demand \geq 500 annual operations within 5 years	Monitor growth, identify facility needs to support critical aircraft needs and initiate planning, environmental and design.
FAR Part 139 Demand	Indicates use of the airport for commercial passenger operations. Requires FAA Inspection and Part 139 Certification	Letter from on-demand large air charter, small aircraft scheduled service or large and small scheduled service	Monitor demand and work with regulatory agencies and users to install facilities and implement procedures and policies to support commercial demand levels (Category I, II, III or IV)

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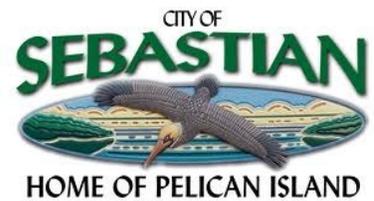


TABLE 9-1 AIRPORT ACTIVITY FACTORS AND ACTIONS			
Activity Type	Activity Information	Planning Activity Triggers	Action
Based Aircraft Demand	Indicates the need for additional storage space to support based aircraft demand and surface parking	Demand is > 90% of existing storage capacity	Monitor based aircraft activity for increasing or decreasing trends, including aircraft type, size and storage needs. Provide additional hangar and apron storage space when there is a sustained increase in based aircraft demand.
Transient Aircraft Demand	Indicates need for additional temporary storage, surface parking and other facilities including A/D Facilities	Demand is > 90% of existing storage capacity	Monitor activity and trends. Identify preferred aircraft storage needs, pilot and passenger needs, etc. Work with on-airport businesses and local businesses to identify transient aircraft needs.
Tenant/User Demand	Indicates utilization of existing facilities and potential need for improvements	None	Monitor tenant needs and identify potential MP projects that may fit their needs
Business Demand	Indicates interest from businesses seeking to operate at the Airport	Business Interest	Work with interested businesses to identify their needs and determine if a proposed project identified in the MP will support their needs

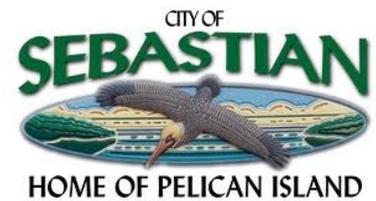
Sources: TKDA, 2017

Key Activities and Documentation Requirements

The implementation plan should provide information regarding key activities and responsibilities since project lead time is significant. Thus early identification of key projects and responsibilities will ensure timely implementation. A sample of key activities may include:

- ➔ Sponsor specific project approval requirements
- ➔ Tenant Approvals
- ➔ Environmental Processing needs (CATEX, EA, EIS, etc.)
- ➔ Land acquisition,
- ➔ Sponsor-specific project implementation process activities

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- Agency Coordination, and
- Public Coordination activities

Key activities and responsibilities should include what activities should be undertaken, funding, by what party and recommended timing of activities. This information should be incorporated into the CIP master schedule and financial analysis.

The facilities implementation plan provides a new or revised Capital Improvement Program that addresses major development in sufficient detail to allow the sponsor to determine how to fund each project in the CIP. The plan clearly indicates other agencies that are anticipated to provide grants-in-aid so they can determine the appropriate level of likely local involvement.

FAA Federal Funding

The Airport and Airway Improvement Act of 1982 authorized funding for the Airport Improvement Program from the Airport and Airway Trust Fund ('Trust Fund') to be used for airport development, planning and noise compatibility programs. Funding for the Trust Fund is provided through several user taxes on airfare, air freight and aviation fuel. These grants are then disbursed in accordance with the FAA's Airport Improvement program through annual entitlement or discretionary provisions. FAA Order 5100.38D, Airport Improvement Program (AIP) effective September 30, 2014 sets forth the policies and procedures for administration of the AIP program by the FAA.

FAA AIP demand typically exceeds available funds; therefore, the FAA rates projects based upon current national priorities and objectives. Projects that rate a higher priority will likely receive higher consideration for available funding.

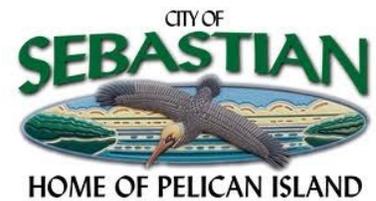
Project Priorities

FAA distributes AIP to general aviation and commercial service airport in accordance with the type of airport (commercial hub or non-hub, GA, etc.) as well as project priority and need. The FAA uses the ACIP National Priority Rating system to determine the distribution of AIP grant funds. This system uses an equation which considers the airport and projects rule in relation to FAA National Priorities.

The following point systems are assigned to project purpose categories, which are then used to calculate the likelihood of federal funding.

- Safety and Security = 10 points
- Statutory Programs = 9 points

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- Planning = 8 points
- Reconstruction = 8 points
- Environmental = 8 points
- Capacity = 7 points
- Standards = 6 points, and
- Other = 4 points

FAA Entitlement Funds – GA Airports

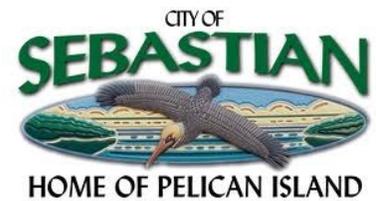
Congress, in 2000, created the general aviation entitlement grant to provide annual funding up to \$150,000 per fiscal year to individual general aviation airports in the NPIAS system. These entitlement grants are to be used to fund capital improvement and repair projects. General aviation airports typically use these funds to undertake construction projects, such as runways, taxiways and apron, as well as pavement maintenance, navigational aids, lighting as well as planning and environmental projects. Numerous GA airports have stated that they would be unable to undertake any major capital improvement projects without AIP funding grants.

In 2012, the FAA Reauthorization Act decreased FAA Entitlements from 95 to 90 percent of total federal eligible project costs, with the remaining 10 percent match typically split between the State and Airport Sponsor. The FAA entitlements can fund AIP-eligible projects per FDOT approval, and can be carried over and accumulate for up to four years. It is anticipated that future non-primary entitlements will continue at the current levels for general aviation airports under future aviation FAA re-authorization acts.

FAA Discretionary Funding

Any remaining AIP funds at the national level not mandated by set-asides, such as the Airport Noise and the Military Airport Program, or assigned to entitlements are designated as discretionary funds. Eligible discretionary projects are typically those that enhance airport capacity, address noise, or enhance safety and security, or are directed to certain national project priorities. The more expensive projects in the Airport Development Program and ACIP, such as airfield pavement rehabilitation, are expected to be funded from FAA discretionary funds. Discretionary funds, which vary from year-to-year, may provide up to 90 percent of the cost of eligible projects with local or state funds covering the remaining 10 percent match. The FAA distributes discretionary funds to projects that best carry out the purpose of the AIP, with highest priority given to safety, security, reconstruction, capacity and standards. The sponsor must also be able to commence work using discretionary funds either during the same fiscal year as the grant agreement or within 6 months, whichever is later.

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FAA Apportionment

Each fiscal year, the FAA apportions AIP funds into major entitlement categories such as enplanements, non-primary and state apportionment funds. Funding for projects is apportioned to the individual state based on an area/population formula considering the entire 50 states.

Florida Department of Transportation

The Florida Department of Transportation provides a variety of funding mechanisms to support airport development. The State offers three specific airport related funding programs: Airport Construction Grant Program, the Airport Maintenance and Operation Program and the Hangar Loan Revolving Account Program.

Airport Construction Grant Program

The State construction grant is used to fund most capital improvement projects at state airports as long as the improvement provides a justifiable benefit to the air-traveling public. Typically, eligible airports are also part of the National Plan of Integrated Airport Systems (NPIAS), so they are also eligible for federal funds. State participation varies from year to year. Anticipated funding levels used for this analysis based upon current NPIAS input is illustrated in **Tables 9-2 and 9-3**.

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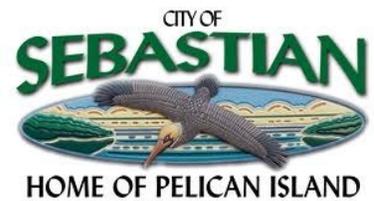


TABLE 9-2 STATE OF FLORIDA GRANT SHARE PERCENTAGES JULY 1, 2017-JUNE 30, 2019		
PROJECT TYPE	EXISTING FYS 16/17	NEW FYS 18/19
Air Service Marketing	70	70
Maintenance and Operations	75	75
Fuel Systems and Fuel Trucks	70	70
Equipment	80	80
Construction	80	80
Navigational Aids	80	80
AWOS	80	80

TABLE 9-3 FEDERAL GRANT AND STATE PERCENTAGE ESTIMATES		
PROJECT TYPE	EXISTING FYS 17/18	NEW FYS 18/19
90% FAA Participation	5	5**
95% Federal Participation	2.5	2.5***
Equipment	5	5**

Note:

**Match will be limited based upon total project funding

When all items are FAA eligible, the State 5% may be capped

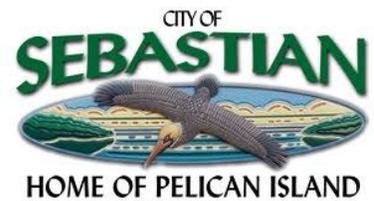
When FAA ineligible items exist, but are eligible for SAF, the State will participate in those items at the state rate. The State 5% may be limited depending upon the amount of funding requested for FAA ineligible items

Source: FDOT Office of Aeronautics, Airport Funding Rates

Project Costs

Cost estimates were developed for anticipated projects likely to be initiated between 2018 through 2038. Project costs were based upon preliminary layouts developed as part of the Alternatives Analyses. Estimated quantities for major items, such as concrete, sub base, cut and fill, etc. were developed using FDOT and historical unit cost bid specification data as well as construction costs for mobilization, drainage (where applicable) and engineering services.

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Cost estimates included various soft costs as illustrated in **Table 9-4**, such as engineering design, permitting, airport administration, construction management, etc., which are included on most construction projects.

TABLE 9-4 CONSTRUCTION ENGINEERING SOFT COST PERCENTAGES	
SOFT COST	PERCENTAGE
Engineering Design Fee	7%
Construction Management/Inspection	7%
Allowance for Permitting Fees	3%
Survey and Design Testing	3%
Inspection and Testing	8%
Airport Administration	2%
Total Soft Costs	30%

Source: TKDA Aviation Engineering Specifications, 2017

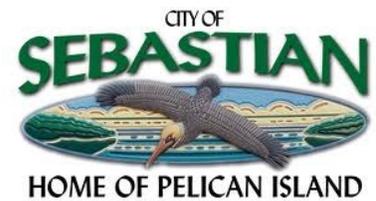
In addition to the engineering soft costs applied to all construction projects, a 15 percent contingency fee was applied to all capital improvement projects with the exception of environmental, planning and other similar studies. Associated contingency fees associated with these projects were already incorporated into the baseline cost estimates. The 15% contingency fee associated with architectural and engineering related projects was applied to account for potential unknown factors including fuel costs, raw material, permitting issues, mitigation needs, etc.

Cost estimates related to planning, environmental, stormwater and other documentation was based upon specific airport needs and average project development estimates. Preliminary architectural costs along with construction was based upon FDOT data and similar projects completed within the region. All project cost estimates are provided in 2017 dollar values. Project cost adjustments using the FDOT inflation factors and conversion table based upon anticipated year of project initiation was applied to the forecast twenty year Airport CIP and pro forma airport financial analysis.

Airport Master Plan Capital Improvement Plan

Table 9-5 summarizes anticipated funding sources associated with the Airport’s 20-year airport development program based upon funding and demand determined at the time of this program’s preparation. Projects anticipated to occur beyond the 20-year planning period were not included in this capital improvement program. Project costs are planning estimates and

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place holders. The proposed capital development plan is split into three phases based upon FAA fiscal years: short-term (2017-2023); mid-term (2024-2029) and long-term (2030-2037).

CAPITAL PROJECT FEASIBILITY SUMMARY

Airports have a variety of sources to support ongoing maintenance and capital development. However, funding is based upon project justification, demand, project eligibility, and regulatory and community approvals. In development of the X26 capital improvement program, the following were assumed:

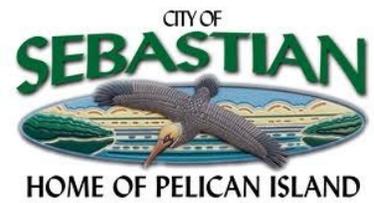
- Most proposed capital projects are demand driven
- Proposed capital plan allows for flexibility
- Partial or staged funding of proposed projects is feasible
- Innovative financing options are available, and
- Increased Governmental Support in the mid to long-term is possible

Airport capital projects are typically closely coordinated with the FAA and FDOT, particularly when Airport Improvement Program (AIP) funding or NEPA environmental documentation is required. Further, to address proposed use of Airport property for non-traditional use, additional agency coordination is needed. Therefore for each project listed in the CIP the Airport will be responsible for the following:

- Update the Airport Capital Improvement Program (ACIP) and financial documentation
- Verify the justification supporting the project and request FAA/FDOT participation for projects using AIP funding.
- Assure completion of the necessary environmental processing through agency coordination
- Prepare and submit grant applications
- Prepare and issue a Request For Qualification and selecting the consultant/engineer for the project planning, design, or environmental analysis, as applicable
- Prepare and issue a Request For Proposals and selection for project construction, management, and related construction services; these services may be provided or assisted by the design engineer
- Provide project administration including FAA grant maintenance and close out

This financial analysis is based on continued FAA and State funding as levels forecast for the next two to three years. However, due to competition for both FAA and State funding, the City of Sebastian must continuously work with FAA and FDOT to provide effective justification for

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planned development as well as coordinate with the Agencies in pursuit of alternative revenue sources.

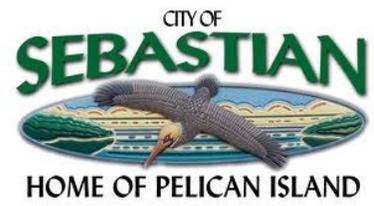
Recommended Capital Improvement Plan

Tables 9-5 and 9-6 provide a summary and detailed representation of the suggested Airport capital improvement program based upon the City’s goals and suggestions outlined in the master plan. This analysis indicates that funding will likely be available to plan, design, and construct the projects identified in the Master Plan. This financial analysis is based on continued FAA and State funding at current levels. However, there is a competition for public funds, so the Airport will need to aggressively market the need for its proposed capital projects to the FAA, State of Florida, and other agencies as opportunities arise. Innovative sources, including other federal funding sources, may be required to address all the proposed projects if they are to be completed in the recommended time frame.

It should be noted that project costs are planning estimates and are used for programming purposes. For those projects included in the FAA ACIP, the costs reflect engineering-level cost opinions, based on current year values, and not adjusted for inflation. Also, it is important to note that the review of funding eligibility produces an estimate of the minimum local share funds that must be available through the sponsor to undertake the various projects. Actual funding received is often less than the maximum eligible due to competition for limited funds, low project priority rankings, or incomplete lobbying efforts to secure maximum funding.

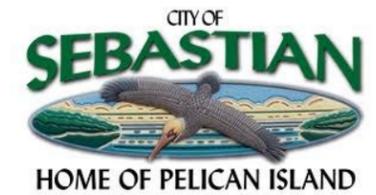
	Total Project Costs	FAA Grants (Entitlement and Discretionary)	FDOT Grant	Local Share*	Third Party	Other Sources
Short-Term (FAA 2017-2023)	\$25,129,870	\$11,337,723	\$8,965,154	\$4,826,994	\$0	\$0
Mid-Term (FAA 2024-2029)	\$17,288,400	\$1,861,560	\$9,372,000	\$2,454,840	\$3,600,000	\$0
Long-Term (FAA 2030-2037)	\$17,835,122	\$5,678,310	\$7,197,706	\$1,859,106	\$3,100,000	\$0
Total	\$60,253,392	\$18,877,593	\$25,534,860	\$9,140,940	\$6,700,000	\$0
<i>Notes: *includes funding from internal sources including loans from City of Sebastian Economic Development</i>						
<i>Source: TKDA 2017</i>						

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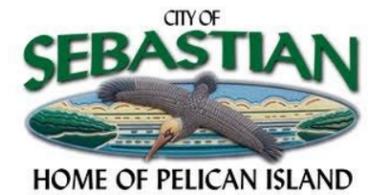
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**TABLE 9-6
TWENTY YEAR CAPITAL IMPROVEMENT PROGRAM
(FAA FYS 2017-2038)
IN 2017 DOLLARS**

FDOT FY	FAA FY	PROJECTS	COST ESTIMATES	FAA PERCENT	AIP	DISCRETIONARY	TOTAL	FDOT PERCENT	FDOT FUNDING	LOCAL PERCENT	LOCAL MATCH	THIRD PARTY %	THIRD PARTY	OTHER FUNDING SOURCES
2018	2017	12 Shade Hangars and Minor Pavement Rehabilitation	\$625,000	0%	\$0	\$0	\$0	80%	\$500,000	20%	\$125,000	0%	\$0.00	\$0.00
2018	2017	Taxiway C, D and E Design	\$879,654	90%	\$0	\$791,689	\$791,689	5%	\$43,983	5%	\$43,983	0%	\$0.00	\$0.00
2018	2017	Master Plan Update and Environmental Studies	\$291,000	90%	\$150,000	\$111,900	\$261,900	5%	\$14,550	5%	\$14,550	0%	\$0.00	\$0.00
2018	2017	AWOS Upgrade	\$106,000	0%	\$0	\$0	\$0	80%	\$84,800	20%	\$21,200	0%	\$0.00	\$0.00
		Total 2017	\$1,901,654		\$150,000	\$903,589	\$1,053,589		\$643,333		\$204,733		\$0	\$0
2019	2018	Taxiway C, D and E Construction	\$2,000,000	90%	\$150,000.00	\$1,650,000.00	\$1,800,000.00	5%	\$100,000	5%	\$100,000	0%	\$0.00	\$0.00
2019	2018	Republish Runway 10/28 as Utility Runway Only (12,500 lbs. or less)	\$0	0%	\$0.00	\$0.00	\$0.00	0%	\$0	100%	\$0	0%	\$0.00	\$0.00
2019	2018	Decrease Runway 10-28 primary surface to 250 feet	\$0	0%	\$0.00	\$0.00	\$0.00	0%	\$0	100%	\$0	0%	\$0.00	\$0.00
2019	2018	Request modification to standards for Airport Drive West and portion of Roseland Road located in Runway 10 RPZ	\$400	0%	\$0.00	\$0.00	\$0.00	0%	\$0	100%	\$400	0%	\$0.00	\$0.00
2019	2018	Decrease Runway Protection Zones from 500 x 1000 x 700 to 250 x 1000 x 450 feet on both Runway 10 and 28.	\$0	0%	\$0.00	\$0.00	\$0.00	0%	\$0	100%	\$0	0%	\$0.00	\$0.00
2019	2018	Change airport designator	\$400	0%	\$0.00	\$0.00	\$0.00	0%	\$0	100%	\$400	0%	\$0.00	\$0.00
2019	2018	Economic Development Refurbishment (on-site restaurant)	\$100,000	0%	\$0.00	\$0.00	\$0.00	50%	\$50,000	50%	\$50,000	0%	\$0.00	\$0.00
		Total 2018	\$2,100,800		\$150,000	\$1,650,000	\$1,800,000		\$150,000		\$150,800		\$0	\$0
2020	2019	Taxiway C, D, and E Construction	\$1,518,616	90%	\$150,000	\$1,216,754	\$1,366,754	5%	\$75,931	5%	\$75,931	0%	\$0.00	\$0.00
2020	2019	Add Skydive Landing Area Markings/Identification	\$10,000	0%	\$0	\$0	\$0	80%	\$8,000	20%	\$2,000	0%	\$0.00	\$0.00
2020	2019	Add lighted wind cone near infield and northwest ramp to support skydiving activity.	\$600	0%	\$0	\$0	\$0	80%	\$480	20%	\$120	0%	\$0.00	\$0.00
2020	2019	Construct Hangars/T-Hangars	\$1,000,000	0%	\$0	\$0	\$0	80%	\$800,000	20%	\$200,000	0%	\$0.00	\$0.00
		Total 2019	\$2,529,216		\$150,000	\$1,216,754	\$1,366,754		\$884,411		\$278,051		\$0	\$0
2021	2020	Airport Drive East - Design and Site Work Non-Aviation Development	\$2,000,000	0%	\$0	\$0	\$0	50%	\$1,000,000	50%	\$1,000,000	0%	\$0.00	\$0
2021	2020	Narrow Taxiway A to 35 feet to allow for adjacent movement area and development (pavement remarking and overlay)	\$4,896,000	90%	\$150,000	\$4,256,400	\$4,406,400	5%	\$244,800	5%	\$244,800	0%	\$0.00	\$0
2021	2020	Construct Hangars/T-Hangars	\$1,250,000	0%	\$0	\$0	\$0	80%	\$1,000,000	20%	\$250,000	0%	\$0.00	\$0
2021	2020	South Quadrant - expand Electrical Vault	\$50,000	0	\$0	\$0	\$0	80%	\$40,000	20%	\$10,000	0%	\$0.00	\$0
		Total 2020	\$8,196,000		\$150,000	\$4,256,400	\$4,406,400		\$2,284,800		\$1,504,800		\$0	\$0
2022	2021	Construction - Airport West Access Road	\$2,000,000	0%	\$0	\$0	\$0	80%	\$1,600,000	20%	\$400,000	0%	\$0.00	\$0
2022	2021	Remove obstructions to approach to Runway 23	\$10,000	90%	\$9,000	\$0	\$9,000	5%	\$500	5%	\$500	0%	\$0.00	\$0
2022	2021	Landscaping related to obstruction removal	\$200,000	0%	\$0	\$0	\$0	0	\$0	100%	\$200,000	0%	\$0.00	\$0
2022	2021	Airport drive east - building (18 spaces) - \$5 million (50/50)	\$3,000,000	0%	\$0	\$0	\$0	50%	\$1,500,000	50%	\$1,500,000	0%	\$0.00	\$0
		Total 2021	\$5,210,000		\$9,000	\$0	\$9,000		\$3,100,500		\$2,100,500		\$0	\$0
2023	2022	Pavement rehabilitation of Runway 5-23 (includes remarking) - full depth	\$3,000,000	90%	\$291,000	\$2,409,000	\$2,700,000	5%	\$150,000	5%	\$150,000	0%	\$0.00	\$0

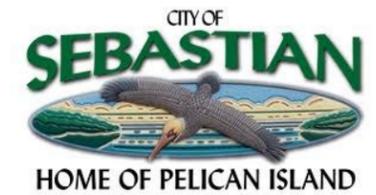
Sebastian Municipal Airport Master Plan Update



**TABLE 9-6
TWENTY YEAR CAPITAL IMPROVEMENT PROGRAM
(FAA FYS 2017-2038)
IN 2017 DOLLARS**

FDOT FY	FAA FY	PROJECTS	COST ESTIMATES	FAA PERCENT	AIP	DISCRETIONARY	TOTAL	FDOT PERCENT	FDOT FUNDING	LOCAL PERCENT	LOCAL MATCH	THIRD PARTY %	THIRD PARTY	OTHER FUNDING SOURCES
2023	2022	Add Runway End Identifier Lights (REILs) to Runway 5-23 thresholds	\$2,200	90%	\$0	\$1,980	\$1,980	5%	\$110	5%	\$110	0%	\$0.00	\$0
2023	2022	Design and Permitting GA Apron and Shade Hangar Expansion	\$220,000	0%	\$0	\$0	\$0	80%	\$176,000	20%	\$44,000	0%	\$0.00	\$0
		Total 2022	\$3,222,200		\$291,000	\$2,410,980	\$2,701,980		\$326,110		\$194,110		\$0	\$0
2024	2023	Construct Additional Shade Hangars (6) and Expand Apron	\$1,310,000	0%	\$0	\$0	\$0	80%	\$1,048,000	20%	\$262,000	0%	\$0.00	\$0
2024	2023	Design and Construct Helipad Parking Area South Terminal Quadrant	\$60,000	0%	\$0	\$0	\$0	80%	\$48,000	20%	\$12,000	0%	\$0.00	\$0
2024	2023	Design and Permitting Hangar Development - Southwest Quadrant	\$600,000	0%	\$0	\$0	\$0	80%	\$480,000	20%	\$120,000	0%	\$0.00	\$0
		Total 2023	\$1,970,000		\$0	\$0	\$0		\$1,576,000		\$394,000		\$0	\$0
SUBTOTAL SHORT-TERM DEVELOPMENT (2017-2023)			\$25,129,870		\$900,000	\$10,437,723	\$11,337,723		\$8,965,154		\$4,826,994		\$0	\$0
2025	2024	Design and permitting Tie-Down Apron - Northwest Quadrant	\$940,000	0%	\$0	\$0	\$0	80%	\$752,000	20%	\$188,000	0%	\$0.00	\$0
2025	2024	Site Preparation - New Corporate/Box Hangar Development - Southwest Quadrant	\$3,000,000	0%	\$0	\$0	\$0	80%	\$2,400,000	20%	\$600,000	0%	\$0.00	\$0
2025	2024	Wildlife/Security Fence Expansion and Relocation	\$500,000	0%	\$0	\$0	\$0	80%	\$400,000	20%	\$100,000	0%	\$0.00	\$0
2025	2024	Box/Corporate Hangar Construction - Third Party	\$1,200,000	0%	\$0	\$0	\$0	0%	\$0	0%	\$0	100%	\$1,200,000.00	\$0
		Total 2024	\$5,640,000		\$0	\$0	\$0		\$3,552,000		\$888,000		\$1,200,000	\$0
2026	2025	Construction New Tie-down Apron and drainage	\$4,700,000	0%	\$0	\$0	\$0	80%	\$3,760,000	20%	\$940,000	0%	\$0.00	\$0
2026	2025	Box/Corporate Hangar Construction - Third Party	\$1,200,000	0%	\$0	\$0	\$0	0%	\$0	0%	\$0	100%	\$1,200,000.00	\$0
		Total 2025	\$5,900,000		\$0	\$0	\$0		\$3,760,000		\$940,000		\$1,200,000	\$0
2027	2026	Acquire property (~0.7 acres) - Runway 10 Runway Protection Zone	\$8,400	90%	\$7,560	\$0	\$7,560	0%	\$0	10%	\$840	0%	\$0.00	\$0
2027	2026	Acquire property (~5 Acres) - Runway 28 Runway Protection Zone	\$60,000	90%	\$54,000	\$0	\$54,000	0%	\$0	10%	\$6,000	0%	\$0.00	\$0
2027	2026	Airport Business/Marketing Plan - Financial Self Sustainability	\$80,000	0%	\$0	\$0	\$0	50%	\$40,000	50%	\$40,000	0%	\$0.00	\$0
		Total 2026	\$148,400		\$61,560	\$0	\$61,560		\$40,000		\$46,840		\$0	\$0
2028	2027	Rehabilitate Runway 10-28 and determine actual pavement strength	\$1,200,000	90%	\$538,440	\$541,560	\$1,080,000	5%	\$60,000	5%	\$60,000	0%	\$0.00	\$0
2028	2027	Rehabilitate Taxiway B in conjunction with Runway 10-27	\$800,000	90%	\$0	\$720,000	\$720,000	5%	\$40,000	5%	\$40,000	0%	\$0.00	\$0
		Total 2027	\$2,000,000		\$538,440	\$1,261,560	\$1,800,000		\$100,000		\$100,000		\$0	\$0
2029	2028	Design and Permitting - Corporate Hangar Development (80 x 80) - Northwest Quadrant	\$400,000	0%	\$0	\$0	\$0	80%	\$320,000	20%	\$80,000	0%	\$0.00	\$0
		Total 2028	\$400,000		\$0	\$0	\$0		\$320,000		\$80,000		\$0	\$0

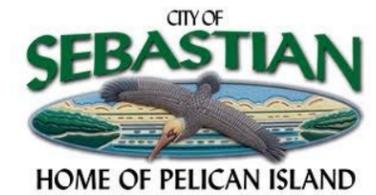
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**TABLE 9-6
TWENTY YEAR CAPITAL IMPROVEMENT PROGRAM
(FAA FYS 2017-2038)
IN 2017 DOLLARS**

FDOT FY	FAA FY	PROJECTS	COST ESTIMATES	FAA PERCENT	AIP	DISCRETIONARY	TOTAL	FDOT PERCENT	FDOT FUNDING	LOCAL PERCENT	LOCAL MATCH	THIRD PARTY %	THIRD PARTY	OTHER FUNDING SOURCES
2030	2029	Site Preparation Corporate Hangar Development - Northwest Quadrant	\$2,000,000	0%	\$0	\$0	\$0	80%	\$1,600,000	20%	\$400,000	0%	\$0.00	\$0
2030	2029	Corporate Hangar Development - Third Party	\$1,200,000	0%	\$0	\$0	\$0	0%	\$0	0%	\$0	100%	\$1,200,000.00	\$0
		Total 2029	\$3,200,000		\$0	\$0	\$0		\$1,600,000		\$400,000		\$1,200,000	\$0
		SUBTOTAL MIDTERM DEVELOPMENT (2024-2029)	\$17,288,400		\$600,000	\$1,261,560	\$1,861,560		\$9,372,000		\$2,454,840		\$3,600,000	\$0
2031	2030	Environmental Analysis	\$50,000	90%	\$45,000	\$0	\$45,000	5%	\$2,500	5%	\$2,500	0%	\$0.00	\$0
2031	2030	Taxiway C, D and E - Pavement Overlay	\$1,500,000	90%	\$405,000	\$945,000	\$1,350,000	5%	\$75,000	5%	\$75,000	0%	\$0.00	\$0
2031	2030	Terminal Apron Overlay	\$300,000	0%	\$0	\$0	\$0	80%	\$240,000	20%	\$60,000	0%	\$0.00	\$0
2031	2030	Corporate Hangar Development - Third Party	\$1,200,000	0%	\$0	\$0	\$0	0%	\$0	0%	\$0	100%	\$1,200,000.00	\$0
		Total 2030	\$3,050,000		\$450,000	\$945,000	\$1,395,000		\$317,500		\$137,500		\$1,200,000	\$0
2032	2031	Site Preparation Fixed Based Operator Facilities North and East of Existing Terminal Area	\$280,000	0%	\$0	\$0	\$0	80%	\$224,000	20%	\$56,000	0%	\$0.00	\$0
2032	2031	Construct Jet A and 100LL (or Bio-Fuel) fuel farm	\$300,000	0%	\$0	\$0	\$0	80%	\$240,000	20%	\$60,000	0%	\$0.00	\$0
2032	2031	Fenceline extension/construction	\$12,000	0%	\$0	\$0	\$0	80%	\$9,600	20%	\$2,400	0%	\$0.00	\$0
2032	2031	FBO Construction Phase I- Third Party	\$500,000	0%	\$0	\$0	\$0	50%	\$250,000	0%	\$0	50%	\$250,000.00	\$0
		Total 2031	\$1,092,000		\$0	\$0	\$0		\$723,600		\$118,400		\$250,000	\$0
2033	2032	South Quadrant - Maintenance/Rehabilitate fuel tanks - Terminal Apron	\$60,000.0	0%	\$0	\$0	\$0	50%	\$30,000	50%	\$30,000	0%	\$0.00	\$0
2033	2032	Design and Permitting North Access Road	\$65,000	0%	\$0	\$0	\$0	80%	\$52,000	20%	\$13,000	0%	\$0.00	\$0
2033	2032	Master Plan Update	\$250,000	90%	\$10,000	\$215,000	\$225,000	5%	\$12,500	5%	\$12,500	0%	\$0.00	\$0
2033	2032	Environmental/Stormwater Study	\$100,000	90%	\$90,000	\$0	\$90,000	5%	\$5,000	5%	\$5,000	0%	\$0.00	\$0
2033	2032	FBO Construction Phase 2- Third Party	\$900,000	0%	\$0	\$0	\$0	50%	\$450,000	0%	\$0	50%	\$450,000.00	\$0
		Total 2032	\$1,375,000		\$100,000	\$215,000	\$315,000		\$549,500		\$60,500		\$450,000	\$0
2034	2033	Construct North Quadrant Access Road (~2000 lf)	\$200,000	0%	\$0	\$0	\$0	80%	\$160,000	20%	\$40,000	0%	\$0.00	\$0
2034	2033	Taxiway A and GA Apron Pavement Overlay and Remarkings	\$325,000	90%	\$200,000	\$92,500	\$292,500	5%	\$16,250	5%	\$16,250	0%	\$0.00	\$0
2034	2033	Fenceline Extension	\$48,000	0%	\$0	\$0	\$0	80%	\$38,400	20%	\$9,600	0%	\$0.00	\$0
		Total 2033	\$573,000		\$200,000	\$92,500	\$292,500		\$214,650		\$65,850		\$0	\$0
2035	2034	Design Taxiway F and Connector Taxiways and Preliminary Site Work Permitting for North Quadrant Development	\$1,172,000	50%	\$150,000	\$436,000	\$586,000	40%	\$468,800	10%	\$117,200	0%	\$0.00	\$0
		Total 2034	\$1,172,000		\$150,000	\$436,000	\$586,000		\$468,800		\$117,200		\$0	\$0
2036	2035	Demolish former Runway 13-31	\$200,000	90%	\$0	\$180,000	\$180,000	5%	\$10,000	5%	\$10,000	0%	\$0.00	\$0
2036	2035	Construct 35 foot wide Taxiway F with taxiway edge lighting at location of former Runway 13-31	\$1,080,556	90%	\$150,000	\$822,500	\$972,500	5%	\$54,028	5%	\$54,028	0%	\$0.00	\$0
2036	2035	Runway 5-23 Pavement Overlay (Cold in Place Recycling method) and markings	\$952,567	90%	\$150,000	\$707,310	\$857,310	5%	\$47,628	5%	\$47,628	0%	\$0.00	\$0
		Total 2035	\$2,233,122		\$300,000	\$1,709,810	\$2,009,810		\$111,656		\$111,656		\$0	\$0

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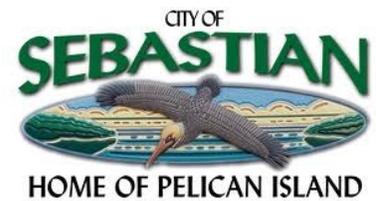


**TABLE 9-6
TWENTY YEAR CAPITAL IMPROVEMENT PROGRAM
(FAA FYS 2017-2038)
IN 2017 DOLLARS**

FDOT FY	FAA FY	PROJECTS	COST ESTIMATES	FAA PERCENT	AIP	DISCRETIONARY	TOTAL	FDOT PERCENT	FDOT FUNDING	LOCAL PERCENT	LOCAL MATCH	THIRD PARTY %	THIRD PARTY	OTHER FUNDING SOURCES
2037	2036	North Quadrant - Construct Connector Taxiways	\$1,300,000	0%	\$0	\$0	\$0	80%	\$1,040,000	20%	\$260,000	0%	\$0.00	\$0
2037	2036	North Quadrant - Site Preparation for Hangar Development	\$2,500,000	0%	\$0	\$0	\$0	80%	\$2,000,000	20%	\$500,000	0%	\$0.00	\$0
2037	2036	North Quadrant - Construct Tie-down Apron	\$2,000,000	0%	\$0	\$0	\$0	80%	\$1,600,000	20%	\$400,000	0%	\$0.00	\$0
2037	2036	Fenceline Expansion	\$60,000	0%	\$0	\$0	\$0	80%	\$48,000	20%	\$12,000	0%	\$0.00	\$0
Total 2036			\$5,860,000		\$0	\$0	\$0		\$4,688,000		\$1,172,000		\$0	\$0
2038	2037	Construct Helipad Parking Area on North Quadrant Apron	\$80,000	0%	\$0	\$0	\$0	80%	\$64,000	20%	\$16,000	0%	\$0.00	\$0
2038	2037	Pavement Overlay - Runway 10-28 and Taxiway B	\$1,200,000	90%	\$300,000	\$780,000	\$1,080,000	5%	\$60,000	5%	\$60,000	0%	\$0.00	\$0
2038	2037	Hangar Development - North Quadrant - Third Party	\$1,200,000	0%	\$0	\$0	\$0	0%	\$0	0%	\$0	100%	\$1,200,000.00	\$0
Total 2037			\$2,480,000		\$300,000	\$780,000	\$1,080,000		\$124,000		\$76,000		\$1,200,000	\$0
SUBTOTAL LONG-TERM DEVELOPMENT (2030-2037)			\$17,835,122		\$1,500,000	\$4,178,310	\$5,678,310		\$7,197,706		\$1,859,106		\$3,100,000	\$0
TOTAL CAPITAL IMPROVEMENT PROGRAM			\$60,253,392		\$3,000,000	\$15,877,593	\$18,877,593		\$25,534,860		\$9,140,940		\$6,700,000	\$0

Sources: City of Sebastian Historical Information, FAA and FDOT funding breakdown and TKDA 2017

Sebastian Municipal Airport Master Plan Update



Financial Feasibility Analysis

This section focuses on the ability of the airport sponsor to fund projects as outlined in the master plan. The sponsor's ability to fund its local portion of projected development or to find alternative sources of funding to supplement the local share is key to determining the overall financial feasibility of planned development.

Airport development can be financed from various sources including Federal and State grants in aid, private financing, third party development as well as loans, bonds and local funds. Sources of local funding based upon historical financial data provided by the Sponsor show trends in income patterns as well as sources of airport operating revenues and expenses. X26's major sources of local revenues include: airport tenant leases; aircraft fuel charges, as well as some non-aeronautical land leases.

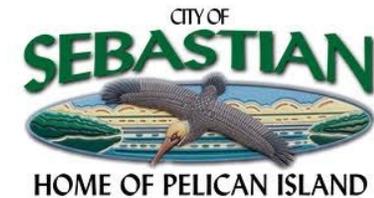
Airport revenues and expenses can fluctuate from year to year based upon such variabilities as the: sale of fuel sold, aircraft operational demand, as well as number of tenants, design and construction costs, maintenance fees as well as other factors. Therefore, it is assumed that X26 will continue to receive some level of federal and state funding to support capital improvement for the next twenty years. Therefore, the financial plan also assumes that cost estimates will remain stable and that additional local funding will be obtained through increases in lease agreements, operations and alternative funding sources.

The financial analysis was provided to demonstrate the costs and benefits of capital improvements as well as identify the local funding sources for proposed capital improvements. The Sebastian Municipal Airport is owned and operated by the City of Sebastian and is overseen by the City Council. The City manages the airport finances but maintains all revenues and expenses in a separate account to avoid intermingling with other city funds. This independent reporting complies with FAA's requirements that airport funds be identified separately for other non-aviation sources.

Historical Financial Statements

Historical data obtained from the City of Sebastian through the year 2017. This data was used as the baseline for the Project Cash Flow and Financial Pro Forma Statement.

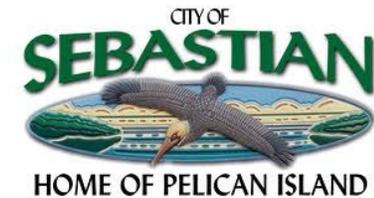
Sebastian Municipal Airport Master Plan Update



**Table 9-7
Historical Revenues and Performance Measurements**

Description	2005/6	2006/7	2007/8	2008/9	Fiscal Year Actual		2011/12	2012/13	2013/14	2014/15	Amended Budget 2015/16
					2009/10	2010/11					
Airport Fund Revenue											
Operating Revenue	\$375,769	\$335,907	\$383,385	\$365,229	\$389,715	\$380,742	\$422,908	\$429,823	\$422,843	\$383,698	\$397,055
Intergovernmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-operating revenues	\$30,062	\$24,413	\$6,692	\$7,539	\$19,766	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$405,831	\$360,320	\$390,077	\$372,768	\$409,481	\$380,742	\$422,908	\$429,823	\$422,843	\$383,698	\$397,055
Operating Revenue											
Fuel Sales - Fuel Flowage Fee FBO	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fuel Sales - 100LL Airport Self-Serve Only	\$0	\$0	\$158,833	\$94,611	\$89,058	\$112,782	\$72,886	\$53,780	\$49,504	\$71,366	\$72,000
Fuel Sales - Jet A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Sales	\$0	\$0	(\$136,680)	(\$71,523)	(\$69,945)	(\$95,858)	(\$55,681)	(\$44,137)	(\$36,177)	(\$62,452)	(\$37,500)
Nontaxable rents	\$0	\$5,001	\$5,376	\$2,000	\$391	\$391	\$391	\$391	\$391	\$391	\$391
Rents and royalties	\$313,564	\$266,893	\$288,835	\$275,004	\$303,710	\$300,744	\$344,925	\$359,031	\$348,026	\$313,585	\$302,940
Other misc. revenues	\$62,031	\$63,854	\$66,840	\$64,933	\$66,256	\$62,674	\$60,095	\$60,566	\$60,848	\$60,547	\$58,974
Sales Tax Commission	\$175	\$159	\$181	\$204	\$245	\$9	\$292	\$192	\$251	\$261	\$250
Total operating revenue	\$375,770	\$335,907	\$383,385	\$365,229	\$389,715	\$380,742	\$422,908	\$429,823	\$422,843	\$383,698	\$397,055
Non-operating revenue											
Intergovernmental sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Airport -FDOT JPA Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Airport -FAA AIO Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Intergovernmental Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Sebastian Municipal Airport Master Plan Update

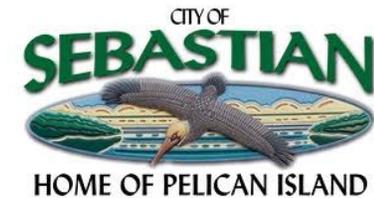


**Table 9-7
Historical Revenues and Performance Measurements**

Description	Fiscal Year Actual										Amended Budget 2015/16
	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
Other non-operating revenue:											
Interest earnings	\$12,633	\$2,916	\$678	\$806	-\$165	\$37	\$5	\$0	\$149	(\$230)	\$200
SBA Interest Earnings	\$17,429	\$15,160	\$2,089	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Fixed Assets	\$0	(\$3,663)	\$3,925	\$0	\$0	\$0	\$4,125	\$0	\$50	\$20,602	\$0
Sale of Surplus Materials/Scrap					\$207	\$0	\$0	\$0	\$0	\$0	\$0
Contributions and Donations	\$0	\$10,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$178,500
Insurance Proceeds					\$0	\$0	\$4,475	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$1,733	\$9,204	\$8,982	\$8,199	\$7,799	\$11,633	\$11,169	\$13,000
Transfer from Fund 130 DST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000
Transfer from Fund 455					\$10,520	\$0	\$0	\$0	\$0	\$0	\$0
Total other non-operating revenue	\$30,062	\$24,413	\$6,692	\$7,539	\$19,766	\$9,019	\$16,804	\$7,799	\$11,832	\$31,541	\$203,700
Total airport revenues	\$405,832	\$360,320	\$390,077	\$372,768	\$409,481	\$389,761	\$439,712	\$437,622	\$434,675	\$415,239	\$600,755
Use of unrestricted reserves	(\$20,980)	\$259,904	\$334,169	\$61,998	\$13	\$15,222	\$0	\$4,376	\$0	\$0	(\$22,000)
Total Airport Sources	\$384,852	\$620,224	\$724,246	\$434,766	\$409,494	\$404,983	\$439,712	\$441,998	\$434,675	\$415,239	\$578,755
Performance Indicators	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Acres available for development	218	218	108	108	108	108	108	108	108	108	108
Airport Leasehold Revenues	\$313,564	\$266,893	\$288,835	\$275,005	\$303,710	\$301,135	\$345,316	\$359,422	\$348,417	\$313,976	\$303,331
Est. Revenue Per Acre (rounded)									\$3,226	\$2,907	\$2,809

Notes: Miscellaneous revenues includes money obtained from Signature for T-Hangars, Sebastian Skydiving, badges, etc.
Sources: City of Sebastian Historical Records FYs 2005-2016

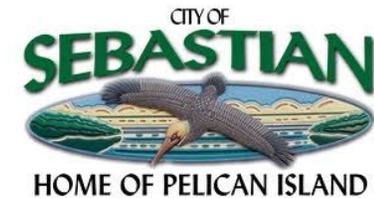
Sebastian Municipal Airport Master Plan Update



**Table 9-8
Historical Expenses**

Description	Fiscal Years										Amended 2015/16
	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
PERSONAL SERVICES											
Salaries	\$110,921	\$163,076	\$175,698	\$174,863	\$172,550	\$170,060	\$146,487	\$129,428	\$53,528	\$94,353	\$95,305
OT	\$9,443	\$868	\$377	\$186	\$1,087	\$0	\$0	\$74	\$462	\$609	\$500
FICA	\$12,080	\$11,996	\$11,930	\$11,980	\$11,868	\$11,464	\$11,678	\$9,804	\$5,028	\$3,778	\$4,452
Clothing Allow	\$200	\$240	\$240	\$240	\$240	\$240	\$240	\$120	\$120	\$120	\$120
Deferred Compensation	\$11,706	\$13,253	\$14,600	\$15,483	\$15,161	\$14,489	\$14,801	\$11,835	\$6,293	\$4,843	\$5,238
Group Health Insurance Premiums	\$11,960	\$13,928	\$16,140	\$21,149	\$21,074	\$19,241	\$18,384	\$8,649	\$6,868	\$5,948	\$6,479
Dependent Health Ins Premiums	\$5,775	\$6,788	\$7,744	\$14,847	\$13,185	\$10,508	\$10,377	\$4,590	\$4,037	\$3,823	\$4,499
Health Reimbursement Account				\$0	\$0		\$3,033	\$1,718	\$1,438	\$894	\$3,054
Employee Assistance Program	\$83	\$92	\$69	\$69	\$69	\$69	\$63	\$46	\$30	\$23	\$24
Worker's Comp	\$6,728	\$6,823	\$5,916	\$5,374	\$4,431	\$3,326	\$3,381	\$3,940	\$3,712	\$2,701	\$5,025
OPEB Accrued Expenses	\$0	\$0	\$1,690	\$1,758	-\$5,988	-\$207	\$0	\$0	-\$26	\$32	\$0
TOTAL	\$168,896	\$217,064	\$234,404	\$245,949	\$233,677	\$229,190	\$208,444	\$170,204	\$81,490	\$117,124	\$124,696
OPERATING EXPENSES											
Professional Svcs	\$6,865	\$2,169	\$1,119	\$0	\$0	\$0	\$749	\$8,125	\$3,500	\$0	\$0
Audit Fees	\$6,337	\$7,040	\$6,580	\$4,692	\$2,517	\$2,265	\$2,039	\$1,758	\$1,404	\$1,264	\$1,264
Admin Svcs provided by GF	\$72,225	\$42,958	\$50,036	\$52,592	\$36,656	\$42,980	\$44,203	\$52,772	\$47,495	\$49,180	\$47,762
Maintenance Svcs by GF	\$0	\$0	\$0	\$0	\$0	\$0	\$15,458	\$67,000	\$56,583	\$0	\$0
Other Contractual Services	\$362	\$10,812	\$1,685	\$5,450	\$3,268	\$2,023	\$3,350	\$3,133	\$2,740	\$4,002	\$2,650
Environmental Services	\$0	\$0	\$0	\$0	\$0	\$0	\$175	\$0	\$0	\$0	\$0
Janitorial Services	\$85	\$4,895	\$4,500	\$4,308	\$5,461	\$4,537	\$4,757	\$532	\$0	\$0	\$0
Pest/Weed/Mowing Services	\$1,110	\$1,245	\$2,598	\$800	\$600	\$600	\$588	\$450	\$862	\$825	\$900
Travel/Per Diem	\$2,982	\$1,367	\$1,439	\$0	\$0	\$0	\$0	\$0	\$0	\$1,749	\$500
Phone	\$299	\$9,563	\$12,607	\$14,342	\$17,564	\$8,031	\$6,162	\$2,683	\$3,436	\$3,598	\$3,750
Cell Phone	\$1,344	\$1,130	\$1,191	\$968	\$888	\$1,044	\$1,151	\$737	\$387	\$415	\$240
Internet	\$40	\$66	\$105	\$109	\$1,157	\$1,173	\$1,220	\$1,321	\$950	\$536	\$505
Postage	\$514	\$278	\$285	\$239	\$299	\$387	\$225	\$253	\$118	\$47	\$250
Express Mail	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70	\$0	\$11	\$50
Electric	\$10,616	\$10,787	\$14,771	\$15,816	\$24,988	\$26,165	\$23,710	\$22,351	\$23,640	\$25,554	\$25,200
Water/Sewer	\$137	\$776	\$1,309	\$944	\$1,511	\$2,465	\$2,331	\$1,863	\$2,044	\$2,855	\$3,500
Insurance	\$4,685	\$33,142	\$18,368	\$13,129	\$13,715	\$19,434	\$27,442	\$25,485	\$25,580	\$26,624	\$30,002
Claims	\$0	\$0	\$0	\$0	\$0	\$0	\$967	\$0	\$0	\$0	\$0
R&M Building	\$0	\$1,368	\$1,564	\$1,077	\$6,949	\$1,714	\$4,347	\$3,404	\$6,593	\$6,676	\$18,082

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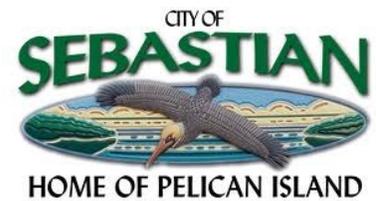


**Table 9-8
Historical Expenses**

Description	Fiscal Years										Amended 2015/16
	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
R&M Vehicles	\$1,708	\$1,099	\$2,117	\$2,840	\$2,455	\$1,947	\$4,707	\$3,312	\$1,498	\$2,698	\$3,500
R&M Office Equipment	\$1,473	\$1,400	\$1,076	\$584	\$18	\$214	\$0	\$0	\$0	\$0	\$0
R&M Operating Equipment	\$3,212	\$6,084	\$14,614	\$7,094	\$6,784	\$10,694	\$18,917	\$11,939	\$9,971	\$15,338	\$8,000
R&M Fencing	\$660	\$1,183	\$1,164	\$219	\$1,413	\$1,597	\$8,605	\$990	\$2,380	\$634	\$3,000
R&M Ground Maintenance	\$1,328	\$1,329	\$1,646	\$1,323	\$2,025	\$2,390	\$2,890	\$1,889	\$6,839	\$2,307	\$476
Printing and Binding	\$0	\$0	\$0	\$439	\$0	\$0	\$0	\$0	\$0	\$139	\$0
Promotional Activities	\$0	\$0	\$0	\$0	\$0	\$0	\$436	\$258	\$282	\$108	\$500
Advertising Expenditures	\$3,000	\$2,792	\$1,906	\$1,874	\$2,878	\$5,677	\$623	\$30	\$0	\$0	\$0
Legal Ads	\$0	\$0	\$103			\$0	\$0	\$0	\$0	\$294	\$0
Litigation Expenses	\$0	\$200,804	\$0			\$0	\$0	\$0	\$0	\$0	\$0
Department Supplies	\$1,145	\$2,337	\$2,427	\$1,269	\$603	\$1,386	\$748	\$844	\$1,695	\$2,524	\$1,200
Bank Charges	\$0	\$235	\$4,488	\$2,610	\$2,406	\$3,043	\$2,043	\$1,639	\$1,504	\$2,133	\$1,500
Computer Supplies	\$321	\$65	\$80	\$476	\$263	\$205	\$55	\$124	\$7	\$69	\$0
Small Tools and Equipment	\$2,286	\$1,870	\$801	\$505	\$819	\$185	\$60	\$577	\$215	\$1,675	\$500
Gas and Oil	\$6,233	\$6,407	\$11,506	\$6,864	\$6,762	\$9,518	\$6,647	\$7,754	\$5,867	\$7,303	\$4,800
Uniforms and shoes	\$822	\$413	\$532	\$790	\$628	\$513	\$339	\$223	\$221	\$185	\$290
Safety equipment	\$0	\$0	\$100	\$161	\$0	\$0	\$0	\$0	\$0	\$0	\$0
dues and memberships	\$780	\$1,325	\$775	\$525	\$494	\$400	\$400	\$430	\$430	\$330	\$500
books and publications	\$0	\$84	\$0			\$0	\$0	\$18	\$0	\$0	\$0
Training and Education	\$820	\$515	\$110	\$75	\$20	\$0	\$0	\$0	\$30	\$440	\$1,500
Non-ad Valorem Tax	\$11,168	\$10,339	\$10,756	\$9,878	\$9,965	\$16,656	\$10,522	\$13,327	\$13,426	\$13,769	\$13,769
Total Operating Expenses* (# must be rounded)	\$141,761	\$365,877	\$172,358	\$151,992	\$153,106	\$167,243	\$195,866	\$235,291	\$219,697	\$173,282	\$174,190
TOTAL AIRPORT EXPENSES	\$384,852	\$620,222	\$725,467	\$434,766	\$409,494	\$404,983	\$439,712	\$440,440	\$415,148	\$311,885	\$564,720

Sources: Historical data from City of Sebastian (2005-2016)

Sebastian Municipal Airport Master Plan Update

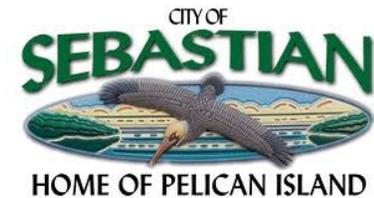


Forecast Financial Pro Forma Statement

A project cash flow analysis was developed using 10 years (2005-2016) historical data to identify the viability of X26 to meet its local share obligations. As part of the analysis, it was assumed that lease revenues would start to be obtained related to construction of various hangar facilities. Miscellaneous fees include: funds received for airport badges, Sebastian Aero Fuel, Sheltair Investment Fees, and Skydive Sebastian Fuel. All of these miscellaneous lease revenues were due for an increase based upon FAA and FDOT fair market value requirements. Therefore, the overall 2017 CPI growth rate of 2.10% was conservatively applied annually to address anticipated increase in revenues.

In addition, future fuel sales, hangar lease revenues and airport land revenues were tied to forecast operational and based aircraft demand in an effort to effectively forecast likely revenues. 2017 CPI Indices were used to determine likely revenues and expenses through the 20-year planning period. **Tables 9-9 through 9-11** highlight the projected cash flow analysis and the likely pro forma financial analysis in an effort to determine if X26 can pay its local share of planned development. Loans from the City Economic Fund including 3.923% annual interest was included in the analysis in an effort to determine when the Airport will be operating in the "Black." Based upon this pro forma analysis, the airport will be self-sustaining as of Fiscal Year 2024/25.

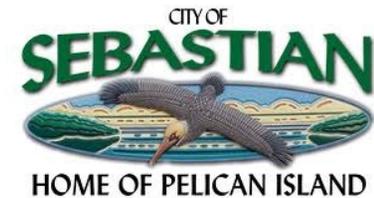
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**TABLE 9-9
HISTORICAL AND SHORT TERM PRO FORMA CASH FLOW ANALYSIS
(2017 DOLLARS)**

Fiscal Years	2013/14	Actual 2014/15	Amended 2015/16	Adopted 2016/17	Growth Rate	2017/18	2018/19	Forecast			
								2019/20	2020/21	2021/22	2022/23
AIRPORT REVENUES											
<i>Operating Revenue</i>											
Fuel Sales - Fuel Flowage Fee Pilot's Paradise	\$0	\$0	\$0	\$0	NA	\$2,005	\$1,935	\$1,869	\$1,804	\$1,991	\$2,021
Fuel Sales - 100LL Airport Self-Serve Only	\$49,504	\$71,366	\$72,000	NA		\$120,280	\$116,129	\$112,122	\$108,253	\$104,518	\$106,121
Fuel Sales - Jet A	\$0	\$0	\$0	NA	NA	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Sales	(\$36,177)	(\$62,452)	(\$37,500)	\$391	2.1%	\$399	\$408	\$416	\$425	\$434	\$443
Nontaxable rents	\$391	\$391	\$303,331	\$308,999	NA	\$338,235	\$443,025	\$443,025	\$443,025	\$443,025	\$443,025
Rents and royalties	\$348,026	\$313,585	\$302,940	\$321,517	2.1%	\$328,269	\$335,163	\$342,201	\$349,387	\$356,724	\$364,215
Other miscellaneous revenues ¹	\$60,848	\$60,547	\$58,974	\$60,123	2.1%	\$61,386	\$62,675	\$63,991	\$65,335	\$66,707	\$68,108
Sales Tax Commission	\$251	\$261	\$250	\$250	0.3%	\$251	\$252	\$253	\$254	\$255	\$256
Total Operating Revenue	\$422,592	\$383,698	\$699,995	\$691,280		\$850,824	\$959,586	\$963,877	\$968,483	\$973,653	\$984,189
<i>Intergovernmental (FAA and FDOT Grants)</i>											
Intergovernmental sources	\$0	\$0	\$0	\$643,333	NA	\$150,000	\$884,411	\$2,284,800	\$3,100,500	\$326,110	\$1,576,000
Airport - FDOT JPA Revenue	\$0	\$0	\$0	\$1,053,589	NA	\$1,800,000	\$1,366,754	\$4,406,400	\$9,000	\$2,701,980	\$0
Airport - Third Party Revenue	\$0	\$0	\$0	\$0	NA	\$0	\$0	\$0	\$0	\$0	\$0
Airport - Other Revenue Sources (Loans, etc.)	\$0	\$0	\$0	\$0	NA	\$0	\$0	\$0	\$0	\$0	\$0

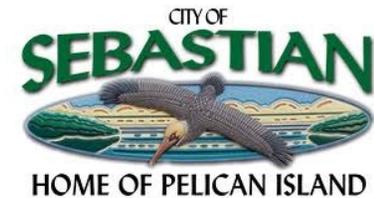
Sebastian Municipal Airport Master Plan Update



**TABLE 9-9
HISTORICAL AND SHORT TERM PRO FORMA CASH FLOW ANALYSIS
(2017 DOLLARS)**

Fiscal Years	2013/14	Actual 2014/15	Amended 2015/16	Adopted 2016/17	Growth Rate	2017/18	2018/19	Forecast			
								2019/20	2020/21	2021/22	2022/23
Total Intergovernmental and Other Revenue	\$0	\$0	\$0	\$1,696,921		\$1,950,000	\$2,251,165	\$6,691,200	\$3,109,500	\$3,028,090	\$1,576,000
<i>Non-operating revenues</i>											
Other non-operating revenue:	\$0	\$0	\$0	\$100	1.0%	\$101	\$102	\$103	\$104	\$105	\$106
Interest earnings	\$149	(\$230)	\$200	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
SBA Interest Earnings	\$0	\$0	\$0	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Fixed Assets	\$50	\$20,602	\$0	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Surplus Materials/Scrap	\$0	\$0	\$0	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Contributions and Donations	\$0	\$0	\$178,500	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Insurance Proceeds	\$0	\$0	\$0	\$0	2.3%	\$0	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$11,633	\$11,169	\$13,000	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Fund 130 DST	\$0	\$0	\$12,000	\$0	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Fund 455	\$0	\$0	\$0	\$100		\$101	\$102	\$103	\$104	\$105	\$106
<i>Total Non-Operating Revenues</i>	\$11,832	\$31,541	\$203,700	\$200		\$202	\$204	\$206	\$208	\$210	\$212
TOTAL REVENUES	\$434,424	\$415,239	\$903,695	\$2,388,401		\$2,801,026	\$3,210,956	\$7,655,283	\$4,078,191	\$4,001,953	\$2,560,401
AIRPORT EXPENSES:											
<i>Personnel Services</i>											
Salaries	\$53,528	\$94,353	\$95,305	\$98,164	3.0%	\$101,109	\$104,142	\$107,266	\$150,484 *	\$154,999	\$159,649

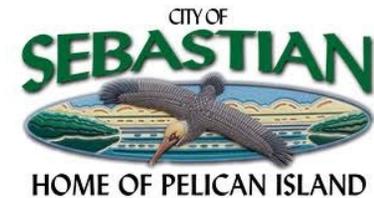
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**TABLE 9-9
HISTORICAL AND SHORT TERM PRO FORMA CASH FLOW ANALYSIS
(2017 DOLLARS)**

Fiscal Years						Forecast					
	2013/14	Actual 2014/15	Amended 2015/16	Adopted 2016/17	Growth Rate	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
OT	\$462	\$609	\$500	\$508	1.5%	\$515	\$523	\$531	\$539	\$547	\$555
FICA	\$5,028	\$3,778	\$4,452	\$4,545	2.1%	\$4,641	\$4,738	\$4,837	\$4,939	\$5,043	\$5,149
Clothing Allow	\$120	\$120	\$120	\$120	2.1%	\$123	\$126	\$129	\$132	\$135	\$138
Deferred Compensation	\$6,293	\$4,843	\$5,238	\$5,343	2.0%	\$5,450	\$5,559	\$5,670	\$5,783	\$5,899	\$6,017
Group Health Insurance Prem.	\$6,868	\$5,948	\$6,479	\$6,609	2.0%	\$6,741	\$6,876	\$7,014	\$7,154	\$7,297	\$7,443
Dependent Health Ins Prem.	\$4,037	\$3,823	\$4,499	\$4,593	2.1%	\$4,690	\$4,788	\$4,889	\$4,992	\$5,097	\$5,204
Health Reimbursement Account	\$1,438	\$894	\$3,054	\$3,118	2.1%	\$3,184	\$3,251	\$3,319	\$3,389	\$3,460	\$3,533
Employee Assistance Program	\$30	\$23	\$24	\$25	2.1%	\$25	\$26	\$27	\$28	\$29	\$30
Worker's Comp	\$3,712	\$2,701	\$5,025	\$3,000	2.1%	\$3,063	\$3,127	\$3,193	\$3,260	\$3,328	\$3,398
OPEB Accrued Expenses	(\$26)	\$32	\$0	\$0	2.1%	\$0	\$0	\$0	\$0	\$0	\$0
Total Personnel Services	\$81,490	\$117,124	\$124,696	\$126,025		\$129,541	\$133,156	\$136,875	\$180,700	\$185,834	\$191,116
<i>Operating Expenses</i>											
Professional Svcs	\$3,500	\$0	\$0	\$1,000	2.0%	\$1,020	\$1,040	\$1,061	\$1,082	\$1,104	\$1,126
Audit Fees	\$1,404	\$1,264	\$1,264	\$1,264	1.0%	\$1,277	\$1,290	\$1,303	\$1,316	\$1,329	\$1,342
Admin Svcs provided by GF	\$47,495	\$49,180	\$47,762	\$48,100	2.0%	\$49,062	\$50,043	\$51,044	\$52,065	\$53,106	\$54,168
Maintenance Svcs by GF	\$56,583	\$0	\$0	\$18,900	0.0%	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900
Other Contractual Services	\$2,740	\$4,002	\$2,650	\$3,100	1.0%	\$3,131	\$3,162	\$3,194	\$3,226	\$3,258	\$3,291
Environmental Services	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Janitorial Services	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0

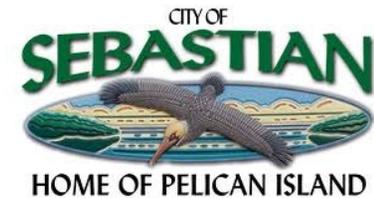
Sebastian Municipal Airport Master Plan Update



**TABLE 9-9
HISTORICAL AND SHORT TERM PRO FORMA CASH FLOW ANALYSIS
(2017 DOLLARS)**

Fiscal Years	2013/14	Actual 2014/15	Amended 2015/16	Adopted 2016/17	Growth Rate	2017/18	2018/19	Forecast			
								2019/20	2020/21	2021/22	2022/23
Pest/Weed/Mowing Services	\$862	\$825	\$900	\$900	1.0%	\$909	\$918	\$927	\$936	\$945	\$954
Travel/Per Diem	\$0	\$1,749	\$500	\$500	1.5%	\$508	\$516	\$524	\$532	\$540	\$548
Phone	\$3,436	\$3,598	\$3,750	\$3,600	1.5%	\$3,654	\$3,709	\$3,765	\$3,821	\$3,878	\$3,936
Cell Phone	\$387	\$415	\$240	\$250	2.1%	\$255	\$260	\$265	\$271	\$277	\$283
Internet	\$950	\$536	\$505	\$700	2.1%	\$715	\$730	\$745	\$761	\$777	\$793
Postage	\$118	\$47	\$250	\$250	2.0%	\$255	\$260	\$265	\$270	\$275	\$281
Express Mail	\$0	\$11	\$50	\$50	2.0%	\$51	\$52	\$53	\$54	\$55	\$56
Electric	\$23,640	\$25,554	\$25,200	\$25,200	2.0%	\$25,704	\$26,218	\$26,742	\$27,277	\$27,823	\$28,379
Water/Sewer	\$2,044	\$2,855	\$3,500	\$3,500	2.0%	\$3,570	\$3,641	\$3,714	\$3,788	\$3,864	\$3,941
Insurance	\$25,580	\$26,624	\$30,002	\$30,000	2.0%	\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,784
Claims	\$0	\$0	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
R&M Building	\$6,593	\$6,676	\$18,082	\$10,500	3.0%	\$10,815	\$11,139	\$11,473	\$11,817	\$12,172	\$12,537
R&M Vehicles	\$1,498	\$2,698	\$3,500	\$3,500	3.0%	\$3,605	\$3,713	\$3,824	\$3,939	\$4,057	\$4,179
R&M Office Equipment	\$0	\$0	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
R&M Operating Equipment	\$9,971	\$15,338	\$8,000	\$11,100	3.0%	\$11,433	\$11,776	\$12,129	\$12,493	\$12,868	\$13,254
R&M Fencing	\$2,380	\$634	\$3,000	\$2,000	3.0%	\$2,060	\$2,122	\$2,186	\$2,252	\$2,320	\$2,390
R&M Ground Maintenance	\$6,839	\$2,307	\$476	\$3,200	3.0%	\$3,296	\$3,395	\$3,497	\$3,602	\$3,710	\$3,821
Printing and Binding	\$0	\$139	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Promotional Activities	\$282	\$108	\$500	\$500	3.0%	\$515	\$530	\$546	\$562	\$579	\$596
Advertising Expenditures	\$0	\$0	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Legal Ads	\$0	\$294	\$0	\$100	3.0%	\$103	\$106	\$109	\$112	\$115	\$118
Litigation Expenses	\$0	\$0	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Department Supplies	\$1,695	\$2,524	\$1,200	\$1,800	3.0%	\$1,854	\$1,910	\$1,967	\$2,026	\$2,087	\$2,150
Bank Charges	\$1,504	\$2,133	\$1,500	\$1,700	3.0%	\$1,751	\$1,804	\$1,858	\$1,914	\$1,971	\$2,030
Computer Supplies	\$7	\$69	\$0	\$100	3.0%	\$103	\$106	\$109	\$112	\$115	\$118
Small Tools and Equipment	\$215	\$1,675	\$500	\$500	3.0%	\$515	\$530	\$546	\$562	\$579	\$596

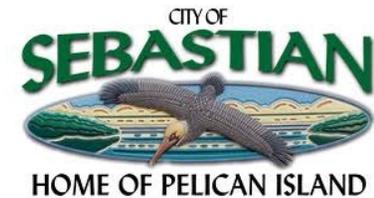
Sebastian Municipal Airport Master Plan Update



**TABLE 9-9
HISTORICAL AND SHORT TERM PRO FORMA CASH FLOW ANALYSIS
(2017 DOLLARS)**

Fiscal Years	2013/14	Actual 2014/15	Amended 2015/16	Adopted 2016/17	Growth Rate	2017/18	2018/19	Forecast			
								2019/20	2020/21	2021/22	2022/23
Gas and Oil	\$5,867	\$7,303	\$4,800	\$4,800	3.0%	\$4,944	\$5,092	\$5,245	\$5,402	\$5,564	\$5,731
Uniforms and shoes	\$221	\$185	\$290	\$300	3.0%	\$309	\$318	\$328	\$338	\$348	\$358
Safety equipment	\$0	\$0	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Dues and memberships	\$430	\$330	\$500	\$500	3.0%	\$515	\$530	\$546	\$562	\$579	\$596
Books and publications	\$0	\$0	\$0	\$0	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Training and Education	\$30	\$440	\$1,500	\$1,500	3.0%	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739	\$1,791
Non-ad Valorem Tax	\$13,426	\$13,769	\$13,769	\$13,769	3.0%	\$14,182	\$14,607	\$15,045	\$15,496	\$15,961	\$16,440
TOTAL OPERATING EXPENSES* (# must be rounded)	\$219,697	\$173,282	\$174,190	\$193,183		\$197,156	\$201,220	\$205,385	\$209,649	\$214,017	\$218,487
<i>Total Capital Outlay (Project Summary)</i>	\$928	\$2,078	\$195,809	\$1,901,654	NA	\$2,100,800	\$2,529,216	\$8,196,000	\$5,210,000	\$3,222,200	\$1,970,000
Non-Operating Expenses											
Aids to private organizations	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Interest-DST Fund Advance (debt interest)	\$19,425	\$19,401	\$20,025	\$19,600	0.0%	\$19,600	\$19,600	\$19,600	\$34,139	\$46,749	\$46,749
Intrafund transfer to AP capital	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Intrafund transfer to General Fund (debt)	\$0	\$0	\$50,000	\$50,000	0.0%	\$50,000	\$50,000	\$50,000	\$87,089	\$119,258	\$119,258
Contingency	\$93,608	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-operating expenses	\$113,033	\$19,401	\$70,025	\$69,600		\$69,600	\$69,600	\$69,600	\$121,227	\$166,007	\$166,007
Total Airport Expenses	\$415,148	\$311,885	\$564,720	\$2,290,462		\$2,497,097	\$2,933,192	\$8,607,860	\$5,721,576	\$3,788,058	\$2,545,610

Sebastian Municipal Airport Master Plan Update



**TABLE 9-9
HISTORICAL AND SHORT TERM PRO FORMA CASH FLOW ANALYSIS
(2017 DOLLARS)**

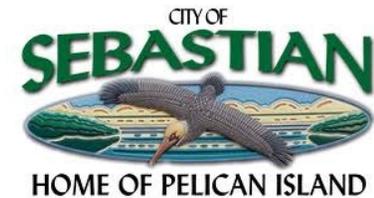
Fiscal Years	2013/14	Actual 2014/15	Amended 2015/16	Adopted 2016/17	Growth Rate	2017/18	2018/19	Forecast		2021/22	2022/23
								2019/20	2020/21		
Change in Resources (Revenues - Expenses)	\$19,276	\$103,354	\$338,975	\$97,940		\$303,929	\$277,764	(\$952,577)	(\$1,643,385)	\$213,895	\$14,792
Surplus Airport Funds previous year	\$0	\$0	\$0	\$0		\$0	\$303,929	\$581,692	\$0	\$0	\$213,895
Use of unrestricted reserves (Change in resources+ Surplus/Deficit)	(\$19,276)	(\$103,354)	(\$338,975)	(\$97,940)		\$303,929	\$581,692	(\$370,885)	(\$1,643,385)	\$213,895	\$228,687
<i>Total Economic Development (borrow from General Fund)</i>	\$0	\$0	\$0	\$0		\$0	\$0	\$370,885	\$1,643,385	\$0	\$0
Performance Estimates	\$0	\$0	\$0	\$0		\$303,929	\$581,692	\$0	\$0	\$213,895	\$228,687
10 year loan									37,088.51	37,088.51	37,088.51
20 Year loan										82,169.27	82,169.27
Interest Rates									0.392%	0.392%	0.392%

Notes: *Additional Staff Added

If the City relieves the airport of its existing debt payment of \$50,000 per year, the airport will likely achieve self-sufficiency prior to estimated 2025 date.

Sources: Historical accounting data, City of Sebastian Florida and TKDA 2017

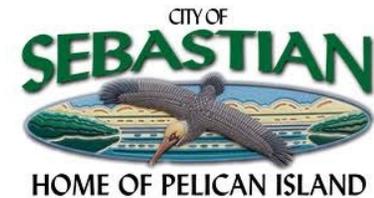
Sebastian Municipal Airport Master Plan Update



**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
AIRPORT REVENUES							
<i>Operating Revenue</i>							
Fuel Sales - Fuel Flowage Fee Pilot's Paradise	NA	\$2,052	\$2,084	\$2,116	\$2,417	\$2,453	\$2,489
Fuel Sales - 100LL Airport Self-Serve Only		\$107,749	\$109,403	\$111,081	\$112,785	\$114,459	\$116,157
Fuel Sales - Jet A	NA	\$0	\$0	\$0	\$0	\$0	\$0
Cost of Sales	2.1%	\$452	\$462	\$471	\$481	\$491	\$502
Nontaxable rents	NA	\$559,626	\$559,626	\$559,626	\$559,626	\$559,626	\$673,796
Rents and royalties	2.1%	\$371,864	\$379,673	\$387,646	\$395,787	\$404,098	\$412,584
Other miscellaneous revenues ¹	2.1%	\$69,538	\$70,998	\$72,489	\$74,011	\$75,566	\$77,152
Sales Tax Commission	0.3%	\$257	\$258	\$259	\$260	\$261	\$262
Total Operating Revenue		\$1,111,538	\$1,122,503	\$1,133,688	\$1,145,367	\$1,156,953	\$1,282,943
<i>Intergovernmental (FAA and FDOT Grants)</i>							
Intergovernmental sources	NA	\$3,552,000	\$3,760,000	\$40,000	\$100,000	\$320,000	\$1,600,000
Airport -FDOT JPA Revenue	NA	\$0	\$0	\$61,560	\$1,800,000	\$0	\$0
Airport - Third Party Revenue	NA	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$1,200,000

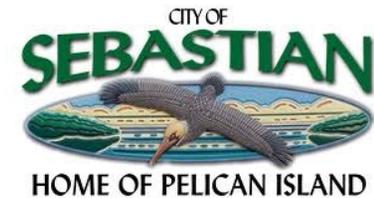
Sebastian Municipal Airport Master Plan Update



**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Airport - Other Revenue Sources (Loans, etc.)	NA	\$0	\$0	\$0	\$0	\$0	\$0
Total Intergovernmental and Other Revenue		\$4,752,000	\$4,960,000	\$101,560	\$1,900,000	\$320,000	\$2,800,000
<i>Non-operating revenues</i>							
Other non-operating revenue:	1.0%	\$107	\$108	\$109	\$110	\$111	\$112
Interest earnings	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
SBA Interest Earnings	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Fixed Assets	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Surplus Materials/Scrap	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Contributions and Donations	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Insurance Proceeds	2.3%	\$0	\$0	\$0	\$0	\$0	\$0
Reimbursements	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Fund 130 DST	1.0%	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Fund 455		\$107	\$108	\$109	\$110	\$111	\$112
<i>Total Non-Operating Revenues</i>		\$214	\$216	\$218	\$220	\$222	\$224
TOTAL REVENUES		\$5,863,752	\$6,082,719	\$1,235,466	\$3,045,587	\$1,477,175	\$4,083,167

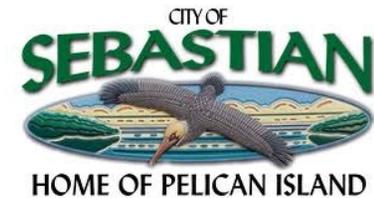
Sebastian Municipal Airport Master Plan Update



**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
AIRPORT EXPENSES							
<i>Personnel Services</i>							
Salaries	3.0%	\$164,438	\$169,371	\$214,452	\$220,886	\$227,513	\$234,338
OT	1.5%	\$563	\$571	\$580	\$589	\$598	\$607
FICA	2.1%	\$5,257	\$5,367	\$5,480	\$5,595	\$5,712	\$5,832
Clothing Allow	2.1%	\$141	\$144	\$147	\$150	\$153	\$156
Deferred Compensation	2.0%	\$6,137	\$6,260	\$6,385	\$6,513	\$6,643	\$6,776
Group Health Insurance Prem.	2.0%	\$7,592	\$7,744	\$7,899	\$8,057	\$8,218	\$8,382
Dependent Health Ins Prem.	2.1%	\$5,313	\$5,425	\$5,539	\$5,655	\$5,774	\$5,895
Health Reimbursement Account	2.1%	\$3,607	\$3,683	\$3,760	\$3,839	\$3,920	\$4,002
Employee Assistance Program	2.1%	\$31	\$32	\$33	\$34	\$35	\$36
Worker's Comp	2.1%	\$3,469	\$3,542	\$3,616	\$3,692	\$3,770	\$3,849
OPEB Accrued Expenses	2.1%	\$0	\$0	\$0	\$0	\$0	\$0
<i>Total Personnel Services</i>		\$196,548	\$202,139	\$247,891	\$255,010	\$262,336	\$269,873
<i>Operating Expenses</i>							
Professional Svcs	2.0%	\$1,149	\$1,172	\$1,195	\$1,219	\$1,243	\$1,268
Audit Fees	1.0%	\$1,355	\$1,369	\$1,383	\$1,397	\$1,411	\$1,425

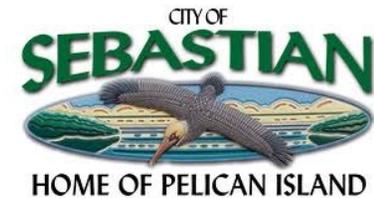
Sebastian Municipal Airport Master Plan Update



**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Admin Svcs provided by GF	2.0%	\$55,251	\$56,356	\$57,483	\$58,633	\$59,806	\$61,002
Maintenance Svcs by GF	0.0%	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900
Other Contractual Services	1.0%	\$3,324	\$3,357	\$3,391	\$3,425	\$3,459	\$3,494
Environmental Services	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Janitorial Services	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Pest/Weed/Mowing Services	1.0%	\$964	\$974	\$984	\$994	\$1,004	\$1,014
Travel/Per Diem	1.5%	\$556	\$564	\$572	\$581	\$590	\$599
Phone	1.5%	\$3,995	\$4,055	\$4,116	\$4,178	\$4,241	\$4,305
Cell Phone	2.1%	\$289	\$295	\$301	\$307	\$313	\$320
Internet	2.1%	\$810	\$827	\$844	\$862	\$880	\$898
Postage	2.0%	\$287	\$293	\$299	\$305	\$311	\$317
Express Mail	2.0%	\$57	\$58	\$59	\$60	\$61	\$62
Electric	2.0%	\$28,947	\$29,526	\$30,117	\$30,719	\$31,333	\$31,960
Water/Sewer	2.0%	\$4,020	\$4,100	\$4,182	\$4,266	\$4,351	\$4,438
Insurance	2.0%	\$34,460	\$35,149	\$35,852	\$36,569	\$37,300	\$38,046
Claims	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
R&M Building	3.0%	\$12,913	\$13,300	\$13,699	\$14,110	\$14,533	\$14,969
R&M Vehicles	3.0%	\$4,304	\$4,433	\$4,566	\$4,703	\$4,844	\$4,989
R&M Office Equipment	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
R&M Operating Equipment	3.0%	\$13,652	\$14,062	\$14,484	\$14,919	\$15,367	\$15,828

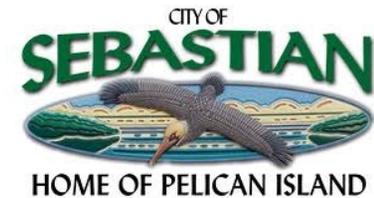
Sebastian Municipal Airport Master Plan Update



**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
R&M Fencing	3.0%	\$2,462	\$2,536	\$2,612	\$2,690	\$2,771	\$2,854
R&M Ground Maintenance	3.0%	\$3,936	\$4,054	\$4,176	\$4,301	\$4,430	\$4,563
Printing and Binding	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Promotional Activities	3.0%	\$614	\$632	\$651	\$671	\$691	\$712
Advertising Expenditures	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Legal Ads	3.0%	\$122	\$126	\$130	\$134	\$138	\$142
Litigation Expenses	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Department Supplies	3.0%	\$2,215	\$2,281	\$2,349	\$2,419	\$2,492	\$2,567
Bank Charges	3.0%	\$2,091	\$2,154	\$2,219	\$2,286	\$2,355	\$2,426
Computer Supplies	3.0%	\$122	\$126	\$130	\$134	\$138	\$142
Small Tools and Equipment	3.0%	\$614	\$632	\$651	\$671	\$691	\$712
Gas and Oil	3.0%	\$5,903	\$6,080	\$6,262	\$6,450	\$6,644	\$6,843
Uniforms and shoes	3.0%	\$369	\$380	\$391	\$403	\$415	\$427
Safety equipment	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Dues and memberships	3.0%	\$614	\$632	\$651	\$671	\$691	\$712
Books and publications	3.0%	\$0	\$0	\$0	\$0	\$0	\$0
Training and Education	3.0%	\$1,845	\$1,900	\$1,957	\$2,016	\$2,076	\$2,138
Non-ad Valorem Tax	3.0%	\$16,933	\$17,441	\$17,964	\$18,503	\$19,058	\$19,630
Total Operating Expenses* (# must be rounded)		\$223,073	\$227,764	\$232,570	\$237,496	\$242,537	\$247,702

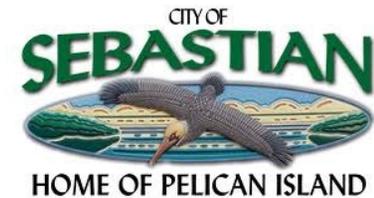
Sebastian Municipal Airport Master Plan Update



**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Total Capital Outlay (Project Summary)	NA	\$5,640,000	\$5,900,000	\$148,400	\$2,000,000	\$400,000	\$3,200,000
Non-Operating Expenses							
Aids to private organizations	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Interest-DST Fund Advance (debt interest)	0.0%	\$46,749	\$51,970	\$68,894	\$68,894	\$68,894	\$68,894
Intrafund transfer to AP capital	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Intrafund transfer to General Fund (debt)	0.0%	\$119,258	\$132,577	\$175,750	\$175,750	\$175,750	\$175,750
Contingency	0.0%	\$0	\$0	\$0	\$0	\$0	\$0
Total Non-operating expenses		\$166,007	\$184,547	\$244,644	\$244,644	\$244,644	\$244,644
Total Airport Expenses		\$6,225,628	\$6,514,450	\$873,505	\$2,737,150	\$1,149,517	\$3,962,219
Change in Resources (Revenues - Expenses)		(\$361,876)	(\$431,731)	\$361,961	\$308,437	\$327,658	\$120,948
Surplus Airport Funds previous year		\$228,687	\$0	\$0	\$361,961	\$670,399	\$998,057
Use of unrestricted reserves (Change in		(\$133,189)	(\$431,731)	\$361,961	\$670,399	\$998,057	\$1,119,005

Sebastian Municipal Airport Master Plan Update



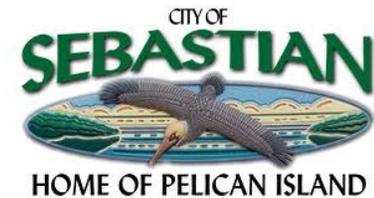
**Table 9-10
Mid-Term Pro Forma Cash Flow Analysis
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast					
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
resources+ Surplus/Deficit)							
Total Economic Development (borrow from General Fund)		\$133,189	\$431,731	\$0	\$0	\$0	\$0
Performance Estimates		\$0	\$0	\$361,961	\$670,399	\$998,057	\$1,119,005
10 year loan (2020-2030)		37,088.51	37,088.51	37,088.51	37,088.51	37,088.51	37,088.51
20 Year loan (2021-2041)		82,169.27	82,169.27	82,169.27	82,169.27	82,169.27	82,169.27
10 year loan (2024-2034)		\$13,318.86	\$13,318.86	\$13,318.86	\$13,318.86	\$13,318.86	\$13,318.86
10 Year loan (2025-2035)			\$43,173.08	\$43,173.08	\$43,173.08	\$43,173.08	\$43,173.08
Interest Rates		0.392%	0.392%	0.392%	0.392%	0.392%	0.392%

Notes: New employee added in FY 2025/2026

Sources: City of Sebastian Historical Records, US CPI Index, Local Growth Rates and TKDA 2017

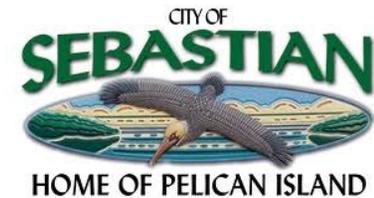
Sebastian Municipal Airport Master Plan Update



**TABLE 9-11
LONG-TERM PRO FORMA CASH FLOW ANALYSIS
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast								
		2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38
AIRPORT REVENUES:										
<i>Operating Revenue</i>										
Fuel Sales - Fuel Flowage Fee Pilot's Paradise	NA	\$2,526	\$2,564	\$2,891	\$2,932	\$2,974	\$3,017	\$3,060	\$3,104	\$3,149
Fuel Sales - 100LL Airport Self-Serve Only		\$117,881	\$119,630	\$121,406	\$123,150	\$124,919	\$126,714	\$128,534	\$130,381	\$132,259
Fuel Sales - Jet A	NA	\$0	\$0	\$0	\$82,189	\$86,285	\$90,585	\$95,099	\$99,839	\$104,814
Cost of Sales	2.1%	\$512	\$523	\$534	\$545	\$557	\$568	\$580	\$593	\$605
Nontaxable rents	NA	\$673,796	\$673,796	\$673,796	\$673,796	\$818,512	\$818,512	\$818,512	\$818,512	\$986,992
Rents and royalties	2.1%	\$421,249	\$430,095	\$439,127	\$448,349	\$457,764	\$467,377	\$477,192	\$487,213	\$497,444
Other miscellaneous revenues ¹	2.1%	\$78,773	\$80,427	\$82,116	\$83,840	\$85,601	\$87,399	\$89,234	\$91,108	\$93,021
Sales Tax Commission	0.3%	\$263	\$264	\$265	\$266	\$267	\$268	\$269	\$270	\$271
Total Operating Revenue		\$1,295,000	\$1,307,299	\$1,320,134	\$1,415,067	\$1,576,878	\$1,594,439	\$1,612,481	\$1,631,019	\$1,818,556
<i>Intergovernmental (FAA and FDOT Grants)</i>										
Intergovernmental sources	NA	\$317,500	\$723,600	\$549,500	\$214,650	\$468,800	\$111,656	\$4,688,000	\$124,000	\$0.00
Airport -FDOT JPA Revenue	NA	\$1,395,000	\$0	\$315,000	\$292,500	\$586,000	\$2,009,810	\$0	\$1,080,000	\$0.00
Airport - Third Party Revenue	NA	\$1,200,000	\$250,000	\$450,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0.00
Airport - Other Revenue Sources (Loans, etc.)	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.00
Total Intergovernmental and Other Revenue		\$2,912,500	\$973,600	\$1,314,500	\$507,150	\$1,054,800	\$2,121,466	\$4,688,000	\$2,404,000	\$0.00
<i>Non-operating revenues</i>										
Other non-operating revenue:	1.0%	\$113	\$114	\$115	\$116	\$117	\$118	\$119	\$120	\$121

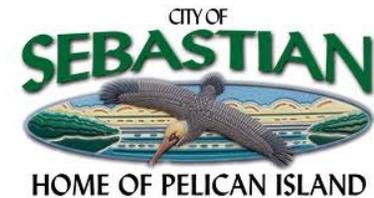
Sebastian Municipal Airport Master Plan Update



**TABLE 9-11
LONG-TERM PRO FORMA CASH FLOW ANALYSIS
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast								
		2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38
Interest earnings	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBA Interest Earnings	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Fixed Assets	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sale of Surplus Materials/Scrap	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contributions and Donations	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Insurance Proceeds	2.3%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reimbursements	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Fund 130 DST	1.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer from Fund 455		\$113	\$114	\$115	\$116	\$117	\$118	\$119	\$120	\$121
<i>Total Non-Operating Revenues</i>		\$226	\$228	\$230	\$232	\$234	\$236	\$238	\$240	\$242
TOTAL REVENUES		\$4,207,726	\$2,281,127	\$2,634,864	\$1,922,449	\$2,631,912	\$3,716,142	\$6,300,719	\$4,035,259	\$1,818,798
AIRPORT EXPENSES:										
<i>Personnel Services</i>										
Salaries	3.0%	\$241,368	\$248,609	\$256,067	\$263,749	\$271,661	\$279,811	\$328,205	\$338,051	\$348,193
OT	1.5%	\$616	\$625	\$634	\$644	\$654	\$664	\$674	\$684	\$694
FICA	2.1%	\$5,954	\$6,079	\$6,207	\$6,337	\$6,470	\$6,606	\$6,745	\$6,887	\$7,032
Clothing Allow	2.1%	\$159	\$162	\$165	\$168	\$172	\$176	\$180	\$184	\$188
Deferred Compensation	2.0%	\$6,912	\$7,050	\$7,191	\$7,335	\$7,482	\$7,632	\$7,785	\$7,941	\$8,100
Group Health Insurance Prem.	2.0%	\$8,550	\$8,721	\$8,895	\$9,073	\$9,254	\$9,439	\$9,628	\$9,821	\$10,017
Dependent Health Ins Prem.	2.1%	\$6,019	\$6,145	\$6,274	\$6,406	\$6,541	\$6,678	\$6,818	\$6,961	\$7,107
Health Reimbursement Account	2.1%	\$4,086	\$4,172	\$4,260	\$4,349	\$4,440	\$4,533	\$4,628	\$4,725	\$4,824

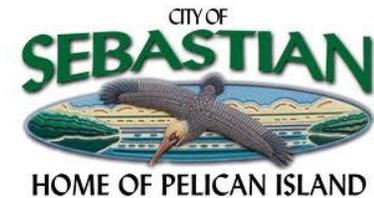
Sebastian Municipal Airport Master Plan Update



**TABLE 9-11
LONG-TERM PRO FORMA CASH FLOW ANALYSIS
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast								
		2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38
Employee Assistance Program	2.1%	\$37	\$38	\$39	\$40	\$41	\$42	\$43	\$44	\$45
Worker's Comp	2.1%	\$3,930	\$4,013	\$4,097	\$4,183	\$4,271	\$4,361	\$4,453	\$4,547	\$4,642
OPEB Accrued Expenses	2.1%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Total Personnel Services</i>		\$277,631	\$285,614	\$293,829	\$302,284	\$310,986	\$319,942	\$369,159	\$379,845	\$390,842
<i>Operating Expenses</i>										
Professional Svcs	2.0%	\$1,293	\$1,319	\$1,345	\$1,372	\$1,399	\$1,427	\$1,456	\$1,485	\$1,515
Audit Fees	1.0%	\$1,439	\$1,453	\$1,468	\$1,483	\$1,498	\$1,513	\$1,528	\$1,543	\$1,558
Admin Svcs provided by GF	2.0%	\$62,222	\$63,466	\$64,735	\$66,030	\$67,351	\$68,698	\$70,072	\$71,473	\$72,902
Maintenance Svcs by GF	0.0%	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900	\$18,900
Other Contractual Services	1.0%	\$3,529	\$3,564	\$3,600	\$3,636	\$3,672	\$3,709	\$3,746	\$3,783	\$3,821
Environmental Services	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Janitorial Services	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pest/Weed/Mowing Services	1.0%	\$1,024	\$1,034	\$1,044	\$1,054	\$1,065	\$1,076	\$1,087	\$1,098	\$1,109
Travel/Per Diem	1.5%	\$608	\$617	\$626	\$635	\$645	\$655	\$665	\$675	\$685
Phone	1.5%	\$4,370	\$4,436	\$4,503	\$4,571	\$4,640	\$4,710	\$4,781	\$4,853	\$4,926
Cell Phone	2.1%	\$327	\$334	\$341	\$348	\$355	\$362	\$370	\$378	\$386
Internet	2.1%	\$917	\$936	\$956	\$976	\$996	\$1,017	\$1,038	\$1,060	\$1,082
Postage	2.0%	\$323	\$329	\$336	\$343	\$350	\$357	\$364	\$371	\$378
Express Mail	2.0%	\$63	\$64	\$65	\$66	\$67	\$68	\$69	\$70	\$71
Electric	2.0%	\$32,599	\$33,251	\$33,916	\$34,594	\$35,286	\$35,992	\$36,712	\$37,446	\$38,195
Water/Sewer	2.0%	\$4,527	\$4,618	\$4,710	\$4,804	\$4,900	\$4,998	\$5,098	\$5,200	\$5,304
Insurance	2.0%	\$38,807	\$39,583	\$40,375	\$41,183	\$42,007	\$42,847	\$43,704	\$44,578	\$45,470
Claims	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R&M Building	3.0%	\$15,418	\$15,881	\$16,357	\$16,848	\$17,353	\$17,874	\$18,410	\$18,962	\$19,531
R&M Vehicles	3.0%	\$5,139	\$5,293	\$5,452	\$5,616	\$5,784	\$5,958	\$6,137	\$6,321	\$6,511
R&M Office Equipment	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

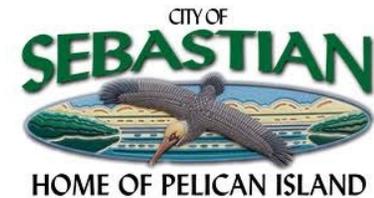
Sebastian Municipal Airport Master Plan Update



**TABLE 9-11
LONG-TERM PRO FORMA CASH FLOW ANALYSIS
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast								
		2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38
R&M Operating Equipment	3.0%	\$16,303	\$16,792	\$17,296	\$17,815	\$18,349	\$18,899	\$19,466	\$20,050	\$20,652
R&M Fencing	3.0%	\$2,940	\$3,028	\$3,119	\$3,213	\$3,309	\$3,408	\$3,510	\$3,615	\$3,723
R&M Ground Maintenance	3.0%	\$4,700	\$4,841	\$4,986	\$5,136	\$5,290	\$5,449	\$5,612	\$5,780	\$5,953
Printing and Binding	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Promotional Activities	3.0%	\$733	\$755	\$778	\$801	\$825	\$850	\$876	\$902	\$929
Advertising Expenditures	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Legal Ads	3.0%	\$146	\$150	\$155	\$160	\$165	\$170	\$175	\$180	\$185
Litigation Expenses	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Department Supplies	3.0%	\$2,644	\$2,723	\$2,805	\$2,889	\$2,976	\$3,065	\$3,157	\$3,252	\$3,350
Bank Charges	3.0%	\$2,499	\$2,574	\$2,651	\$2,731	\$2,813	\$2,897	\$2,984	\$3,074	\$3,166
Computer Supplies	3.0%	\$146	\$150	\$155	\$160	\$165	\$170	\$175	\$180	\$185
Small Tools and Equipment	3.0%	\$733	\$755	\$778	\$801	\$825	\$850	\$876	\$902	\$929
Gas and Oil	3.0%	\$7,048	\$7,259	\$7,477	\$7,701	\$7,932	\$8,170	\$8,415	\$8,667	\$8,927
Uniforms and shoes	3.0%	\$440	\$453	\$467	\$481	\$495	\$510	\$525	\$541	\$557
Safety equipment	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dues and memberships	3.0%	\$733	\$755	\$778	\$801	\$825	\$850	\$876	\$902	\$929
Books and publications	3.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Training and Education	3.0%	\$2,202	\$2,268	\$2,336	\$2,406	\$2,478	\$2,552	\$2,629	\$2,708	\$2,789
Non-ad Valorem Tax	3.0%	\$20,219	\$20,826	\$21,451	\$22,095	\$22,758	\$23,441	\$24,144	\$24,868	\$25,614
TOTAL OPERATING EXPENSES* (# must be rounded)		\$252,991	\$258,407	\$263,961	\$269,649	\$275,473	\$281,442	\$287,557	\$293,817	\$300,232
Total Capital Outlay (Project Summary)	NA	\$3,050,000	\$1,092,000	\$1,375,000	\$573,000	\$1,172,000	\$2,233,122	\$5,860,000	\$2,480,000	\$0
<i>Non-Operating Expenses</i>										
Aids to private organizations	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

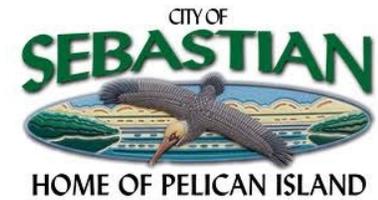
Sebastian Municipal Airport Master Plan Update



**TABLE 9-11
LONG-TERM PRO FORMA CASH FLOW ANALYSIS
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast								
		2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38
Interest-DST Fund Advance	0.0%	\$68,894	\$49,134	\$49,134	\$49,134	\$49,134	\$49,134	\$49,134	\$49,134	\$49,134
Intrafund transfer to AP capital	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intrafund transfer to General Fund	0.0%	\$175,750	\$125,342	\$125,342	\$125,342	\$125,342	\$125,342	\$125,342	\$125,342	\$125,342
Contingency	0.0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>TOTAL Non-operating expenses</i>		\$244,644	\$174,477	\$174,476	\$174,476	\$174,476	\$174,476	\$174,476	\$174,476	\$174,476
Total Airport Expenses		\$3,825,266	\$1,810,498	\$2,107,266	\$1,319,409	\$1,932,935	\$3,008,982	\$6,691,192	\$3,328,138	\$865,550
Change in Resources (Revenues - Expenses)		\$382,460	\$470,629	\$527,598	\$603,040	\$698,977	\$707,159	(\$390,473)	\$707,121	\$953,248
Surplus Airport Funds previous year		\$1,119,005	\$1,501,465	\$1,972,094	\$3,102,732	\$3,705,772	\$4,404,750	\$5,111,909	\$4,721,436	\$5,428,557
Use of unrestricted reserves (Change in resources+ Surplus/Deficit)		\$1,501,465	\$1,972,094	\$2,499,693	\$3,705,772	\$4,404,750	\$5,111,909	\$4,721,436	\$5,428,557	\$6,381,805
Total Economic Development (borrow from General Fund)		\$0								
Performance Estimates		\$1,501,465	\$1,972,094	\$2,499,693	\$3,705,772	\$4,404,750	\$5,111,909	\$4,721,436	\$5,428,557	\$6,381,805
10 year loan (2020-2030)		37,088.51	37,088.51							
20 Year loan (2021-2041)		82,169.27	82,169.27	82,169.27	82,169.27	82,169.27	82,169.27	82,169.27	82,169.27	82,169.27
10 year loan (2024-2034)		\$13,318.86	\$13,318.86	\$13,318.86	\$13,318.86	\$13,318.86	\$13,318.86			
10 Year loan (2025-2035)			\$43,173.08	\$43,173.08	\$43,173.08	\$43,173.08	\$43,173.08	\$43,173.08		
Interest Rates		0.392%	0.392%	0.392%	0.392%	0.392%	0.392%	0.392%	0.392%	0.392%

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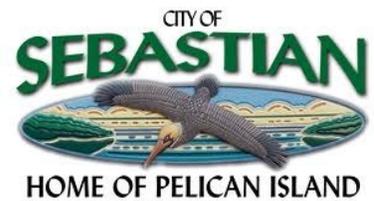


**TABLE 9-11
LONG-TERM PRO FORMA CASH FLOW ANALYSIS
(2017 Dollars)**

Fiscal Years	Growth Rates	Forecast								
		2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38

Notes: New Employee added in 2030; Additional FBO added to airport which provides Jet A fuel
Sources: City of Sebastian Historical Records, US CPI Index 2017, Local and National Growth Rates, and TKDA 2017

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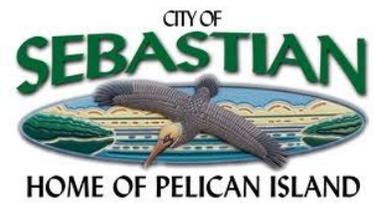
Revenue Enhancement Opportunities

Changes in the economic climate, competition for federal and state funding, aging infrastructure and airline consolidation are all driving Airport’s to evaluate additional revenue sources in an effort to be financially self-sustaining. Since aviation related revenue streams are becoming less reliable, airports around the country are evaluating how to utilize airport property and facilities not necessarily needed to support aviation operations to provide additional sources of income. As noted in the CIP, portions of the available airport property (approximately 108 acres) may be used to support relocation of the City’s Public Works Complex, Aviation and Non-Aviation Commercial Development along the Airport Road East, as well as future development within the north portion of the airport. Using 2017 property lease rates, the following revenues may be obtained from proposed development as illustrated in **Table 9-12**. These revenues were also included in **Tables 9-9** through **9-11** under Rents and Royalties.

Table 9-12 Available Land Lease Revenues (2017 Dollars) 2.10% Annual CPI Growth Rate				
Fiscal Year	Available Acreage	Estimated Revenues	Estimated Revenue per Acre	
2016/17	108	\$308,998.80	\$3,000.00	
2017/18	108	\$338,235.00	\$3,063.00	
2018/19	93	\$443,024.85	\$3,127.32	
2019/20	93	\$443,024.85	\$3,193.00	
2020/21	93	\$443,024.85	\$3,260.05	
2021/22	93	\$443,024.85	\$3,328.51	
2022/23	93	\$443,024.85	\$3,398.41	
2023/24	78	\$559,625.54	\$3,469.78	
2024/25	78	\$559,625.54	\$3,542.64	
2025/26	78	\$559,625.54	\$3,617.04	
2026/27	78	\$559,625.54	\$3,692.99	
2027/28	78	\$559,625.54	\$3,770.55	
2028/29	70	\$673,796.06	\$3,849.73	
2029/30	70	\$673,796.06	\$3,930.57	
2030/31	70	\$673,796.06	\$4,013.12	
2031/32	70	\$673,796.06	\$4,097.39	
2032/33	60	\$673,796.06	\$4,183.44	
2033/34	60	\$818,511.72	\$4,271.29	
2034/35	60	\$818,511.72	\$4,360.99	
2035/36	60	\$818,511.72	\$4,452.57	
2036/37	60	\$818,511.72	\$4,546.07	
2037/38	50	\$986,992.33	\$4,641.54	

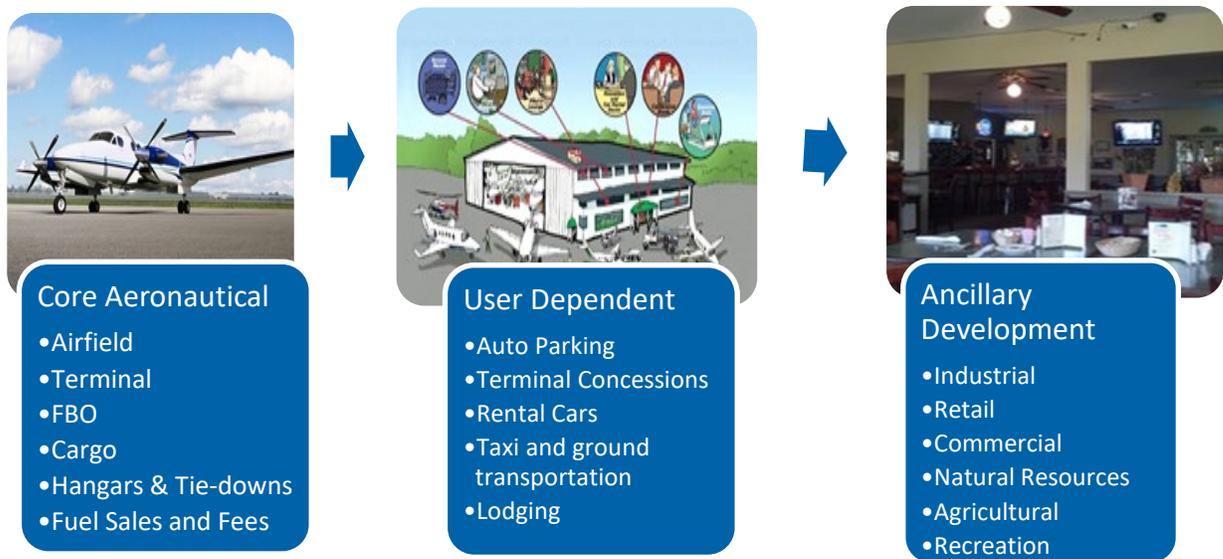
Sources: City of Sebastian Historical Records, Current property estimates, US CPI index and TKDA 2017

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Further, according to ACRP Document 19, *Airport Revenue Diversification*, the original regulatory framework for “airport operations, planning and capital projects was instituted to support the airport’s primary mission...to support airlines and other aeronautical users.”¹ However, changes in the field including access to capital to support aeronautical demand continue to require airports to evolve to remain relevant. Airport’s, therefore, are looking at airport city concepts similar to those overseas in which the airport supports a wide array of businesses in order to support growth and maintain the safety and integrity of the airport for continued aviation use. Development options as shown in **Figure 9-1** may include:

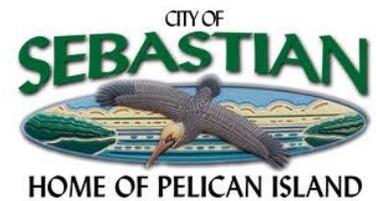
**FIGURE 9-1
AIRPORT REVENUE DIVERSIFICATION**



Source: KRAMER Aerotek Inc. (2009), ACRP 19: Airport Revenue Diversification, Transportation Research Board, 2010 and TKDA 2017

¹ Kramer S. Lois, KRAMER Aerotek Inc., ACRP 19: Airport Revenue Diversification, Transportation Research Board, Washington DC 2010, pp. 2

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However, “Federal definitions of aeronautical and non-aeronautical activity and financial reporting requirements on Forms 5100-126 and -127 can make it a challenge to discern the types and extent of non-aeronautical activity at an airport that is not passenger-dependent.”²

Summary

Financing the recommended CIP is generally a function of availability of federal, state, local and third-party funding sources at the time of specific project implementation. As previously mentioned, due to the conceptual nature of a master plan, implementation of most of these capital projects should occur only after demand warrants and costs are further refined. Therefore, the project capital costs developed for the Airport must be viewed as preliminary, reflecting a master plan level of detail subject to refinement in subsequent implementation steps. Based on the information and assumptions used, the financial analysis indicates that additional funding is needed to implement planned development. As a result, the City should seek to maximize Federal, State, and other funding sources including considering various revenue enhancement options as well as looking at increasing rental rates to support future growth.

² Ibid