



January 20, 2026

FXE Airport Overview

AGENDA

Vision & Mission

Airport Overview

Economic Development

Airport Revenue

Capital Improvement Plan

Leasing Policy

Transaction Fee

Challenges



Vision

To Be the Best General Aviation Airport in the nation.

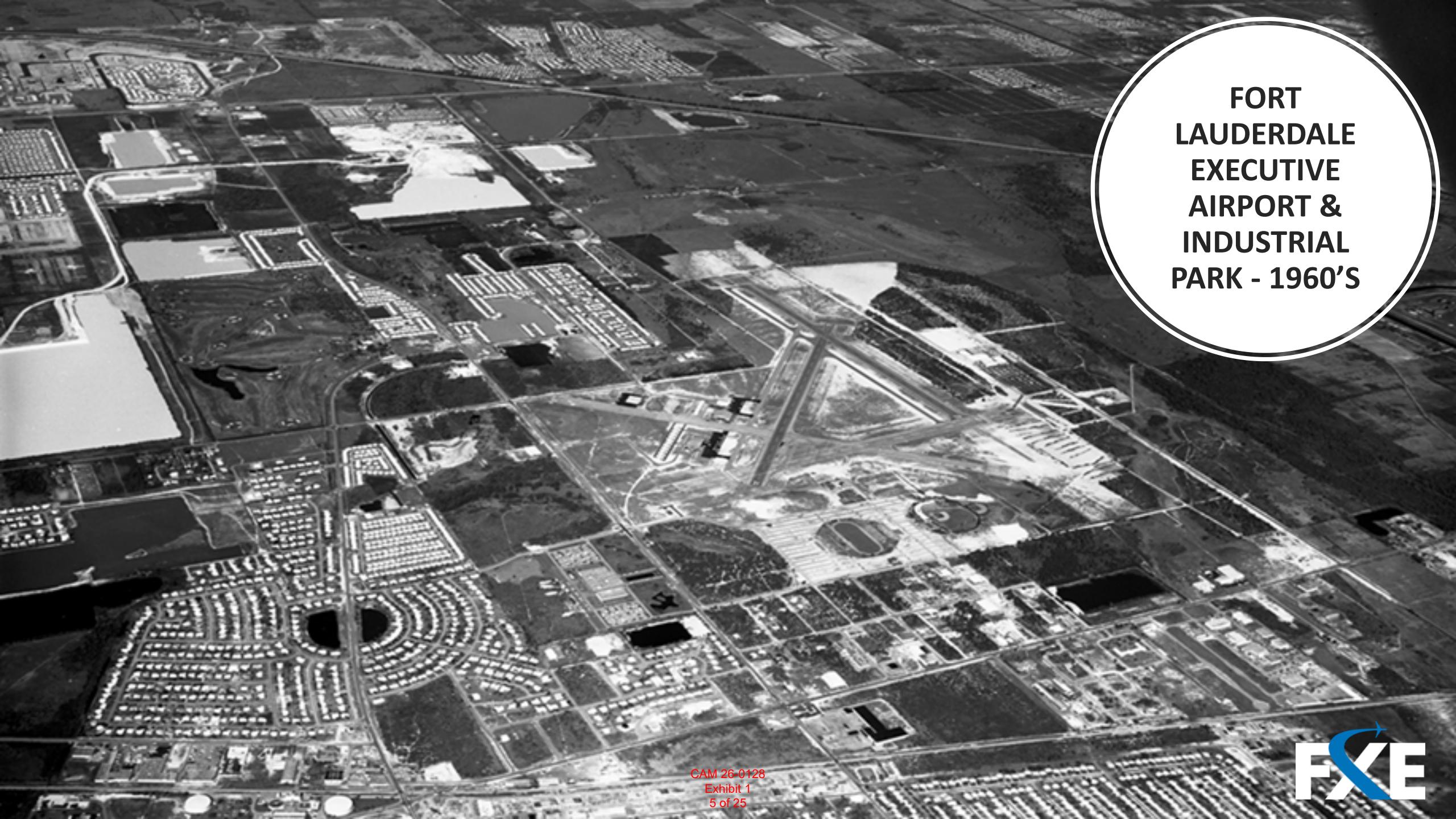
Mission

To attract businesses to the area, help tenants prosper, and benefit the community.

WEST PROSPECT FIELD – 1940'S

- Constructed in 1941 as a WWII Naval Aviators Training Facility
- Quit Claim Deeded to City in 1947
- Unofficially named “Fort Lauderdale Municipal Airport” but still called “Prospect Field”
- At first more drag racing than aircraft use!



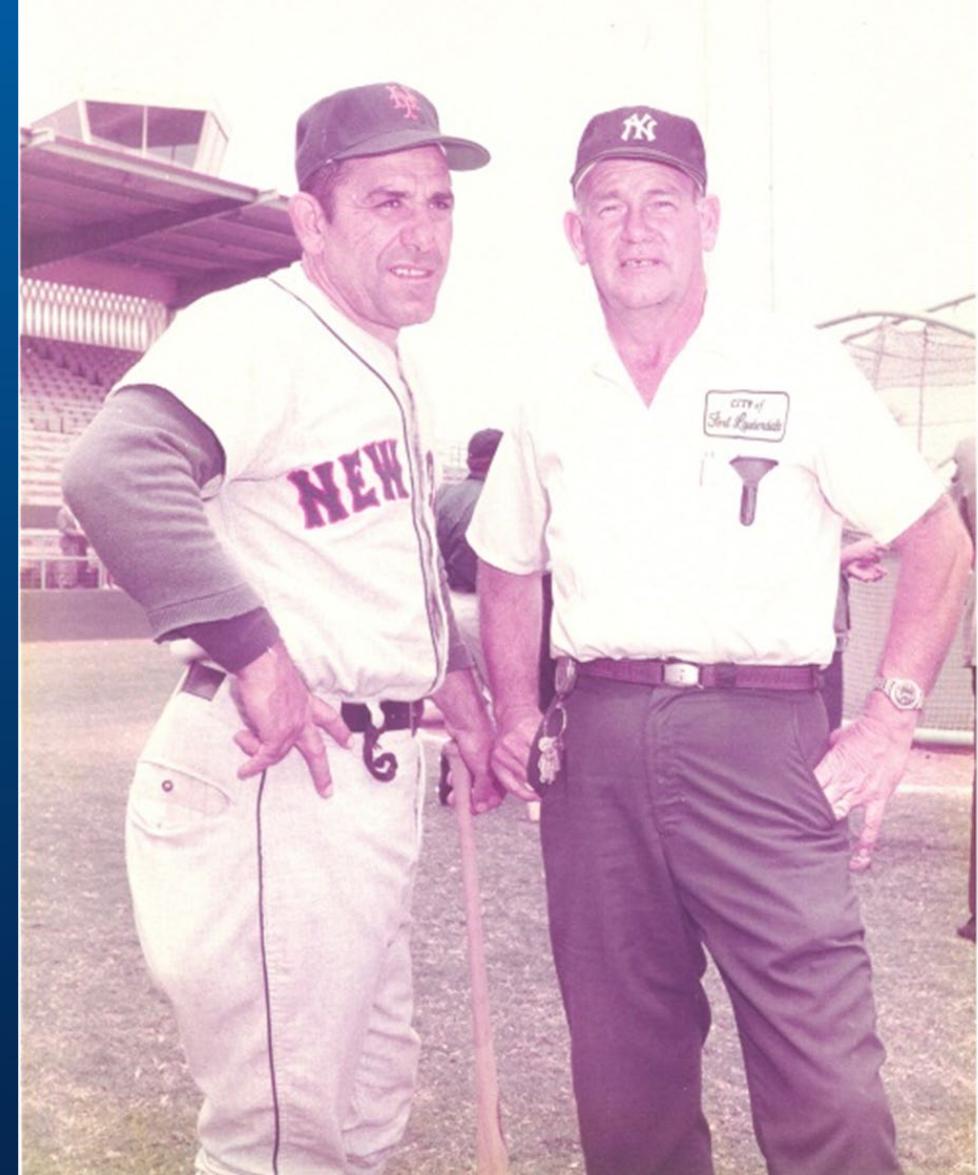


Aerial photograph showing the layout of the Fort Lauderdale Executive Airport and Industrial Park in the 1960s. The image is in black and white, capturing a dense network of roads, runways, and industrial buildings. In the foreground, a large residential area with a circular street pattern is visible. The airport itself is in the center, with several runways and hangars. To the right, an industrial park with various factories and warehouses is shown. The surrounding area is a mix of agricultural fields and developed land.

FORT
LAUDERDALE
EXECUTIVE
AIRPORT &
INDUSTRIAL
PARK - 1960'S

FORT LAUDERDALE EXECUTIVE AIRPORT & INDUSTRIAL PARK - 1960'S

- Lockhart Stadium hosts New York Yankees Spring Training
- Limited aviation activity and hangar development
- Operated at a loss – supported by local taxes
- Land sold to generate revenue for capital improvements and encourage economic development in the area
- Encroachment by nearby residential areas



FXE – ACHIEVING SOLVENCY - 1980'S

Executive Airport sees profit in 36 years

port will earn a \$70,000 profit, twice the amount he predicted when he took over.

The Tennessee native and former assistant director of the Nashville Metro Airport Authority takes some of the credit, but gives most of it to the nation's improving economy.

"The economy has turned around," Johnson said. "Our fuel flowage fees [the city's 5.5 percent surcharge on aviation fuel sold] are considerably higher than we estimated this year, and that's due to more people flying.

"I'm extremely pleased," he

added. "When they asked me to come down here, I was excited that it had some potential. I did not realize just how much potential it did have."

The improving economy also inspired new customers to lease space at the airport in existing airport hangars and in the airport's executive airpark, just north of the field along Cypress Creek Road.

An estimated 560 aircraft are based at Executive Airport, 100 more than a year ago.

Skytel Inns on the airport grounds began paying \$5,000 monthly rent in May, even though



Airport Manager Bill Johnson

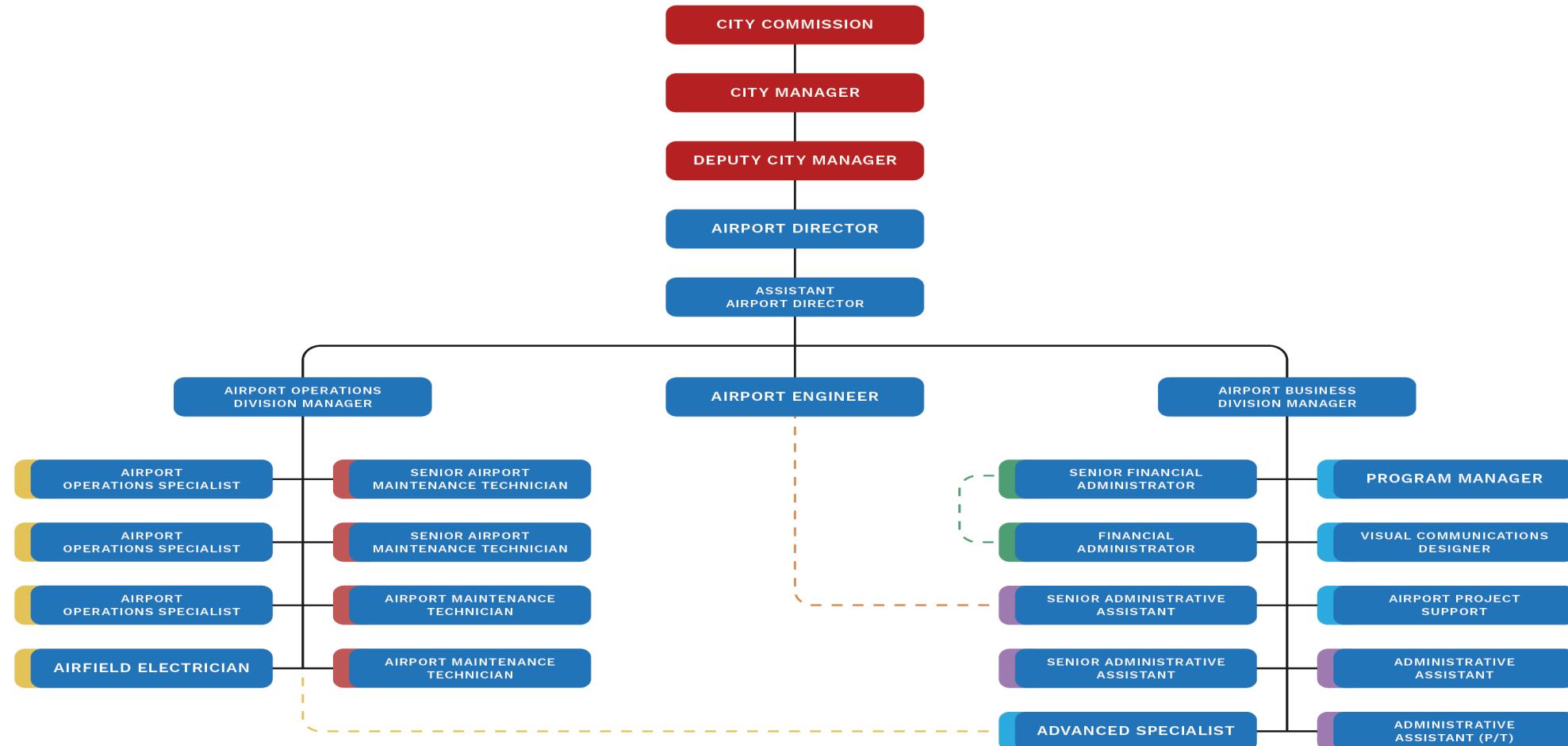
the motel the company is building is not completed. Archer Industries began paying \$2,000 a month to





CAM 26-0128
Exhibit 1
8 of 25

FXE



ECONOMIC DEVELOPMENT

- Integral part of the City's Economic & Business Development Programs
- 1,000 Acre Campus with a 200-acre Industrial Airpark
- 2 million square feet of office/warehouse space
- 150 aviation tenants, 450 hangars
- FTZ #241
- Top five busiest GA airports in the country for itinerant operations and over 190,000 annual operations in 2025
- The busiest GA Customs facility in the U.S., clearing 22,000 aircraft and 63,000 passengers in 2025
- Home to over 600 aircraft, including 200 jets
- 4 Fixed-Based Operators
- 24-hour FAA Air Traffic Control Tower
- On site 24hr. ARFF facility and Police sub-station

AIRPORT ECONOMIC IMPACTS



\$3.9B
ECONOMIC
IMPACT
(OUTPUT)



\$1.2B
PAYROLL

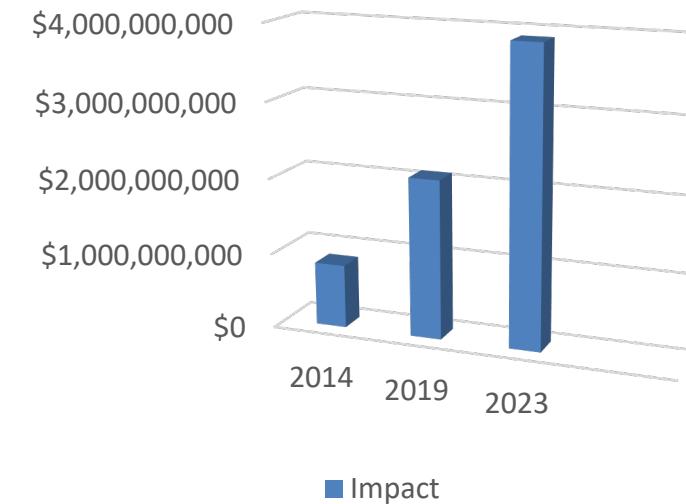


\$2.0B
VALUE ADDED



22,959
JOBS

ECONOMIC IMPACT



Top Ten Florida Airports

| | Airport Name | FAA ID | Associated City | Jobs | Payroll | Value Added | Economic Impact (Output) |
|----|---|--------|-----------------|---------------|---------------|---------------|--------------------------|
| 1 | Orlando International Airport | MCO | Orlando | 309,918 | \$13.0B | \$23.0B | \$41.4B |
| 2 | Miami International Airport | MIA | Miami | 221,966 | \$11.2B | \$19.8B | \$35.3B |
| 3 | Fort Lauderdale/Hollywood International Airport | FLL | Fort Lauderdale | 110,047 | \$5.0B | \$8.8B | \$15.4B |
| 4 | Tampa International Airport | TPA | Tampa | 82,136 | \$3.7B | \$6.3B | \$11.3B |
| 5 | Southwest Florida International Airport | RSW | Fort Myers | 60,485 | \$2.7B | \$4.5B | \$8.3B |
| 6 | Palm Beach International Airport | PBI | West Palm Beach | 31,596 | \$1.5B | \$2.5B | \$4.6B |
| 7 | Fort Lauderdale Executive Airport | FXE | Fort Lauderdale | 22,959 | \$1.2B | \$2.0B | \$3.9B |
| 8 | Orlando Sanford International Airport | SFB | Sanford | 24,223 | \$1.1B | \$1.9B | \$3.5B |
| 9 | St Pete-Clearwater International Airport | PIE | Clearwater | 20,774 | \$1.0B | \$1.8B | \$3.4B |
| 10 | Sarasota/Bradenton International Airport | SRQ | Sarasota | 23,009 | \$1.0B | \$1.7B | \$3.2B |

How FXE Generates Revenue

FAA Grant Assurances

- Grant Assurance 5, *Preserving Rights and Powers*
- Grant Assurance 22, Economic Non-discrimination
- Grant Assurance 23, Exclusive Rights
- Grant Assurance 24, Fee and Rental Structure
- Grant Assurance 25, Airport Revenues

FY26
Revenues

\$13.3 M

37 Leases – \$11.6 M

- 17 Aviation
- 20 Non-Aviation

Other Revenues – \$1.7 M

- Fuel Flowage Fees
- Foreign Trade Zone Fees
- City Leases (Police/Fire)

FY26 Expenses

\$10.3 M

Personnel
Services
\$3.2 M

Operating
Expenses
\$6.8 M

Capital Outlay
\$217 K

FY26 Community Investment Plan (CIP) - \$ 15.8M

| Project Name | FY26 Match Funds | FY26 FDOT Grant | FY26 FAA Grant |
|---|--------------------|--------------------|--------------------|
| FXE Localizer Relocation | \$500,000 | N/A | N/A |
| Roof Replacement FXE Facilities | \$1,020,000 | N/A | N/A |
| Runway 27 By-Pass Taxiways | N/A | N/A | \$763,000 |
| Runway 9 Western Extension | \$1,131,784 | \$430,000 | \$7,740,100 |
| Taxiway L and P Extension and Run-Up Area | \$95,000 | \$380,000 | N/A |
| Runway 9 Parallel Taxiway Extension | \$750,000 | \$3,000,000 | N/A |
| FY26 Total | \$3,496,784 | \$3,810,000 | \$8,503,100 |

5-YEAR Community Investment Plan (CIP) - \$ 45.7M

| Project Name | Match Funds | FDOT Grant | FAA Grant |
|---|--------------------|---------------------|---------------------|
| FXE Localizer Relocation | \$500,000 | N/A | N/A |
| AES Expansion | \$2,500,000 | N/A | N/A |
| Airport Security and Fiber Upgrade | \$1,012,500 | \$4,050,000 | N/A |
| FXE Facility Upgrades | \$1,500,000 | N/A | N/A |
| Runway 13-31 Pavement Rehabilitation | \$515,000 | \$935,000 | \$6,750,000 |
| Runway 27 By-Pass Taxiways | \$200,000 | \$348,000 | \$4,565,281 |
| Runway 9 Western Extension | \$1,131,784 | \$430,000 | \$7,740,100 |
| Taxiway L and P Extension and Run-Up Area | \$462,080 | \$747,080 | \$6,607,440 |
| Taxiway B and G Realignment | \$404,400 | \$1,633,600 | N/A |
| Runway 9 Parallel Taxiway Extension | \$750,000 | \$3,000,000 | N/A |
| 5-YEAR CIP Total | \$8,975,764 | \$11,143,680 | \$25,662,821 |

CHALLENGES

- Sponsor Assurances
- FAA/FDOT Grant Funding
- Financial Sustainability
- Cost of City Services
- Construction Costs
- Service Delivery
- Economy
- Fuel Prices
- Advanced Air Mobility
- FAA/FDOT Compliance

Potential Loss of Revenue Stream

- Aviation Lease term – 30 Years
- Non-Aviation Lease term – 50 years
- Reversion of Airport Leases
- Demolition of reversion improvements
- Reduction of future grant opportunities

FXE Proposed Leasing Policy

- Maximize Airport revenues
- Ensure compliance with Deed obligations
- Ensure policies are satisfied
- Implement protection from detrimental uses
- Ensure equitable treatment of current and future lessees
- Mitigate overall exposure to risk

Lease Assignment Transaction Fee

- South Florida's aviation real estate economic boom
- Loss of reversion revenue
- Transaction fee of four percent (4%) first included in two (2) leases in 2023 – MNREH for Parcel 2A and JM Family Lease
- Transaction fee is applied to:
 - Sale proceeds from any sales of the leasehold
 - Net refinancing proceeds

Transaction Fees at Other Airports

| Airport | Transaction Fee | Basis |
|------------------------------------|--|---------------------------------|
| Tallahassee International Airport | 2% | Sale Price of Fair Market Value |
| Boca Raton Airport Authority | Lease Rate Reset | Market Rate |
| Brooksville Airport–Tampa Bay | Imposed During Transfer | Sale Price of Fair Market Value |
| Fernandina Beach Municipal Airport | Financial Terms Adjusted During Transfer | Not specified |
| Miami-Opa Locka Airport | Varies | Specific Lease Agreements |
| Northeast Florida Regional Airport | Varies | Specific Lease Agreements |

Recommendations and Feedback

- Move forward with developing a Lease Policy and a Rates and Charges Policy for review by the Aviation Advisory Board and approval by the City Commission
- Request Commission feedback on the inclusion of a Transaction Fee based on industry examples:
 - Transaction Fee fixed 4%
 - Transaction Fee (Cap \$1M)
 - Negotiate fee at time of transaction
 - Lease reset with new terms
 - Opportunity Fee

THANK YOU

