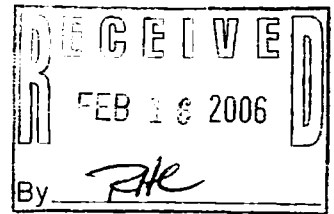




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**



**ORLANDO AIRPORTS DISTRICT OFFICE**  
5950 Hazeltine National Dr., Suite 400  
Orlando, Florida 32822-5024  
Phone: (407) 812-6331 Fax: (407) 812-6978

February 13, 2006

Mr. Richard Ennis  
Executive Director  
Melbourne International Airport  
One Air Terminal Pkwy, Ste. 220  
Melbourne, FL 32901

Dear Mr. Ennis:

RE: AIP No. 3-72-0046-025-2002  
Master Plan Acceptance and ALP Approval

The Federal Aviation Administration (FAA) accepts your Airport Master Plan and conditionally approves your Airport Layout Plan (ALP) February 13, 2006, for Melbourne International Airport. This approval is subject to the condition that the proposed airport development listed below requires environmental processing and may not be undertaken without the FAA's prior written environmental approval.

Extension of Runway 9R-27L and the associated taxiway(s).  
Extension of Runway 9L-27R and the associated taxiway(s).

Environmental review may be required for other large-scale developments; this requirement will be determined when the sponsor initiates the Non-Rulemaking Action (NRA) process for each project.

FAA approval of your ALP means that all existing and proposed airport development shown on the plan meets current FAA airport design standards or a currently approved modification of the design standards that provide an acceptable level of safety at your airport. It also means that we find the proposed airport development shown on the plan useful and efficient. However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

FAA acceptance of your Airport Master Plan means that it complies with the scope of work and contractual terms and conditions of the Airport Improvement Program (AIP) Grant Agreement. The contents of your Airport Master Plan reflect the views of the

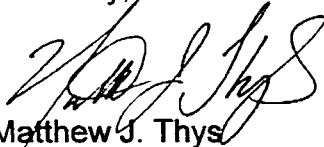
Melbourne Airport Authority, which is responsible for the facts and accuracy of the data presented. As with the ALP approval, acceptance of your Airport Master Plan does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

Please note that the Airport Master Plan forecast of operations is within 10 percent of FAA's Terminal Area Forecast (TAF), while the forecast enplanements are not. The justification for the forecast in the Airport Master Plan report does not support a revision of the TAF. Therefore, please understand that FAA's future decisions regarding federal funding of development on your airport will be based on the TAF rather than the Airport Master Plan forecast.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALP approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive FAA airspace approval.

We look forward to working with you in the continued development of your airport.

Sincerely,



Matthew J. Thys  
Assistant Manager

Enclosure (1 ALP)

cc:

Jim Wikstrom, FDOT/5 (with 1 ALP)

Todd Lindner, RS&H (with 1 ALP)

ATL-FPO (with 2 ALPs)

ASO-520 (with 1 ALP)

ASO-474 (with 1 ALP)

ESO-31 (with 1 ALP)

Tampa SMO (with 1 ALP)