



REVISED AGENDA

Greater Asheville Regional Airport Authority Regular Meeting
Friday, December 11, 2015, 8:30 a.m.
Conference Room at Administrative Offices

NOTICE TO THE PUBLIC: The Airport Authority welcomes comments from the public on any agenda item. Comments are received prior to the Board's discussion of the agenda item. Comments are limited to five minutes. If you wish to comment on an agenda item, please deliver a request card (available in the meeting room) to the Clerk to the Board prior to the agenda item being called by the Chair.

- I. CALL TO ORDER
- II. PRESENTATIONS:
 - A. Summary of Leakage Study Data and Air Service Development Recommendations – Rhett Morgan of Aielvon Pacific ([document](#))
- III. FINANCIAL REPORT ([document](#))
- IV. CONSENT ITEMS:
 - A. Approval of the Greater Asheville Regional Airport Authority October 16, 2015 Special Meeting Minutes ([document](#))
 - B. Approval of the Greater Asheville Regional Airport Authority October 16, 2015 Closed Session Minutes
 - C. Approval of Update to Budget Supplemental Fees and Charges ([document](#))
 - D. Approval of Amendment to the FY15/16 Budget ([document](#))



V. OLD BUSINESS:

- A. Finalize Scope of Parking Garage

VI. NEW BUSINESS:

- A. Approve Scope of Services No. 18 with Avcon Engineers and Planners, Inc. ([document](#))
- B. Authorization to Establish Conservation Easements on Airport Property Bordering the French Broad River ([document](#))

VII. DIRECTOR'S REPORT:

- A. Wings for Autism Event
- B. Update on Airfield Re-development Project
- C. SMARTRAC Technology Space Use Permit

VIII. INFORMATION SECTION:

(Staff presentations will not be made on these items. Staff will be available to address questions from the Board.)

- A. October 2015 Traffic Report ([document](#))
- B. October 2015 Monthly Financial Report ([document](#))
- C. December 2015 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
 - Conservation Easement with Carolina Mountain Land Conservancy

IX. AUTHORITY MEMBER REPORTS

- A. Key Strategic Elements ([document](#))

X. PUBLIC AND TENANTS' COMMENTS

XI. CALL FOR NEXT MEETING



XII. CLOSED SESSION:

Pursuant to Subsections 143-318.11 (a) (3) and (4) of the General Statutes of North Carolina to Consult with Legal Counsel in Order to Preserve the Attorney-Client Privilege, to Discuss Matters Relating to the Location and/or Expansion of Industries or Other Businesses in the Area Served by the Authority, Including Agreement on a Tentative List of Economic Development Incentives that may be Offered by the Authority in Negotiations.

XIII. ADJOURNMENT

This agenda of the Greater Asheville Regional Airport Authority is provided as a matter of convenience to the public. It is not the official agenda. Although every effort is made to provide complete and accurate information in this agenda, the Greater Asheville Regional Airport Authority does not warrant or guarantee its accuracy or completeness for any purpose. The agenda is subject to change before and/or during the Board meeting.

Asheville Regional Airport
Board Update
Market Analysis & Catchment Study
Executive Summary

December 11, 2015



CLEAR INSIGHTS,
SOARING RESULTS

 **AILEVONPACIFIC**
AVIATION CONSULTING

APAC Team

- Rhett Morgan is a Director and has over 12 years of airline industry experience. Prior to joining Ailevon Pacific, he was Senior Manager of Network Planning and Performance for Southwest Airlines. During his tenure at Southwest, he held various commercial leadership roles focusing on Network Strategy, Capacity Planning, and Integrated Commercial Planning. He has been a noted speaker at Network Planning conferences and air service development forums. Previous to joining Southwest, Rhett had seven years of experience at Delta Air Lines, working in the areas of Revenue Management, Corporate Sales, and Network Planning.
- Rhett holds a Bachelor of Science in Accounting and Management from Kansas State University and a Masters of Business Administration in Aviation Management from Embry Riddle University.

Project Scope

- Ailevon Pacific was commissioned to:
 - ① **Study the current air service paradigm** in the region, including the amount of traffic the Greater Asheville Regional Airport might be “leaking” to other airports in the region
 - ② **Study inbound tourism data** focusing on origin markets that could translate into potential air service opportunities
 - ③ **Create a community engagement and air service development plan**
 - ④ **Identify potential new or increased airline service opportunities**
 - ⑤ **Define and execute an airline or route specific engagement strategy**

Project Timeline

- ☑ Acquire ARC and DOT Data and conduct Leakage Study
 - 8/12 - ARC approval and data available

- ☑ Market Assessment and Airline Specific Review
 - 9/23 - Completion of leakage study
 - 10/7 - Completion of market assessment and airline specific review

- ☑ Community Engagement and Support Plan
 - 9/9 - Initial kick-off community meeting
 - 11/2 - Presented study to steering committee
 - 1/20 - Final community meeting

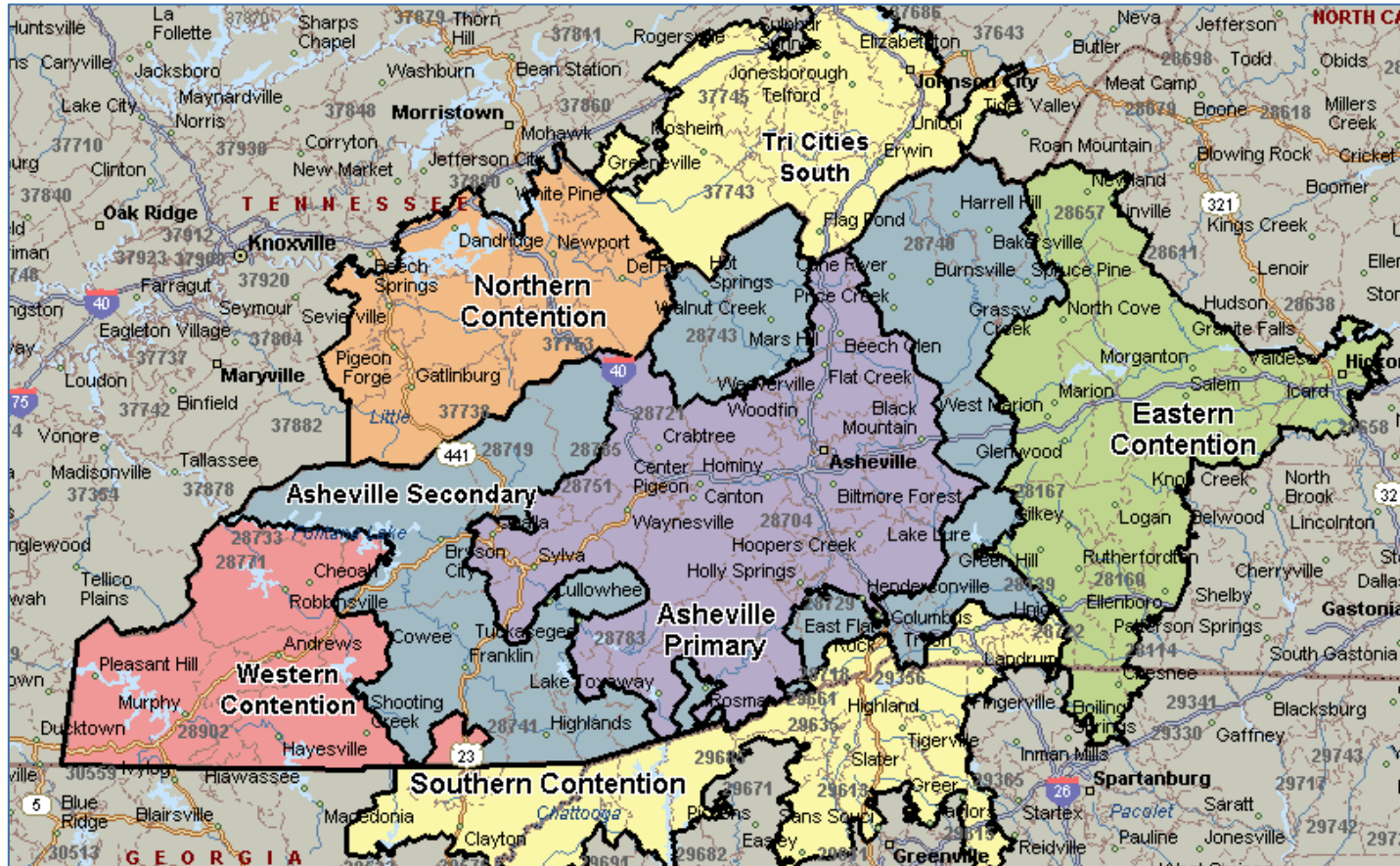
- ☐ Airline or Route-Specific Engagement Strategy(s)
 - TBD
 - TBD
 - TBD

Executive Summary

- In the past 10 years, traffic has increased **41%** and revenue has risen **75%**
- Since 2012, capacity has risen nearly **20%**, while load factors and onboard passengers have hit record highs
- **AVL captures 50%** of bookings in its Primary Catchment Area, losing **27%** of bookings to CLT, **15%** to GSP, **7%** to ATL and nearly zero to TRI and TYS
 - Leaking almost 400 daily passengers when include secondary catchment as well
- There is a **significant difference** in overall retention rates when comparing **markets with nonstop service to markets without nonstop service**
- Legacy carrier opportunities are limited by regional economic environment
 - Leverage current legacy carriers to increase capacity via upgauge in current markets
- Increase leisure inbound visitor traffic by recruiting low-fare airline capacity
 - Primary focus on incumbent carrier Allegiant
 - Further grow inbound traffic from Florida (Jacksonville)
 - Target current demand from inbound drive markets (Cincinnati, Columbus, Indianapolis, Pittsburgh)

AVL Catchment Area

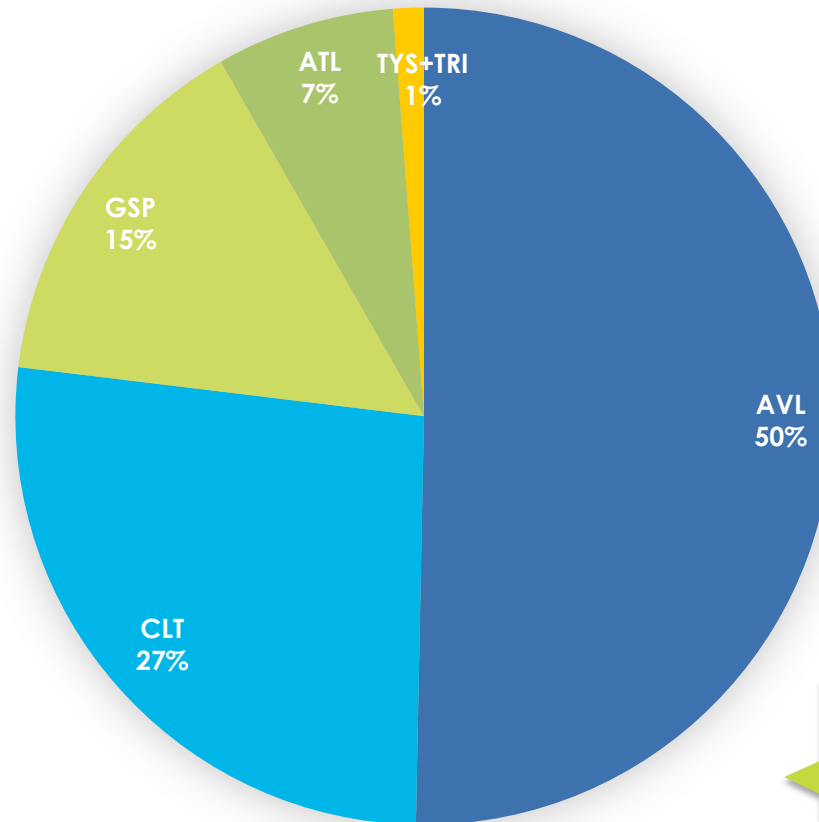
- Mapping the actual ARC-based bookings from AVL allowed us to define the catchment areas used in the study.



AVL Captures 50% of Primary Catchment

Ashville Primary Catchment Area

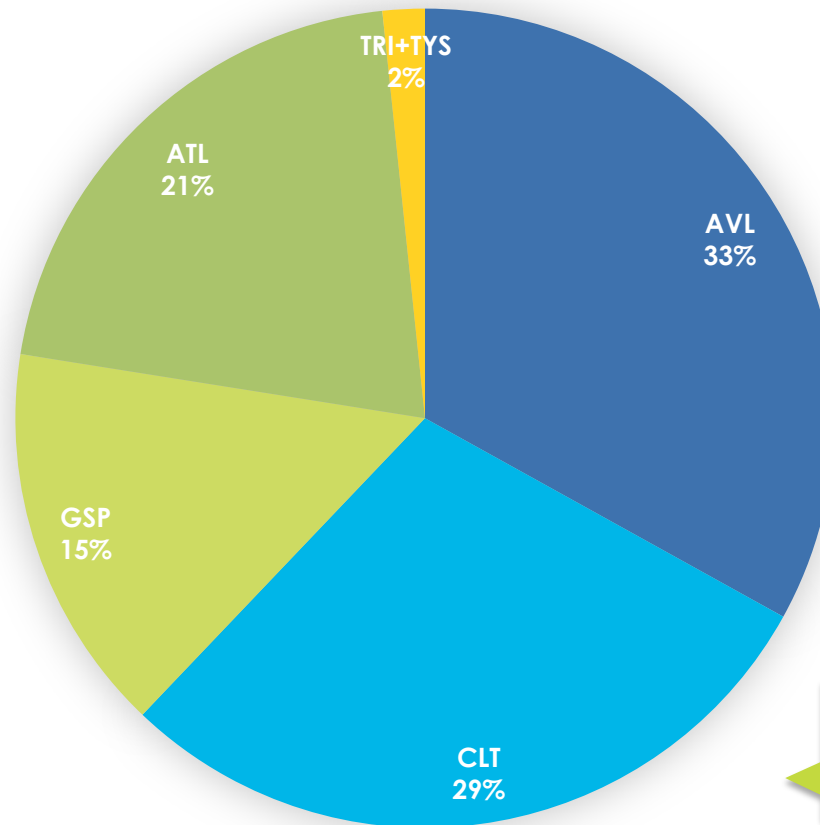
42% of the AVL Primary Catchment Area uses either CLT or GSP. This equates to **250 originating PDEW**



Total estimated leakage is **293 PDEW**

But only 33% of the Secondary Catchment

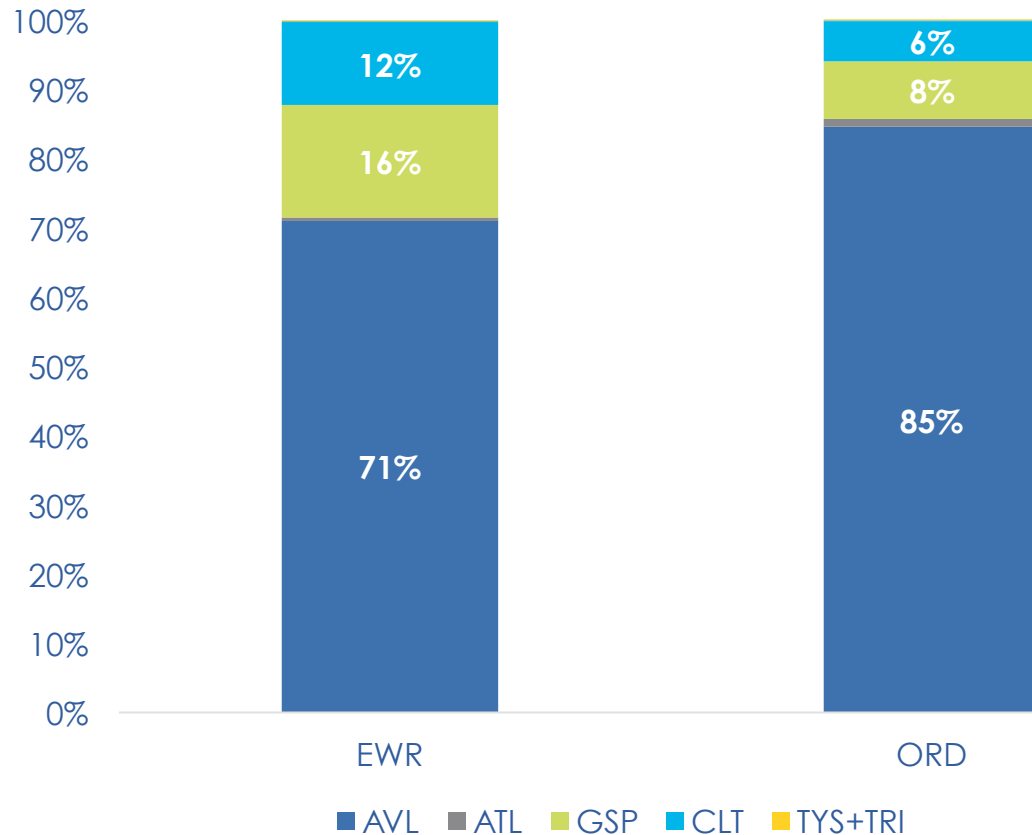
AVL Secondary Catchment Area



Total estimated leakage is **88 PDEW**

Nonstop Service Reduces Leakage in Primary Catchment Area

Nonstop Market AVL Capture Rates-Primary Zone



AVL retained an impressive 85% of ORD and 71% of EWR traffic

- There are only two relevant nonstop markets that can be modeled using ARC data, ORD and EWR.
- Allegiant is not mapped due not appearing in ARC.
- ATL and CLT have very little local traffic and AVL retained 90%+ of that traffic.

AVL Strategy Recommendation Overview

Network Carrier Strategy

- Leverage current legacy carriers to increase capacity
 - Potential capacity upguage in current markets
 - New hub service to compliment and not cannibalize current service
- Legacy carrier opportunities are limited by regional economic environment and business travel demand
 - Potential for game-changing traffic growth is therefore limited

Low-Fare Carrier Strategy

- Increase leisure inbound visitor traffic by recruiting low-fare airline capacity
 - Biggest bang for the buck
- Primary focus on incumbent carrier Allegiant
 - Further grow inbound traffic from Florida
 - Target current demand from inbound drive markets
 - Develop capacity in key population centers served by the carrier

Significant capacity growth from large, constrained markets like New York and Boston should not be a primary strategy

The Allegiant Model

- Allegiant Travel Company is a unique travel provider that already operates from AVL to Florida
- Traditional business model was to serve small cities to large leisure destinations like Las Vegas and Florida
- Industry consolidation has opened up new opportunities to connect medium-sized cities to secondary leisure destinations such as Cincinnati to Savannah
 - Can AVL be an Allegiant “destination”?

Allegiant is the world's most profitable airline on a margin basis (26% Operating Margin in 2Q 2015)



Plans to grow from 75 aircraft today to over 120 in the next few years

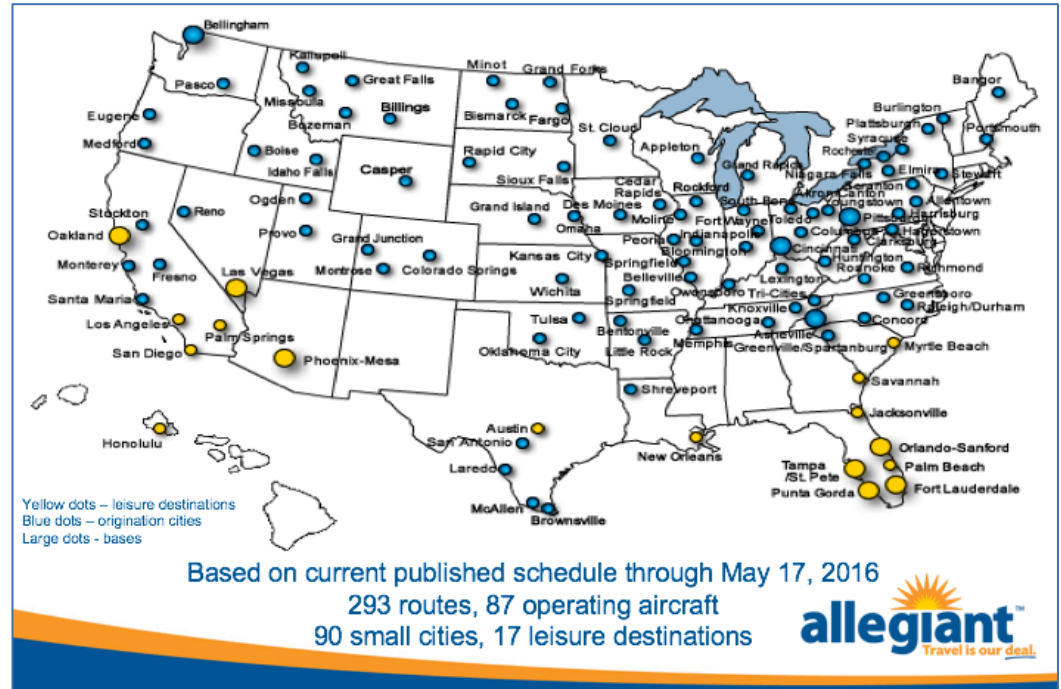
Allegiant & AVL

- Allegiant currently serves AVL as an origination point for traffic bound to Florida destinations
 - Current service markets include: Fort Lauderdale (FLL), Orlando-Sanford (SFB), Punta Gorda (PGD), Tampa Bay (PIE) and West Palm Beach (PBI)
- Though not designed to carry traffic to AVL, Allegiant sees strong inbound traffic (60/40) mix on its current Florida service in the summer months
 - Evidence of Asheville's appeal as a destination
 - And the best sales pitch to Allegiant in terms of developing AVL into a true destination
- In Fall 2015, Allegiant established an operational base at AVL
 - Though initially developed for operational reasons, the aircraft/crew/maintenance operation gives Allegiant an easy base from which to launch new services
- Strong Allegiant inbound traffic and good supporting hotel data, create an opportunity to develop new markets in cooperation with the carrier

Allegiant is the right platform to expand visitor-oriented air service to AVL

Allegiant Network Priorities

- It is critical to understand some key points about Allegiant's Network Strategy
 - The carrier is more interested in market demographics than historic airline traffic
 - The strategy is focused on undeveloped and under-served markets
 - Allegiant only operates when demand exists, seasonally and day-of-week
 - The business model is designed to achieve 90% Load Factors



AVL is located in the middle of Allegiant's eastern network

Allegiant Network Priorities & AVL

- AVL's opportunity lies in convincing Allegiant that AVL can be a stand-alone destination
 - Critical to build the case of leisure growth potential in Asheville
 - Existing Florida markets are the easiest opportunity for expanded service
 - Development of larger Allegiant markets north of AVL is the next best opportunity
- In most cases, Allegiant markets are mid-size cities or secondary airports
 - This should not be viewed as a disadvantage
 - Allegiant has proven the ability to generate significant volume from these untraditional markets

The Savannah/Hilton Head Model

Savannah/Hilton Head is unique among Allegiant destinations in the Eastern U.S. in that it is not solely a “sun and fun” market and it does not experience significant seasonality. In many ways, it can be considered in the destination peer set with Asheville.

Therefore, it is instructive to examine the success that Allegiant has enjoyed in 2015 at SAV, the first year of its entrance into the market. The carrier focused on seasonal service from three of the region's largest historic drive markets: Cincinnati, Columbus and Akron/Canton. During the Summer peak, over 1,100 weekly seats were offered to SAV. In each instance, market performance exceeded the carrier's expectations.

Performance was strong enough that the carrier has indicated that it will increase 2016 SAV capacity between 200-300% and add four new markets.

Best Opportunities Exist in Proven Markets

- Additional flying in current markets
 - Fort Lauderdale
 - West Palm Beach
 - Punta Gorda
 - Tampa Bay
 - Orlando - Sanford
- Tier 1 Potential Adds
 - Cincinnati
 - Columbus
 - Indianapolis
 - Jacksonville
 - Pittsburgh
- Tier 2 Potential Adds
 - Akron/Canton
 - Grand Rapids
 - Niagara/Bufalo



Rapid pace of Allegiant growth, especially into mid-sized markets, means future opportunities beyond those reflected above

Recommended Tactics

Network Carrier Strategy

- Continue to engage with network carriers at conferences such as JumpStart, Routes Americas and the Airport Roundtable Series
- Schedule HQ visits with American, Delta, and United every 12-18 months
- Establish opportunities to attract Network Planning staff to Asheville for market visits
 - Win hearts and minds
- Focus on increasing capacity in existing markets

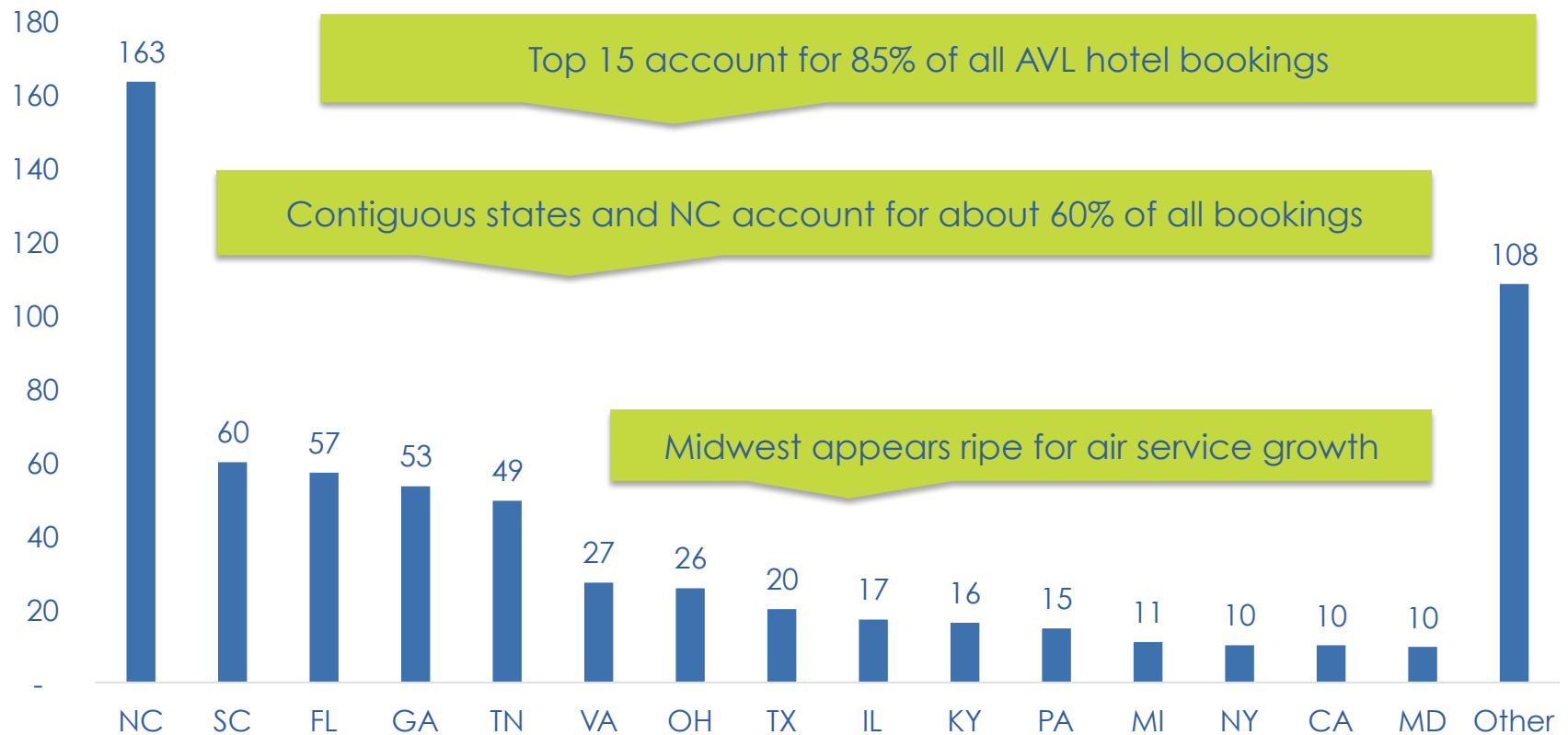
Low-Fare Carrier Strategy

- Engage as with network carriers
- Build visitor demand to Asheville in target markets
- Focus efforts on Allegiant
 - Leverage the Allegiant AVL “base”
 - Build the Asheville destination brand with Allegiant decision makers
 - Utilize demographics, visitor data and airline data to develop new market proposals
- Work towards developing Asheville as a destination brand with JetBlue

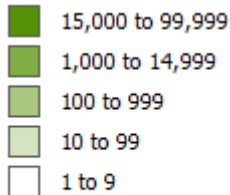
Top 15 States to AVL-Hotel Bookings in (000)

AVL Hotel Bookings-Top 15 States

YE June 2015 In (000)

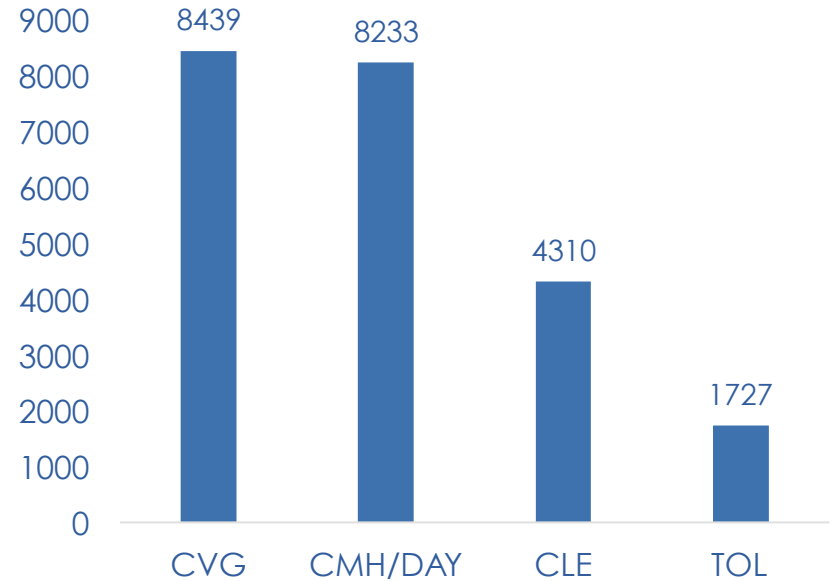


Ohio Offers Potential For Growth



- Columbus and Dayton are combined
- Cincinnati includes some Kentucky bookings
- Toledo includes Southeast Michigan but not Detroit

Annual AVL Hotel Bookings By Airport Catchment Area
(YE July 2015)



Thank You

**Asheville Regional Airport
Executive Summary
October-15**

AIRPORT ACTIVITY

	<u>Month</u>	<u>Variance to Prior Year</u>	<u>Calendar Year to Date</u>	<u>Variance to Prior Year</u>
Passenger Enplanements	38,075	1.8%	333,648	5.7%
Aircraft Operations				
Commercial	1,669	9.9%	13,457	(1.0%)
Scheduled Flights	657	9.3%		
Flight Cancellations	9			
Seats	50,793	11.2%	420,732	9.4%
Load Factor	75.0%	(8.4%)	79.3%	(3.4%)
General Aviation	4,532	11.0%	35,338	(11.3%)
Military	532	(37.9%)	4,937	(17.7%)

FINANCIAL RESULTS

	<u>Month</u>	<u>Variance to Budget</u>	<u>Fiscal Year to Date</u>	<u>Variance to Budget</u>
Operating Revenues	\$ 916,404	17.4%	\$ 3,729,249	22.0%
Operating Expenses	611,567	(4.6%)	2,445,829	(5.6%)
Net Operating Revenues before Depreciation	<u>\$ 304,837</u>	119.1%	<u>\$ 1,283,420</u>	175.7%
Net Non-Operating Revenues	<u>\$ 263,676</u>	(1.5%)	<u>\$ 1,169,380</u>	3.8%
Grants:				
FAA AIP Grants	\$ 52,048		\$ 5,789,620	
NC Dept of Transportation Grants	-		-	
Total	<u>\$ 52,048</u>		<u>\$ 5,789,620</u>	

CASH

Restricted	\$ 4,797,973
Designated for O&M Reserve	4,019,126
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	13,919,650
Total	<u>\$ 23,386,749</u>

RECEIVABLES PAST DUE

	<u>Total</u>	<u>1-30 Days</u>	<u>31-60 Days</u>	<u>Over 60 Days</u>
Advertising Customers	7,925	2,050	1,200	4,675
Allegiant	1,947	-	1,947	
Budget	759		71	688
Delta Airlines	10,742	-	1,112	9,630
DOTFAA	22,293	10,890	11,146	257
Enterprise	1,000	-	-	1,000
Paradies	1,449	-	-	1,449
United	13,389		13,299	90
US Air	19,963	2	16,240	3,721
Worldwide	960	39	138	783
Miscellaneous	1,490	-	550	940
Total	<u>\$ 81,917</u>	<u>\$ 12,981</u>	<u>\$ 45,703</u>	<u>\$ 23,233</u>
% of Total Receivables	11.92%			

Note: Excludes balances paid subsequent to month-end.

REVENUE BONDS PAYABLE

Rental Car Facilities Taxable Revenue Bond, Series 2007	
Original Amount	\$ 4,750,000
Current Balance	\$ 1,410,448

CAPITAL EXPENDITURES

Annual Budget	\$ 19,412,476
Year-to-Date Spending	\$ 6,831,963

REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
October 16, 2015

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, October 16, 2015 at 8:30 a.m. in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), 61 Terminal Drive, Suite 1, Asheville, NC 28732.

MEMBERS PRESENT: Robert C. Roberts, Chair; K. Ray Bailey, Vice-Chair; William L. Moyer; Matthew C. Burril; and Stephanie Brown

MEMBERS ABSENT: Jeffrey A. Piccirillo; Andrew T. Tate

STAFF AND LEGAL COUNSEL PRESENT: Cindy Rice, Authority Legal Counsel; Lew Bleiweis, Executive Director; Michael Reisman, Deputy Executive Director of Development and Operations; Kevan Smith, Chief of Public Safety; Suzie Baker, Director of Administration; Tina Kinsey, Director of Marketing and Public Relations; Janet Burnette, Director of Finance and Accounting; Sherman Stark, Interim Director of Operations; Shane Stockman, IT Director; Rick Barthels, Accounting Coordinator; and Ellen Heywood, Clerk to the Board

ALSO PRESENT: Matt Braswell, Martin Starnes & Associates; Ken Moody, Delta Airport Consultants; Mike Darcangelo, Avcon; Eric Rysdon, RS&H

CALL TO ORDER: The Chair welcomed everyone in attendance and called the meeting to order at 8:30 a.m.

The Director introduced Shane Stockman as the new Director of Information Technology. The Board welcomed Mr. Stockman.

RETIREMENT RECOGNITION: The Chair recognized Rick Barthels for his service with the Authority and wished him well in his retirement.

PRESENTATIONS: None

FINANCIAL REPORT: The Director reported on the airport activity for August which included enplanements, aircraft operations and general aviation activity. Mrs. Burnette reported on the financial activity for the month of August.

CONSENT ITEMS: The Chair remarked that Consent Item B, Approval of the Greater Asheville Regional Airport Authority August 21, 2015 Closed Session Minutes would be reviewed in closed session.

A. Approval of the Greater Asheville Regional Airport Authority August 21, 2015 Regular Meeting Minutes:

C. Approval of the Greater Asheville Regional Airport Authority Board 2016 Schedule:

D. Approve Change Order No. 1 to Agreement with Harrison Construction Company, Division of APAC Atlantic, Inc.:

E. Approve Lease Contract GS-04P-60384 with General Services Administration (GSA) for Transportation Security Administration (TSA) Terminal Building Office and Operational Space: The Director stated that there were a few finite points in the contract that staff is tweaking but should not affect the overall content of the contract.

Mr. Moyer moved to approve Consent Items A, C, D, and E. Mr. Bailey seconded the motion and it carried unanimously.

OLD BUSINESS: None

NEW BUSINESS:

A. Presentation of the Annual Audited Financial Report for Fiscal Year 2014/2015: Janet Burnette informed the Board that the firm of Martin Starnes & Associates, CPAs, P.A. performed the annual audit for the fiscal year ended June 30, 2015. The audited financial statements have been submitted to and approved by the Local Government Commission (LGC). Mrs. Burnette introduced Matt Braswell from Martin Starnes & Associates. Mr. Braswell advised the Board that the audited statements were approved and there were no comments. The audit report was an unmodified opinion which means it is a clean opinion. Mr. Braswell reviewed total revenues and expenses, as well as the total net position and pointed out that the fund balance increased \$13 million from the prior year. Mr. Braswell further reviewed debt service, depreciation expenses, operating income, non-operating revenue, and cash flow. The Chair thanked Mr. Braswell for his presentation.

Mr. Burril moved to accept the 2014-2015 Audit Report as presented. Mr. Moyer seconded the motion and it carried unanimously.

B. Approve Amendment to Airfield Re-development Project Budget: Michael Reisman advised the Board that staff had visited the FAA Memphis office in August and shared updated data on the airfield program with them. Mr. Reisman prefaced the

presentation for the Board with a reminder that the FAA Atlanta office dictated the funding and program phasing at the onset of the project. Staff was directed by the FAA to complete the project in four phases with each phase to be designed independently, told to reduce the length of the temporary runway from 8,000 feet to something shorter, and instructed to employ a level of creativity to reduce costs. There was a brief discussion on the implications of reducing the length of the temporary runway with the Director advising the Board that staff does not anticipate a problem with this, but that there could be a handful of days during summer months where baggage is left behind and sent at a later time to help decrease the weight of an aircraft. Mr. Reisman informed the Board that the manner in which the Atlanta FAA directed staff to design the project in multiple phases is inconsistent with the manner of conducting preliminary engineering for a project of this magnitude. Some preliminary engineering was done, however, for a project of this size there was a lot of discovery that needed to take place on the front end of this project. As a result of the FAA not allowing this to be done, and not being able to discover those out of the ordinary issues until the project was already in design and under construction, staff is now coming across situations that were not known about or in need of being addressed.

Mr. Reisman advised the Board that the FAA specified the amount of funding that would be given to the airport for the Airfield Re-development project and required that staff find the remaining funds. Mr. Reisman further stated that all airports in North Carolina were shifted from the FAA Atlanta office to the FAA Memphis office at the start of the Airfield Re-development project. Mr. Reisman reviewed the four construction phases, the original \$64 million project budget, as well as the sources of funding. The estimated and actual costs for Phase I and II were detailed and included the additional expenses incurred on this project to date. Mr. Reisman reported that had the FAA allowed the proper preliminary engineering and discovery to be completed, these additional items should have been discovered and the expenses would have been built into the overall project budget. Mr. Reisman stated that the original work for Phase III was the demolition and site prep for the new permanent runway. The FAA Atlanta office was planning to give a \$15 million grant for this phase knowing only \$6.3 million would be spent. The remainder would be carried over for the following year and used for the final phase of construction in addition to the final grant. The Memphis FAA decreased the amount of funding for Phase III and is requiring the money to be spent for that phase. If the money is not spent, it will be lost. Staff has been working the last several months trying to rearrange the last two construction phases of this project and have some of the work originally planned for Phase IV to be completed in Phase III. Mr. Reisman informed the Board that staff is a few million dollars short of completing this project with the \$64 million budget that was approved. Value engineering for Phase IV was performed to help decrease the costs, and this included removal of two connector taxiways and paved shoulders which will save a few million dollars. However, additional funds are needed to complete the primary aspect of the project which is the runway. Removal of the taxiways

and paved shoulders will allow staff to get closer to getting the permanent runway operational, however, this will leave the project incomplete in terms of the overall scope of the airfield project. While visiting the FAA in Memphis, staff proposed adding a fifth phase to the project, Bid Package V. This is based on the assumption that the FAA can find additional funding at the end of the project. The Memphis office is realizing the need to find further funding, however, the FAA cannot commit to additional funds at the present time. Phase V would include putting the two connector taxiways back into the project as well as paving shoulders on the connector taxiways at an additional cost of \$4.9 million. This will fulfill the entire scope of work for the Airfield Re-development project. In addition, Mr. Reisman requested the Board give approval for paving the remaining Taxiway A shoulders at a cost of \$1.2 million. This would bring the total estimated cost of Phase V to \$6.1 million. Mr. Reisman stated that the total estimated program cost including the fifth phase of construction is an additional \$11.8 million. The revised program budget of \$75.8 million based on the five phases of funding was reviewed. Mr. Reisman remarked that \$5.7 million is what is short in the original \$64 million budget for the project in order to commission the permanent runway without the two connector taxiways. An additional \$10.6 makes the project whole in terms of the scope of the overall project, and an additional \$11.8 will finish the full scope of the project including the shoulders on taxiway A.

Mr. Bailey questioned what the danger was in the long term were the Board to approve all this. Mr. Reisman responded that staff does not have a commitment from the FAA for the additional funding. Mr. Reisman further stated that approval of a higher budget for the airfield project does not give staff approval to spend the money. Staff will still need to work with consultants and the FAA to determine where the funds will come from. Staff will still need to come back to the Board for approval of each contract.

Ms. Brown asked when staff would know if the FAA will commit the additional funds. Mr. Reisman replied that it is likely during the construction of Phase IV.

The Director advised the Board the staff was trying to be as transparent as possible on this project and that staff knows the project is going to cost more than the original budget approved by the Board.

Mr. Moyer moved to approve an amended budget of \$75.8 million for the Airfield Re-development Project. Mr. Bailey seconded the motion and it carried unanimously.

C. Approve Consultant Scope of Services No. Seven with Delta Airport Consultants, Inc. for Parking Garage Design and Construction Services: The Director gave a presentation on the proposed parking garage that included parking demand analysis through 2025, existing parking inventory, location and inventory scenarios, as well as financial analysis. The Director advised the Board that staff recommends scenario one which places the location of the garage in the parking lot in

front of the terminal building just north of the exit toll booth. Funding methods were reviewed and included use of the fund balance, financed with non-taxable bonds, or to use a parking operator as a third party financier. The Director stated that staff plans to look to the rental car companies to cover a portion of the cost of the garage through collection of the Customer Facility Charges (CFC's). The Director further reviewed a scenario to increase the size of the garage by 200 spaces to potentially reduce the need for a second garage in 10 or 15 years. The cost for the garage with the additional 200 spaces would be \$22.8 million versus the \$19.8 million outlined in scenario one.

Ms. Brown asked the Director to explain what was driving the demand estimate. The Director responded that the master plan that was completed a couple of years ago identified the need for a parking garage and that the airport has already surpassed numbers the master plan projected. Also, the new service Allegiant plans to bring to the airport next year, as well as the anticipated future growth of 3% or 4% called for in the master plan have driven the need to move forward with a parking garage.

Mr. Reisman reminded the Board that at a previous meeting the Board approved expenditures related to temporary parking facilities to provide relief on parking constraints until a permanent solution could be constructed. Staff has been working with Delta Airport Consultants to determine the proper location for a parking garage. The Scope of Services No. Seven with Delta Airport Consultants includes environmental, design, and construction related services at a not to exceed amount of \$1,627,575.00. Mr. Reisman advised the Board that the following reimbursement resolution and amendment to the FY15/16 budget were necessary:

RESOLUTION OF THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY DECLARING THE INTENT OF THE AUTHORITY TO REIMBURSE ITSELF FOR CAPITAL EXPENDITURES INCURRED IN CONNECTION WITH THE DESIGN AND CONSTRUCTION OF A MULTI LEVEL PARKING FACILITY AT THE ASHEVILLE REGIONAL AIRPORT FROM THE PROCEEDS OF CERTAIN TAX-EXEMPT OBLIGATIONS TO BE ISSUED IN 2016

WHEREAS, the Board of Directors of the Greater Asheville Regional Airport Authority, Fletcher, North Carolina ("*Authority*") has determined that it is in the best interests of the Authority to finance the design and construction of a multi-level parking facility at the Asheville Regional Airport (the "*Project*");

WHEREAS, the Authority presently intends, at one time or from time to time, to finance all or a portion of the costs of the Project with proceeds of tax-exempt obligations and reasonably expects to execute and deliver its tax-exempt obligations (the "*Obligations*") to finance, or to reimburse itself for, all or a portion of the costs of the Project; and

WHEREAS, the Authority desires to proceed with the Project and will incur and pay certain expenditures in connection with the Project prior to the date of execution and delivery of the Obligations (the "*Original Expenditures*"), such Original Expenditures

to be paid for originally from a source other than the proceeds of the Obligations, and the Authority intends, and reasonably expects, to be reimbursed for such Original Expenditures from a portion of the proceeds of the Obligations to be issued at a date occurring after the dates of such Original Expenditures;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Greater Asheville Regional Airport, Fletcher, North Carolina as follows:

Section 1. ***Official Declaration of Intent.*** The Authority presently intends, and reasonably expects, to reimburse itself for the Original Expenditures incurred and paid by the Authority on or after the date occurring 60 days prior to the date of adoption of this Resolution from a portion of the proceeds of the Obligations. The Authority reasonably expects to execute and deliver the Obligations to finance all or a portion of the costs of the Project and the maximum principal amount of Obligations expected to be issued by the Authority to pay for all or a portion of the costs of the Project is \$22,000,000.

Section 2. ***Compliance with Regulations.*** The Authority adopts this Resolution as a declaration of official intent under Section 1.150-2 of the Treasury Regulations promulgated under Section 103 of the Internal Revenue Code of 1986, as amended, to evidence the Authority's intent to reimburse itself for the Original Expenditures from proceeds of the Obligations.

Section 3. ***Itemization of Capital Expenditures.*** The Finance Officer of the Authority, with advice from special counsel, is hereby authorized, directed and designated to act on behalf of the Authority in determining and itemizing all of the Original Expenditures incurred and paid by the Authority in connection with the Project during the period commencing on the date occurring 60 days prior to the date of adoption of this Resolution and ending on the date of execution and delivery of the Obligations.

Section 4. ***Effective Date.*** This Resolution is effective immediately on the date of its adoption.

That this resolution shall be effective upon its adoption.

This the 16th of October, 2015.

ATTEST

GREATER ASHEVILLE REGIONAL
AIRPORT AUTHORITY

Ellen M. Heywood, Clerk to the Board

By: _____
Robert C. Roberts, Chair

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2016:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	<u>Decrease</u>	<u>Increase</u>
Capital Improvement	\$0	\$1,627,575
Totals	<u>\$0</u>	<u>\$1,627,575</u>

This will result in a net increase of \$1,531,000 in the appropriations. To provide the additional revenue for the above, revenues will be revised as follows:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA		
Cash/Investments	\$0	\$1,627,575
Totals	<u>\$0</u>	<u>\$1,627,575</u>

Section 2. Copies of this budget amendment shall be furnished to the Secretary of the Greater Asheville Regional Airport Authority, who for purposes of this ordinance, is designated as the Clerk to the Greater Asheville Regional Airport Authority, and to the Budget Officer and to the Finance Officer for their direction.

Adopted this 16th day of October, 2015.

Robert C. Roberts, Chairman

Attested by:

Ellen Heywood, Clerk to the Board

Mr. Bailey questioned the length of time it would take to develop the parking garage. Mr. Reisman responded that is expected to take approximately seven-months to complete environmental work, design work, and a 30-day bidding period. Construction is expected to take an additional 12 months. Mr. Bailey asked if the Board would be able to see the schematics. The Director advised the Board that the design process would be brought to the Board for approval.

The Chair stated that the garage needs to be attractive since it is located at the front of the airport. The Chair questioned what makes up the \$22 million in Section One of the Resolution. The Director responded that it includes the extra 200 spaces in the garage if the Board gives approval of that. The Director further stated that if the Authority decides to use bonds to pay for the garage, the Reimbursement Resolution will allow the Authority to reimburse itself.

Mr. Moyer expressed concern about the percentage of the fee of \$1.6 million for Delta Airport Consultants and asked how it was broken out between design work and construction administration. Mr. Reisman replied that of the \$1.6 million fee, \$988,000 is for the design of the garage or approximately 5.3% of the fee. Mr. Reisman stated that some research has been done and there are two municipal parking garages being constructed in the area. The fee for the design of the garages is between 5.4% and 5.5% so staff is comfortable with the figure for the design portion of the fee being charged by Delta. Mr. Reisman reviewed the remainder of the \$1.6 million fee which includes \$392,000 for construction administration, \$218,000 for resident program engineering services, and \$49,575 for environmental work. Mr. Moyer affirmed that the Board could stop further work from being done by Delta Airport Consultants after the design of the garage was completed, and the remainder of the \$1.6 million fee would not be paid. The Director responded that this was correct. The Director also pointed out that the fee includes construction administration which would continue over to the following fiscal year and would be appropriately budgeted.

Mr. Bailey moved to approve Scope of Services No. Seven with Delta Airport Consultants, Inc. with a not to exceed cost of \$1,627,575.00, authorize the Executive Director to execute the necessary documents, approve the reimbursement resolution presented by staff, and amend the FY15/16 budget by adopting the budget ordinance amendment presented by staff. Mr. Moyer seconded the motion and it carried unanimously.

The Chair called for a break at 10:44 a.m.

The Board reconvened at 10:55 a.m.

D. Approve Expenditure for Temporary Paid Remote Parking Lot: Michael Reisman remarked that the Board is aware of the anticipated shortage of parking for passengers beginning in 2016. Construction of a temporary remote parking lot for employees is underway as are plans to design and construct a parking garage to meet the long term parking needs. Although the conversion of the existing south employee lot to a paid passenger parking lot will temporarily assist with meeting the need for additional parking spaces, construction of the new parking garage will temporarily displace a number of parking spaces during the construction project. Mr. Reisman reported that staff has been contacted by the Western North Carolina Agricultural Center (Ag Center) with a request for assistance from the Authority in the form of purchasing stone/gravel

for a new parking lot to be built on Ag Center property. If the Authority were to purchase the material for the Ag Center, the airport would have use of a number of parking spaces in the new parking lot at the Ag Center throughout construction of the airport's parking garage as well as for overflow parking and/or special events as may be needed. The cost for the Authority to design and construct several additional remote parking lots on airport property is expected to cost upwards of several hundred thousand dollars, whereas the cost to purchase the material for the Ag Center parking lot is \$90,000.00. There would be additional expenses in the future that include shuttle service as well as lighting and a bus stop shelter, however these expenses may be incorporated into the overall cost of garage construction. Mr. Reisman advised the Board that the following amendment to the FY15/16 budget would be necessary:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2016:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	<u>Decrease</u>	<u>Increase</u>
Equipment and Small Capital Outlay	\$0	\$90,000
Totals	<u>\$0</u>	<u>\$90,000</u>

This will result in a net increase of \$90,000 in the appropriations. To provide the additional revenue for the above, revenues will be revised as follows:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash/Investments	\$0	\$90,000
Totals	<u>\$0</u>	<u>\$90,000</u>

Section 2. Copies of this budget amendment shall be furnished to the Secretary of the Greater Asheville Regional Airport Authority, who for purposes of this ordinance, is designated as the Clerk to the Greater Asheville Regional Airport Authority, and to the Budget Officer and to the Finance Officer for their direction.

Adopted this 16th day of October, 2015.

Robert C. Roberts, Chairman

Attested by:

Ellen Heywood, Clerk to the Board

Mr. Burril inquired if there would be a contractual agreement with the Ag Center that states the Authority would have control over use of the parking lot in perpetuity. The Director replied that he was not sure the Authority would have control of the parking lot but that there would be a contractual agreement showing use of the lot. The Ag Center knows the airport has a need for parking spaces as well as their own need for additional parking, so the lot will be large enough for the airport to be guaranteed use of a number of parking spaces during the state fair.

Mr. Moyer questioned how long an agreement would be in place and what the cost of shuttle service would be. The Director responded that there was not an agreement in place but that it was anticipated that it would be long term. Mr. Reisman stated that the cost of the shuttle service has not yet been determined, but may be included in the overall cost of the parking garage project.

Mr. Bailey moved to approve participation in the construction of the additional parking at the Ag Center at a cost not to exceed \$90,000.00, authorize the Executive Director to execute any necessary documents, and amend the FY15/16 budget by adopting the budget ordinance amendment as presented by staff. Ms. Brown seconded the motion and it carried unanimously.

E. Adoption of Asheville Regional Airport Five-Year Capital Improvement Program (CIP) for FY 2017-2021: Michael Reisman informed the Board that the FAA requires all airports to submit a five-year CIP to be eligible for federal funding. The CIP is submitted to the North Carolina Department of Transportation (NCDOT), Division of Aviation simultaneously. In late August the NCDOT announced that the CIP was due by September 15th. Staff submitted the CIP to the NCDOT to meet the deadline, however, the document needs to be approved by the Authority Board. An amended CIP may be submitted to the NCDOT should the Board decide to make any changes. Mr. Reisman stated that the CIP includes funding for the Airfield Re-development Project, several equipment replacements items and a few capital construction needs that go beyond the end of the airfield project. Mr. Reisman briefly reviewed the funding for the projects which included the Airfield Re-development project, the parking garage construction, extension of Wright Brothers' Way, repairs to the terminal apron, and replacement of portions of the airport security system.

The Director advised the Board that the CIP would be updated with proper numbers for the parking garage and re-submitted to the NCDOT and then submitted to the FAA in January.

Mr. Moyer moved to adopt the Asheville Regional Airport Five-Year Capital Improvement Plan with amended figures for the parking garage and runway if necessary. Mr. Burril seconded the motion and it carried unanimously.

F. Approve Amendment No. 2 to Management and Operations of Public Parking Facilities Agreement with SP+ f/k/a Standard Parking Corporation:

The Director reminded the Board that at a prior meeting the Board approved remote parking lots for the tenant employees. Shuttle service is necessary for transporting employees from the remote parking lot located across NC280. Staff obtained quotes from two local transportation companies, SP+ the current airport parking management company, and also looked at operating the service internally. The most economical option is to contract with SP+ to provide manpower to operate the vehicle that will be provided by the Authority along with fuel and vehicle maintenance. The Director advised the Board that the Agreement and Amendment in the agenda package will be modified slightly as staff just learned of some liability issues with the Authority providing insurance. It is likely that SP+ will purchase the insurance and the Authority will reimburse them for this. The service is estimated to cost approximately \$125,000.00 for the first year of service. The Director stated that to cover the cost of their labor and some costs for the management of operations, SP+ is willing to waive this fee as an extended service of the contract, and to not charge the Authority. The Director needs to verify this with SP+ to find out exactly what this means. The Director informed the Board that the following amendment to the FY15/16 budget would be necessary, but may change depending on what SP+ is and is not charging the Authority for:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2016:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	<u>Decrease</u>	<u>Increase</u>
Operations Department	\$0	\$125,000
Totals	<u>\$0</u>	<u>\$125,000</u>

This will result in a net increase of \$125,000 in the appropriations. To provide the additional revenue for the above, revenues will be revised as follows:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA		
Cash/Investments	\$0	\$125,000
Totals	<u>\$0</u>	<u>\$125,000</u>

Section 2. Copies of this budget amendment shall be furnished to the Secretary of the Greater Asheville Regional Airport Authority, who for purposes of this ordinance, is designated as the Clerk to the Greater Asheville Regional Airport Authority, and to the Budget Officer and to the Finance Officer for their direction.

Adopted this 16th day of October, 2015.

Robert C. Roberts, Chair

Attested by:

Ellen Heywood, Clerk to the Board

Ms. Brown moved to approve Amendment No. 2 to Management and Operations of Public Parking Facilities Agreement with SP+, in major form and content with what was included in the agenda package other than the changes mentioned by the Director, to provide employee shuttle service at a cost not to exceed \$125,000 for the first year of service, authorize the Executive Director to execute any necessary documents, and to amend the FY15/16 budget by adopting the budget ordinance amendment as presented by staff. Mr. Burril seconded the motion and it carried unanimously.

DIRECTOR'S REPORT: The Director advised the Board that he had a few additional items to include that were not on the agenda.

A. Entryway Project Pole Relocation: At the August Board meeting, the Board approved payment of \$69,000.00 for the relocation of a utility pole at the main entrance. The Director was pleased to report that the NCDOT has offered to pay for the relocation.

B. FAA AIP Update: The Director reported that the FAA approved a six-month continuing resolution for the Airport Improvement Program.

C. Industry Conference Schedule: A copy of a schedule of industry conferences was available at the Board Members' seats. The Director requested the Board Members announce interest in a particular conference at the December Board Meeting to assist staff with budgeting purposes.

D. Contingency Transfer: The Director reported that \$10,491.00 was transferred from contingency to equipment and small capital outlay for a new mower that needed replacement.

E. FAA Lease Agreement: The lease with the FAA expired on September 30th and the FAA has not yet renewed the lease, although the process was started in April. The FAA sent a six month extension of the agreement under the terms and conditions. The lease allows for day to day extensions, not six month extensions, but it does not give any increase to the rental rate. The Director is agreeable to a six-month extension, but is working to get an increase in the rental rate.

F. Wind Shear Tower Update: The FAA is finalizing some agreement documents for the relocation of the wind shear tower to Sierra Nevada's property.

G. TSA Checkpoint: Staff has been receiving complaints about the wait times at the security checkpoint. TSA put in a body scanner and it is fully operational. The reason for the delays seems to be with the x-ray equipment for the baggage. TSA is also short on staff and the Director has been told that TSA plans to have their employees bid on their schedules to accommodate flexibility and help alleviate the shortage. TSA is also considering adding a third x-ray machine.

H. Operation Medicine Drop: The Director reported that Public Safety staff participated in Operation Medicine Drop on September 26th. It was a successful event with 196 pounds of prescription drugs turned in.

I. US Airways: On October 17th US Airways will become American Airlines. Signage at the airport will be changed.

J. Holiday Reception: The Director requested the Board mark their calendars for the holiday reception on December 10th at 5:30 p.m.

K. FAA Office Space: The FAA has approached the Director about leasing additional office space. In order to accommodate this request, staff is planning to build office space in the terminal between the art gallery and baggage claim to house the IT staff as well as a conference room. The FAA will lease the current IT staff offices on the second floor for their use.

Mr. Moyer asked the Director for a status of the airline agreements. The Director stated that Allegiant was still the only airline to sign the agreement. Delta, American, and United are paying non-signatory rates. The airlines have until October 31st to sign the

agreements and the Authority will refund the 25% fees retroactive to July 1st, otherwise Allegiant will receive credits on that 25% fee. The Director will meet with the Vice President of Property for American in Dallas at the end of October to discuss American's approach, not just for the Authority, but also as the Chair of the US Policy Board for ACI. This is happening across the country to a lot of small airports and ACI is working to understand why the airlines are taking this approach.

INFORMATION SECTION: No comments

PUBLIC AND TENANTS' COMMENTS: None

CALL FOR NEXT MEETING: The Chair stated that it was not anticipated that there would be a need for the November 13th meeting. The Chair further stated that the next regular meeting will be December 11th.

AUTHORITY MEMBER REPORTS:

A. Key Strategic Elements: The Chair requested the Board Members review those key strategic elements to make sure the Board is staying aligned with the Board's priorities. The Chair further stated that it may be a good idea to tweak these a little in 2016.

CLOSED SESSION: At 11:36 a.m. Mr. Bailey moved to go into Closed Session pursuant to Subsections 143-318.11(a)(3) and (4) of the General Statutes of North Carolina to Consult with Legal Counsel in Order to Preserve the Attorney-Client Privilege, to Discuss Matters Relating to the Location and/or Expansion of Industries or Other Businesses in the Area Served by the Greater Asheville Regional Airport Authority, Including Agreement on a Tentative List of Economic Development Incentives that may be Offered by the Greater Asheville Regional Airport Authority in Negotiations. Mr. Moyer seconded the motion and it carried unanimously.

Open Session resumed at 12:34 p.m.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY OCTOBER 16, 2015

CLOSED SESSION MINUTES: Mr. Bailey moved to seal the minutes for the Closed Session just completed and to withhold such Closed Session minutes from public inspection so long as public inspection would frustrate the purpose or purposes thereof. Mr. Moyer seconded the motion and it carried unanimously.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY AUGUST 21, 2015

CLOSED SESSION MINUTES: Mr. Bailey moved to approve the minutes for the August 16, 2015 Closed Session and to seal and withhold such minutes from public inspection so

long as public inspection would frustrate the purpose or purposes thereof. Mr. Moyer seconded the motion and it carried unanimously.

AREA TWO FILL PROJECT: The consensus of the Board was for the Director to seek indemnification from Duke Energy for Area Two or the permit to be in Duke Energy's name with a 20 year insurance policy or the Authority will not move forward with Area Two.

ADJOURNMENT: Mr. Bailey moved to adjourn the meeting at 12:40 p.m. Mr. Moyer seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Robert C. Roberts
Chair



MEMORANDUM

TO: Members of the Airport Authority

FROM: Lew Bleiweis, A.A.E., Executive Director

DATE: December 11, 2015

ITEM DESCRIPTION – Consent Item C

Update to Budget Supplemental Fees and Charges

BACKGROUND

Each year during the budget process, the Board approves the budget which includes supplemental fees and charges. These fees and charges are for services and/or products the airport provides to its various tenants, customers, and passengers. Such items include equipment use, labor rates for certain services, Identification Badges, ground transportation rates, and parking rates.

Staff is proposing to amend the Ground Transportation permit fees to include a flat fee option of \$7,500.00 for any ground transportation company who manages a large fleet of vehicles inclusive of at least twenty-five vehicles with a seating capacity of 15 seats or less.

ISSUES

None

ALTERNATIVES

The Board could decide not to change the current Supplemental Fees and Charges schedule.

FISCAL IMPACT

There is no significant fiscal impact expected.

Consent Item C



RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to (1) approve the amended changes to the FY 2015/2016 Annual Budget Supplemental Fees and Charges Schedule for the inclusion of a flat rate option for any ground transportation company who manages a large fleet of vehicles inclusive of at least twenty-five vehicles with a seating capacity of 15 seats or less; and (2) authorize the Executive Director to implement the necessary changes.

Attachment

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
SUPPLEMENTAL FEES AND CHARGES
FY 2015/2016 ANNUAL BUDGET**

	FY 2014/2015 Current Fees		FY 2015/2016 Proposed Fees	
	Cost	Per	Cost	Per
<u>Maintenance</u>				
Scissor Lift	\$ 100.00	day	\$ 100.00	day
Large ADA Ramp Rental	\$ 100.00	use	\$ 100.00	use
Air Stair Rental	\$ 100.00	use	\$ 100.00	use
Volvo Wheel Loader	\$ 150.00	use	\$ 150.00	use
Fork-lift	\$ 100.00	use	\$ 100.00	use
Pallet Jack	\$ 50.00	use	\$ 50.00	use
Tenant Sweeper	\$ 125.00	hour	\$ 125.00	hour
Service Truck	\$ 50.00	hour	\$ 50.00	hour
Backhoe	\$ 100.00	hour	\$ 100.00	hour
Lighted X	\$ 200.00	day	\$ 200.00	day
Light Tower	\$ 150.00	day	\$ 150.00	day
Paint Stripper	\$ 100.00	hour	\$ 100.00	hour
Large Aircraft Removal Dolly	\$ 200.00	day	\$ 200.00	day
Small Aircraft Removal Dolly	\$ 100.00	day	\$ 100.00	day
Aircraft Jack	\$ 100.00	use	\$ 100.00	use
Cores	\$ 40.00	each	\$ 40.00	each
Keys	\$ 12.00	each	\$ 12.00	each
Large Dump Truck	\$ 200.00	hour	\$ 200.00	hour
Small Broom	\$ 200.00	hour	\$ 200.00	hour
Large Broom	\$ 300.00	hour	\$ 300.00	hour
Pressure Washer	\$ 125.00	hour	\$ 125.00	hour
Maintenance Labor Rate (1)	\$ 45.00	hour	\$ 45.00	hour
Security Escort Rate (1)	\$ 45.00	hour	\$ 45.00	hour
<u>Department of Public Safety</u>				
ARFF Apparatus for 1500 gal. or greater	\$ 250.00	hour	\$ 250.00	hour
ARFF Apparatus for less than 1500 gal.	\$ 150.00	hour	\$ 150.00	hour
Command, Police, and Ops support vehicles	\$ 100.00	hour	\$ 100.00	hour
Aircraft recover dolly	\$ 150.00	day	\$ 150.00	day
Maintenance Labor Rate (1)	\$ 45.00	hour	\$ 45.00	hour
Mutual Aid Agencies collected on their behalf		as incurred		as incurred
Replacement charges for AVL equipment/supplies		as incurred		as incurred
<u>Information Technology (IT) Department</u>				
IT Labor Rate - Non-Network (1)	\$ 40.00	hour	\$ 40.00	hour
IT Labor Rate - Network Related (1)	\$ 60.00	hour	\$ 60.00	hour
Cable Television (CATV) Signal Transport Fee	\$ 10.00	month	\$ 10.00	month
Cable Television-150+ Channels (2 & 3)	\$ 45.00	month	\$ 45.00	month
Dark Fiber per strand per 0-1000 ft	\$ 20.00	month	\$ 20.00	month
Dark Fiber per strand per 0-2000 ft	\$ 22.00	month	\$ 22.00	month
Dark Fiber per strand per 0-3000 ft	\$ 24.00	month	\$ 24.00	month
WiFi & SSID (required for WiFi Access) (2)	\$ 70.00	month	\$ 70.00	month
Internet Bandwidth-Not Dedicated (2 MB) (2)	\$ 50.00	month	\$ 50.00	month
Internet Bandwidth-Not Dedicated (5 MB) (2)	\$ 70.00	month	\$ 70.00	month
Internet Bandwidth-Not Dedicated (10 MB) (2)	\$ 125.00	month	\$ 125.00	month

Notes:

- (1) One Hour Minimum, Minimum of 3 hours charged after regular business hours.
- (2) Add \$120 for 2 hours of IT Labor for Setup & Configuration. Fees may be reduced when bundled with other services.
- (3) Add additional upgrades at cost.

Identification Badge Fees and Charges	FY 2014/2015 Current Fees		FY 2015/2016 Proposed Fees	
	Cost	Per	Cost	Per
Initial Badge Issuance				
SIDA Badge	\$ 70.00		\$ 70.00	
Non-SIDA Badge	\$ 37.00		\$ 37.00	
Renewal of Badge				
SIDA Badge	\$ 37.00		\$ 70.00	
Non-SIDA Badge	\$ 37.00		\$ 37.00	
Lost Badge Replacement				
SIDA Badge (4)	\$ 85.00 / \$ 100.00		\$ 85.00 / \$ 100.00	
Non-SIDA Badge (5)	\$ 60.00 / \$ 75.00		\$ 60.00 / \$ 75.00	
Damaged Badge				
SIDA Badge (6)	\$ 37.00 / \$ 45.00		\$ 37.00 / \$ 45.00	
Non-SIDA Badge (6)	\$ 37.00 / \$ 45.00		\$ 37.00 / \$ 45.00	
Security Escort Training	\$ 25.00		\$ 25.00	
Lock-out Service (7)	\$ 25.00		\$ 25.00	

Notes:

- (4) \$85.00 for the first replacement badge, \$100.00 for the second replacement badge.
(5) \$60.00 for the first replacement badge, \$75.00 for the second replacement badge.
(6) \$37.00 for a damaged badge, \$45.00 if badge damaged due to negligence.
(7) \$25.00 Lock-out Service Charge applies after the first 2 free service calls.

Parking

Long term	\$ 1.50	0 - 1 hour	\$ 1.50	0 - 1 hour
	\$ 1.50	each add'l hour	\$ 1.50	each add'l hour
	\$ 8.00	day	\$ 8.00	day
	\$ 48.00	week	\$ 48.00	week
Short term	\$ 1.00	1/2 hour	\$ 1.00	1/2 hour
	\$ 12.50	day	\$ 12.50	day
Employee Parking Rate	\$ 60 / \$50	new/renewal	\$ 60 / \$50	new/renewal
Commuter Parking Rate	\$ 290 / \$275	new/renewal	\$ 290 / \$275	new/renewal
Fines	up to \$1,000	day	up to \$1,000	day

Ground Transportation

Airport Ground Transportation Permit (8)	\$ 300	annual	\$ 300	annual
Ground Transportation Permit - Large Fleet (9)	\$ -		\$ 7,500	annual
Off-Airport Rental Car Fee	7.50%	of gross revenue	7.50%	of gross revenue

Notes:

- (8) Flat fee of \$4,000 for companies with a vehicle fleet inclusive of a minimum of 5 charter coach vehicles with seating capacity greater than 20 seats
(9) Flat fee of \$7,500 for companies with a vehicle fleet inclusive of a minimum of 25 vehicles with a seating capacity of 15 seats or less



MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance and Accounting

DATE: December 11, 2015

ITEM DESCRIPTION – Consent Item D

Approval of Amendment to the FY15/16 Budget

BACKGROUND

Given that our FY15/16 budget was prepared using estimates available in February, 2015, we need to amend our FY15/16 budget to update some of those estimates. Also, a few invoices for operating expenses during FY14/15 were received after the fiscal year end and must be covered by FY15/16 funds.

The FY15/16 budget included an estimated amount of capital carry-over for projects not expected to be completed by June 30, 2015. Now that we have determined the actual spending on these projects for FY14/15, we need a budget amendment to increase the authorized capital carry-over and the related revenues by \$4,547,424 to the actual amounts needed for FY15/16. This includes increasing the capital carry-over for the EASE System Refresh by \$33,618 and the Gas Meter System Replacement project by \$3,207. We need to increase the capital carryover for the Airfield Redevelopment-Bid Package 1 project by \$128,667, the Airfield Redevelopment-Bid Package 2 project by \$4,381,932. Budgeted AIP Discretionary Funds will be increased by \$442,322, budgeted AIP Entitlement Funds will be increased by \$1,435,129, budgeted NC DOT Grants will be increased by \$74,217, and budgeted Transfer from Authority Cash and Investments will be increased by \$2,595,756. The majority of the \$2,595,756 Transfer from Authority Cash and Investments will be recoverable from future years' Passenger Facility Charge collections.

We need to increase the FY15/16 budget for the Marketing Department by \$24,966 and the Executive Department by \$15,690 and increase the budgeted Transfer from Authority

Consent – Item D



Cash and Investments by \$40,656 to cover the FY14/15 invoices being paid in FY15/16. The requested budget amendment includes these increases within the corresponding departmental amounts.

We budgeted annual salary adjustments in the Administration Department. At the beginning of the fiscal year, we determined the actual amounts of these salary adjustments by employee, and we need to amend the FY15/16 budget to account for these adjustments in the appropriate departments.

We recommend that the Airport Authority Board amend the FY15/16 budget as outlined below.

ISSUES

None.

ALTERNATIVES

None.

FISCAL IMPACT

The budget amendment will increase both FY15/16 budgeted revenues and expenditures by \$4,547,424 to provide for the changes outlined above. The net increase in Transfers from GARAA Cash is \$2,636,412.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to amend the FY15/16 budget by adopting the following budget ordinance amendment:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2016:

Section 1. To amend the appropriations as follows:



EXPENDITURES:

	<u>Decrease</u>	<u>Increase</u>
Administrative Department	\$131,882	
Development Department		\$9,838
Executive Department		\$27,960
Finance Department		\$8,354
Guest Services Department		\$7,928
Information Technology Department		\$7,441
Marketing Department		\$33,258
Operations Department		\$43,072
Public Safety Department		\$34,687
Carry-over Capital Expenditures		\$4,547,424
Totals	\$131,882	\$4,719,962

This will result in a net increase of \$4,547,424 in the appropriations. Revenues will be revised as follows:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Federal Grants – AIP Entitlement Funds		\$1,435,129
Federal Funds – AIP Discretionary Funds		\$442,322
NC Department of Transportation Grants		\$74,217
Transfer from GARAA Cash		\$2,636,412
Totals	\$0	\$4,588,080

Section 2. Copies of this budget amendment shall be furnished to the Clerk to the Greater Asheville Regional Airport Authority, and to the Budget Officer and to the Finance Officer for their direction.



Adopted this 11th day of December, 2015.

Robert C. Roberts, Chair

Attested by:

Ellen Heywood, Clerk to the Board



MEMORANDUM

TO: Members of the Airport Authority

FROM: Michael A. Reisman, A.A.E.
Deputy Executive Director, Development and Operations

DATE: December 11, 2015

ITEM DESCRIPTION – New Business Item A

Approve Scope of Services No. 18 with Avcon Engineers and Planners, Inc.

BACKGROUND

The Authority entered into an Agreement for Professional Consulting Services with Avcon Engineers and Planners, Inc. on August 26, 2008. The scope of services included design and engineering services associated with the Airport Re-development Project presently underway. On October 10, 2014, Avcon was awarded work associated with Phases III and IV of the Airfield Re-development Project, which were formerly contracted with Michael Baker International. It was more recently determined that Phases III and IV of the project will impact a delineated stream located on the south end of the airport between the airport fence line and NC280. Since this was not originally planned, there were no environmental services contained within the Baker scope of services. As a result, the Airport Board approved Scope of Services No. 17 on August 21, 2015, which included environmental consulting services that are required as a result of the impacts to the stream and any associated wetlands. The services included in Scope of Services 17 were specific to environmental review, consulting and permitting.

Phase III of the project, scheduled to start in the Spring of 2016, will directly impact the delineated stream mentioned above, and will result in the construction of a new stream crossing and other stream stabilization work. The design and construction management of this type of work is highly unique and warrants the use of an engineering sub-consultant that specializes in this area. Avcon therefore will be utilizing the services of Wildlands Engineering, Inc. of Asheville, an environmental specialty engineering firm, to assist in the design and construction oversight of this portion of work.



ISSUES

None.

ALTERNATIVES

There are no alternatives. The stream will be impacted by the airport's project and proper design and construction oversight services by a qualified specialty engineer is required.

FISCAL IMPACT

The Not To Exceed fee for this work is \$40,000.00. This amount will be absorbed into the current overall Board approved project budget of \$75.8M.

RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to (1) approve Scope of Services No. 18 with Avcon Engineers and Planners, Inc.; and (2) to authorize the Executive Director to sign the necessary documents.

Consultant Scope of Services

Greater Asheville Regional Airport Authority

Scope of Services Number **18** for Professional Consulting Services, as referenced in the Professional Consulting Agreement between the Asheville Regional Airport Authority and **AVCON Engineers & Planners, Inc.**, dated **August 26, 2008**.

Project: **Airfield Re-Development Program**

The Airfield Re-Development Program at Asheville Regional Airport (AVL) consists of three (3) major components, namely the design and construction of a new parallel taxiway / alternate runway (including site work, paving, lighting, NAVAIDS, and the conversion back to a parallel taxiway following its use as a temporary runway), the design for relocation/reconstruction of Runway 17-35 (including site work, paving, lighting, and NAVAIDS), and the overall resident construction management including full-time inspection, construction administration and QA material testing during construction of all work. The project will be funded, designed and constructed over an approximate 5 year period.

Background:

The Asheville Regional Airport plans to reconstruct and shift the runway 75 feet to the west as part of the Airfield Re-Development Program. The runway reconstruction and its associated runway safety area will require fill at the southeast corner of the existing runway and construction of a new crossing or an extension of the existing crossing of an unnamed tributary (UT) to the French Broad River. An existing double 72-inch CMP crossing currently provides maintenance access from the runway to the southern perimeter fence.

Maintenance of vegetation along the UT has been a challenge for the airport grounds crew due to limited access, and the height of trees and shrubs along the UT needs to be kept to approximately 10 feet or less so as to not interfere with runway operations.

The UT channel is deeply incised and bank erosion is severe, particularly at the outside of meander bends. The airport would like to stabilize the channel upstream of the proposed crossing, and downstream past the runway for a total reach length of approximately 1,500 linear feet. An unstable reach with active bank erosion exists below the planned downstream end of the project reach; this area may be addressed in the future if funding allows. The UT drains a watershed measuring approximately 1/2 square mile, an area that includes most of the eastern half of the airport and much of the fairgrounds on the east side of Highway 280.

Scope of Services: **Stream Crossing and Stabilization Consulting Services**

AVCON will utilize the local firm of Wildlands Engineering, Inc. (WEI) for the specialized Stream Crossing and Stabilization Consulting Services required of the Airfield Re-Development Program.

This scope of services has been separated into three phases: sizing the stream crossing; stream stabilization design; and construction phase services. Proposed tasks associated with each of the phases are described as follows:

Phase 1. Stream Crossing Selection

Wildlands' first objective will be to size the proposed crossing such that it will pass a range of floods while supporting natural stream functions and in order to avoid exacerbation of flooding upstream and downstream of the crossing. Achieving this objective will involve the following tasks:

- Verification of contributing drainage area and delineation of land uses and vegetation cover in the watershed;
- Estimation of discharge for various return intervals, including the bankfull, 10-year and 25- year design storms;
- Coordination with your design team on the location and dimensions of the crossing;
- Evaluation of various crossing structures, including bridges, bottomless culverts and round or arch culverts;
- Development of a HEC-RAS computer model of the UT stream and floodplain in order to perform hydraulic analyses which support crossing design, and in order to evaluate current and proposed flooding conditions (the model will also be used in evaluating and supporting channel stabilization design under Phase 2); and
- Coordination with staff from ClearWater Environmental Consultants (CEC) in order to understand permitting agency expectations.

Deliverables from Phase 1 will be:

- a) A technical memo summarizing our analyses and evaluations; and
- b) AutoCAD drawings showing the proposed crossing in plan and section views. Wildlands' drawings will be provided to AVCON for incorporation into the overall project plan set.

AVCON staff or others will provide structural details for features such as headwalls, foundations and aprons. Geotechnical data collection and recommendations are not part of Wildlands' scope of work.

Phase 2. Stream Stabilization Design

The Phase 2 objective will be to develop a stream stabilization design that promotes long term channel stability and ecological function while also addressing flooding, runway operations, and vegetation maintenance concerns. Specific tasks will include:

- Site reconnaissance to observe and photograph stream and riparian buffer conditions;
- Stream geomorphic survey to document channel dimensions, slope, and bed materials;
- Evaluation of measured channel dimensions as compared with predicted stable channel dimensions from regional relationships;
- Hydraulic and sediment transport analyses;
- Coordination with your team in the development of a stream stabilization plan within the context of the overall site plan;
- Design of bank grading, in-stream structures, bioengineering and buffer vegetation;
- Coordination with CEC during preparation of pre-construction permits; and
- Preparation of construction documents, including plans and quantity estimates.

Deliverables from Phase 2 will be:

- a) A set of preliminary plans and engineer's estimate of probable construction cost submitted to AVCON for review and comment; and
- b) Final plans, engineer's estimate and bid package that incorporate comments from the preliminary plan review.

Phase 3. Construction Services

Because the precise extents of stream stabilization measures are often subject to change based on field conditions encountered during construction, Wildlands typically takes an active role during construction of our designs. A typical scope of construction services includes the following tasks:

- Attendance at a pre-bid meeting with contractors;
- Assistance with bid review and recommendation to award;
- Coordination of a pre-construction meeting with the selected stream stabilization contractor;
- Part-time field observation of construction to check conformance with design documents;
- Review of pay applications;
- Photographic and redline documentation of as-built restoration measures; and
- Response to requests for information or other contractor questions.

Anticipated deliverables from Phase 3 would include:

- a) Redline drawings showing as-built stabilization measures and crossing dimensions or location; and
- b) Photographic record of construction activities.

AVCON will provide WEI applicable digital plans for the Airfield Re-Development Project along with a base map that includes topography, planimetrics, utilities, etc., as well assist in the coordination of all phases of the work AVL and the overall program needs.

Proposed Budget and Schedule

Based on the scope of services described herein, the anticipated fees for WEI and AVCON are as indicated on the attached table. It is understood that the design work must be completed by mid-December.

Because the precise scope of work for Phases 2 and 3 is somewhat uncertain at this time, it is believed a range of estimated consulting fees for those phases is appropriate. It is recommended that the scope of services for Phases 2 and 3 be revisited after Phase 1 is complete in order for all parties to have a more clear understanding of expectations, deliverables and schedule before proceeding.

Consultant Team: AVCON, Inc. and Wildlands Engineering, Inc.

Schedule: October 10, 2014 through June 30, 2018 (estimated)

Project Budget: \$75,800,000 (updated estimate for entire Airfield Re-Development Program)

Fees: The hourly, Not to Exceed (NTE) Fee Budget for the proposed scope of work for the Stream Crossing and Stabilization Consulting Services is \$40,000.00.

Authority:

Greater Asheville Regional Airport Authority

By: _____
Executive Director

Date: _____

Consultant:

AVCON Engineers & Planners, Inc.

By: Stanley Loh
President

Date: 10-29-15

This instrument has been pre-audited in the manner required by local government and fiscal control.

Janet Brennett
Finance Manager

Stream Crossing and Stabilization Consulting Services Fees

Firm Name and Phase	Estimated Fees			Target Completion
	WEI	AVCON	Total	
1 - Stream Crossing Selection	\$7,000	\$5,500	\$12,500	November 2015
2 - Steam Stabilization Design	\$12,000 - \$14,000	\$2,000	\$14,000 - \$16,000	December 2015
3 - Construction Services	\$8,000 to \$10,000	\$1,500	\$9,500 - \$11,500	May 2016
Total	\$27,000 to \$31,000	\$9,000	\$36,000 - \$40,000	



MEMORANDUM

TO: Members of the Airport Authority

FROM: Lew Bleiweis, A.A.E., Executive Director

DATE: December 11, 2015

ITEM DESCRIPTION – New Business Item B

Authorization to Establish Conservation Easements on Airport Property Bordering the French Broad River

BACKGROUND

In 2008, staff worked with the Carolina Mountain Land Conservancy (“CMLC”) to establish conservation easements on airport property along the French Broad River.

The Authority Board was in agreement and authorized staff to submit a grant application to the Cleanwater Management Trust Fund seeking funds for CMLC to purchase such easements. Although the grant was approved, funds were no longer available due to fiscal constraints in Raleigh.

After several years CMLC secured funds to move forward with the acquisition of these conservation easements and in May 2014, the Board approved the sale of these easements in conjunction with the approvals from City of Asheville and the Federal Aviation Administration.

It has taken quite some time, but CMLC was finally able to get the property appraised and wants to finalize the easement transaction. The approval granted by the Board for conversation easements was for a total of approximately 8.3 acres at an estimated value of around \$100,000. After the appraisal was completed, CMLC is now requesting easements totaling approximately 13.25 acres for an appraised value of \$50,600.

New Business – Item B



ISSUES

The Board's approval in 2014 was based on the premise that the conservation easements would be approximately 8.3 acres. The value of the grant for approximately \$100,000, was to cover all associated costs and the purchase price. CMLC is now requesting the size of the easements more accurately represents approximately 13.25 acres at the appraised value of \$50,600. The specific acreage will not be determined until surveyed and the purchase price will reflect the appropriate value based on the total acreage.

If the Board wishes to move forward, approval needs to be granted on the larger acreage, and staff will seek approvals from both the City of Asheville and the FAA on the amended acreage.

ALTERNATIVES

The Authority Board could elect not to proceed with the change or elect not to move forward with the conservation easements at all.

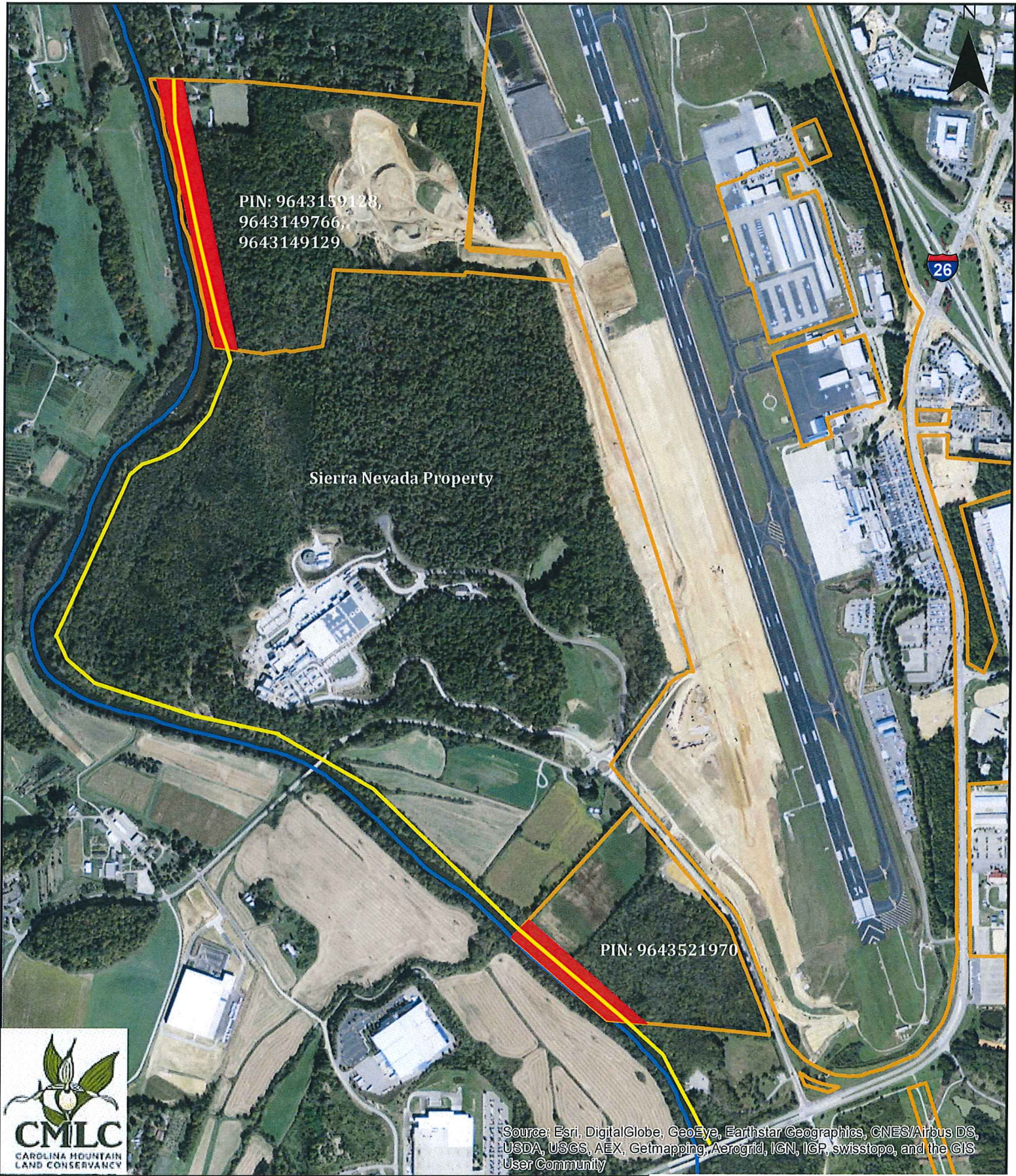
FISCAL IMPACT

The Authority will receive an increase in revenues for the amount of the easements. The FAA requires that the proceeds, based on fair market value, must be used for capital projects such as the airfield redevelopment project.

RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to authorize the Executive Director to (1) proceed with establishing conservation easements based on the larger acreage located on airport property as outlined above, (2) seek amended approval from both the City of Asheville and the Federal Aviation Administration for such conservation easements, and (3) execute all necessary documents.

Attachment



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Proposed French Broad River Greenway Easement

- Proposed Easement Area (16.5 acres) *200 ft. Buffer
- Airport Parcels
- Proposed Trail
- French Broad River



MEMORANDUM

TO: Members of the Airport Authority
FROM: Lew Bleiweis, A.A.E., Executive Director
DATE: December 11, 2015

ITEM DESCRIPTION – Information Section Item A

October, 2015 Traffic Report – Asheville Regional Airport

SUMMARY

October, 2015 overall passenger traffic numbers were up 1.8% compared to the same period last year. Passenger traffic numbers reflect a 1.8% increase in passenger enplanements from October, 2014. Enplanements for Fiscal Year to Date total 155,320 which is a 2.2% increase over the same period last year.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in October 2015 were up by 17.8%. There were no flight cancellations for the month.

American Airlines: American's October 2015 passenger enplanements represent an 11.9% decrease over the same period last year. There were seven (7) flight cancellations for the month.

Delta Airlines: Delta's October 2015 enplanements decreased by 0.6% compared to October 2014. There were two (2) flight cancellations for the month.

United Airlines: In October 2015, United Airlines saw an increase in enplanements by 7.5% over the same period last year. There were no flight cancellations for the month.

Monthly Traffic Report

Asheville Regional Airport

October 2015



Category	Oct 2015	Oct 2014	Percentage Change	*CYTD-2015	*CYTD-2014	Percentage Change	*MOV12-2015	*MOV12-2014	Percentage Change
Passenger Traffic									
Enplaned	38,075	37,392	1.8%	333,648	315,644	5.7%	396,128	373,621	6.0%
Deplaned	<u>39,459</u>	<u>38,781</u>	1.7%	<u>336,099</u>	<u>316,586</u>	6.2%	<u>397,814</u>	<u>374,634</u>	6.2%
Total	77,534	76,173	1.8%	669,747	632,230	5.9%	793,942	748,255	6.1%
Aircraft Operations									
Airlines	670	609	10.0%	4,799	4,755	0.9%	5,812	5,668	2.5%
Commuter /Air Taxi	<u>999</u>	<u>909</u>	9.9%	8,658	8,833	-2.0%	10,110	10,552	-4.2%
Subtotal	<u>1,669</u>	<u>1,518</u>	9.9%	<u>13,457</u>	<u>13,588</u>	-1.0%	<u>15,922</u>	<u>16,220</u>	-1.8%
General Aviation	4,532	4,083	11.0%	35,338	39,852	-11.3%	41,400	46,152	-10.3%
Military	<u>532</u>	<u>857</u>	-37.9%	<u>4,937</u>	<u>5,999</u>	-17.7%	<u>5,831</u>	<u>6,656</u>	-12.4%
Subtotal	<u>5,064</u>	<u>4,940</u>	2.5%	<u>40,275</u>	<u>45,851</u>	-12.2%	<u>47,231</u>	<u>52,808</u>	-10.6%
Total	6,733	6,458	4.3%	53,732	59,439	-9.6%	63,153	69,028	-8.5%
Fuel Gallons									
100LL	17,027	21,175	-19.6%	131,223	134,848	-2.7%	148,516	152,713	-2.7%
Jet A (GA)	119,371	118,928	0.4%	993,267	1,071,964	-7.3%	1,142,461	1,245,136	-8.2%
Subtotal	<u>136,398</u>	<u>140,103</u>	-2.6%	<u>1,124,490</u>	<u>1,206,812</u>	-6.8%	<u>1,290,977</u>	<u>1,397,849</u>	-7.6%
Jet A (A/L)	<u>312,935</u>	<u>238,326</u>	31.3%	<u>2,286,394</u>	<u>2,123,503</u>	7.7%	<u>2,646,197</u>	<u>2,520,593</u>	5.0%
Total	449,333	378,429	18.7%	3,410,884	3,330,315	2.4%	3,937,174	3,918,442	0.5%

*CYTD = Calendar Year to Date and *Mov12 = Moving Twelve Months.

Friday, November 20, 2015

Airline Enplanements, Seats, and Load Factors

Asheville Regional Airport

October 2015



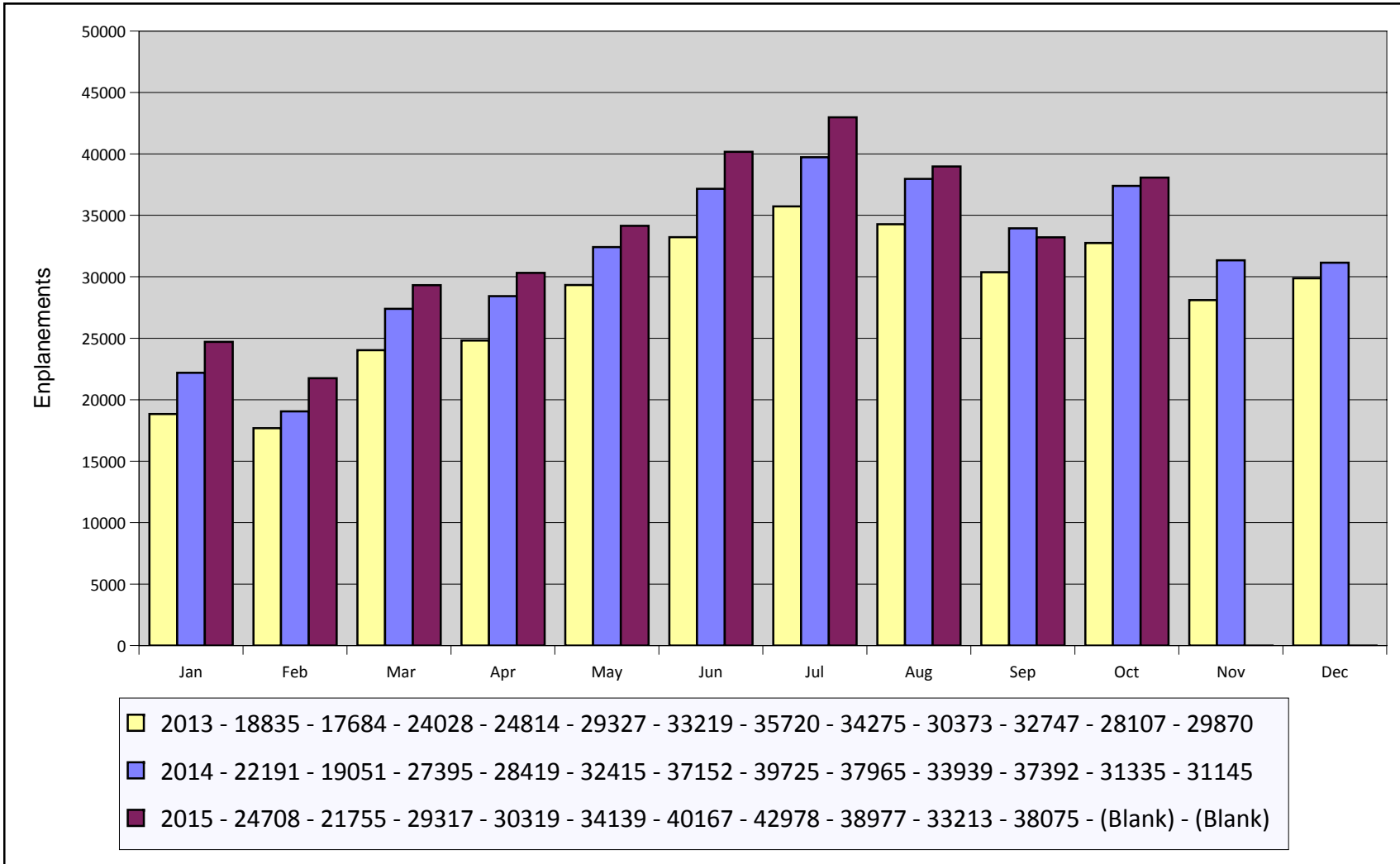
	Oct 2015	Oct 2014	Percentage Change	*CYTD-2015	*CYTD-2014	Percentage Change
Allegiant Air						
Enplanements	11,210	9,513	17.8%	94,840	72,373	31.0%
Seats	16,078	10,954	46.8%	114,641	81,516	40.6%
Load Factor	69.7%	86.8%	-19.7%	82.7%	88.8%	-6.8%
American Airlines						
Enplanements	9,605	10,900	-11.9%	84,160	91,219	-7.7%
Seats	13,548	14,191	-4.5%	115,296	118,602	-2.8%
Load Factor	70.9%	76.8%	-7.7%	73.0%	76.9%	-5.1%
Delta Air Lines						
Enplanements	12,187	12,260	-0.6%	117,074	116,414	0.6%
Seats	14,701	14,692	0.1%	145,949	143,045	2.0%
Load Factor	82.9%	83.4%	-0.7%	80.2%	81.4%	-1.4%
United Airlines						
Enplanements	5,073	4,719	7.5%	37,574	35,638	5.4%
Seats	6,466	5,850	10.5%	44,846	41,410	8.3%
Load Factor	78.5%	80.7%	-2.7%	83.8%	86.1%	-2.6%
Totals						
Enplanements	38,075	37,392	1.8%	333,648	315,644	5.7%
Seats	50,793	45,687	11.2%	420,732	384,573	9.4%
Load Factor	75.0%	81.8%	-8.4%	79.3%	82.1%	-3.4%

Airline Flight Completions Asheville Regional Airport October 2015

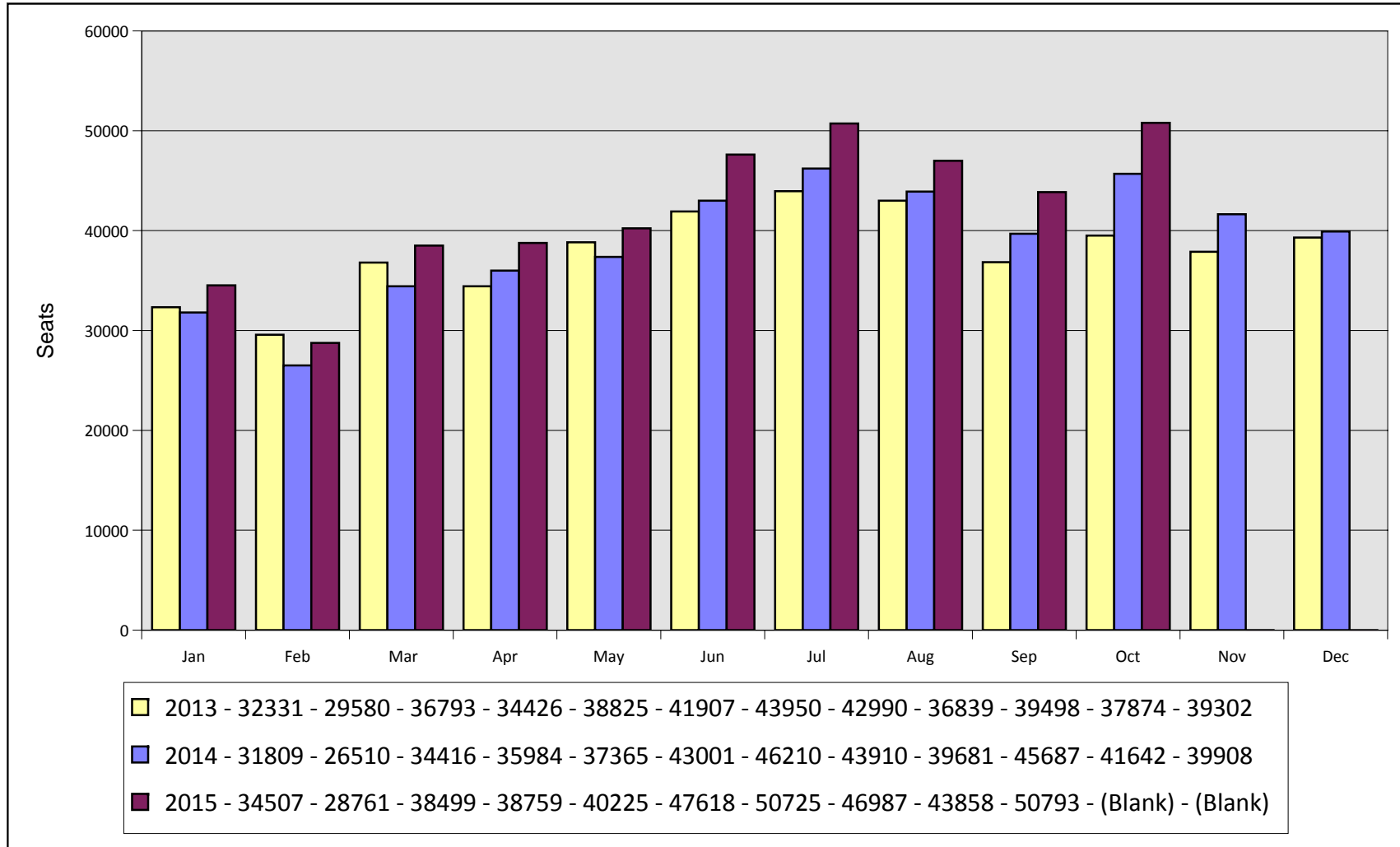


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed
			Mechanical	Weather	Other		
Allegiant Air	94	0	0	0	0	0	100.0%
American Airlines	234	0	3	4	0	7	97.0%
Delta Air Lines	202	1	0	0	1	2	99.0%
United Airlines	127	0	0	0	0	0	100.0%
Total	657	1	3	4	1	9	98.6%

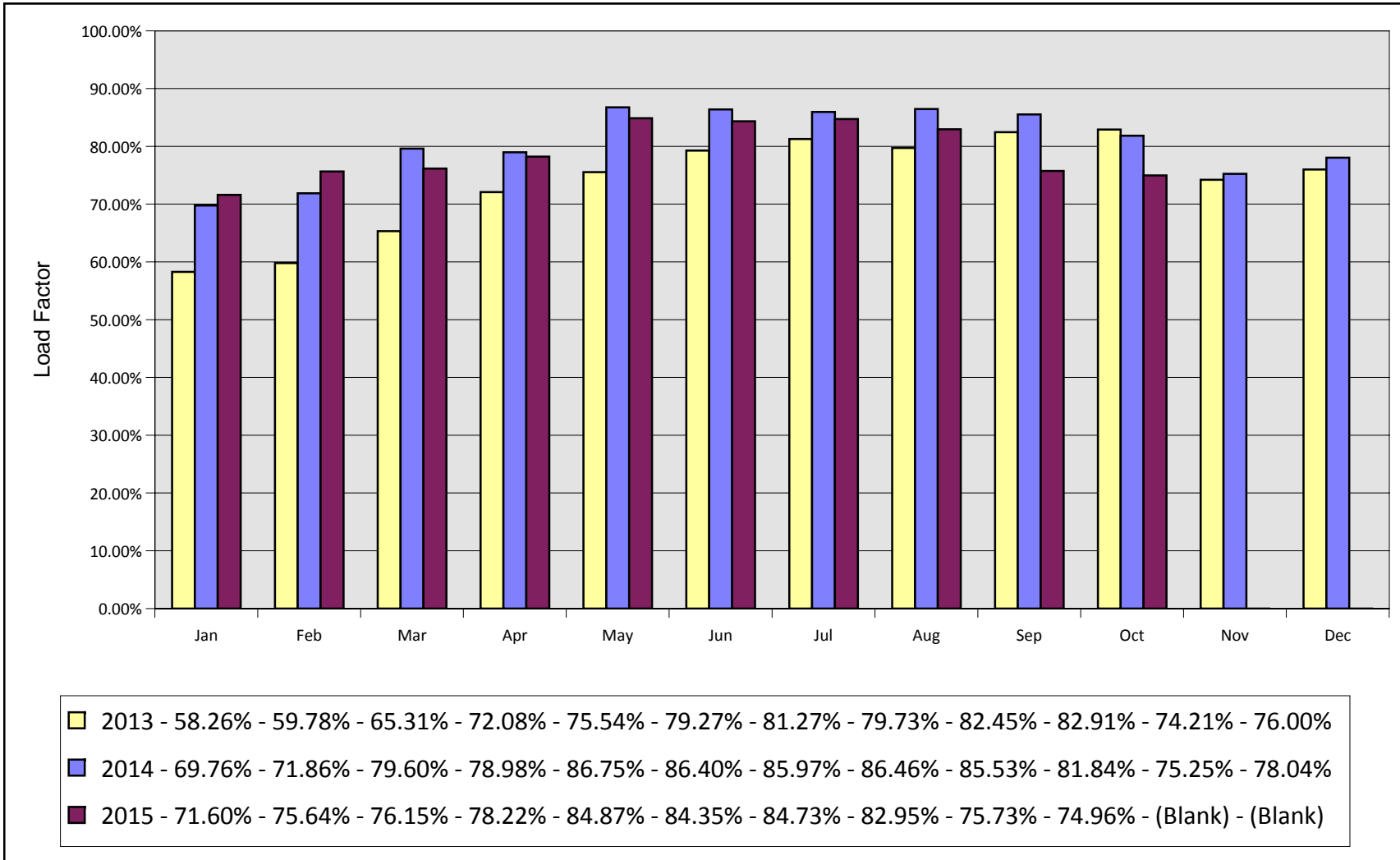
Monthly Enplanements By Year Asheville Regional Airport



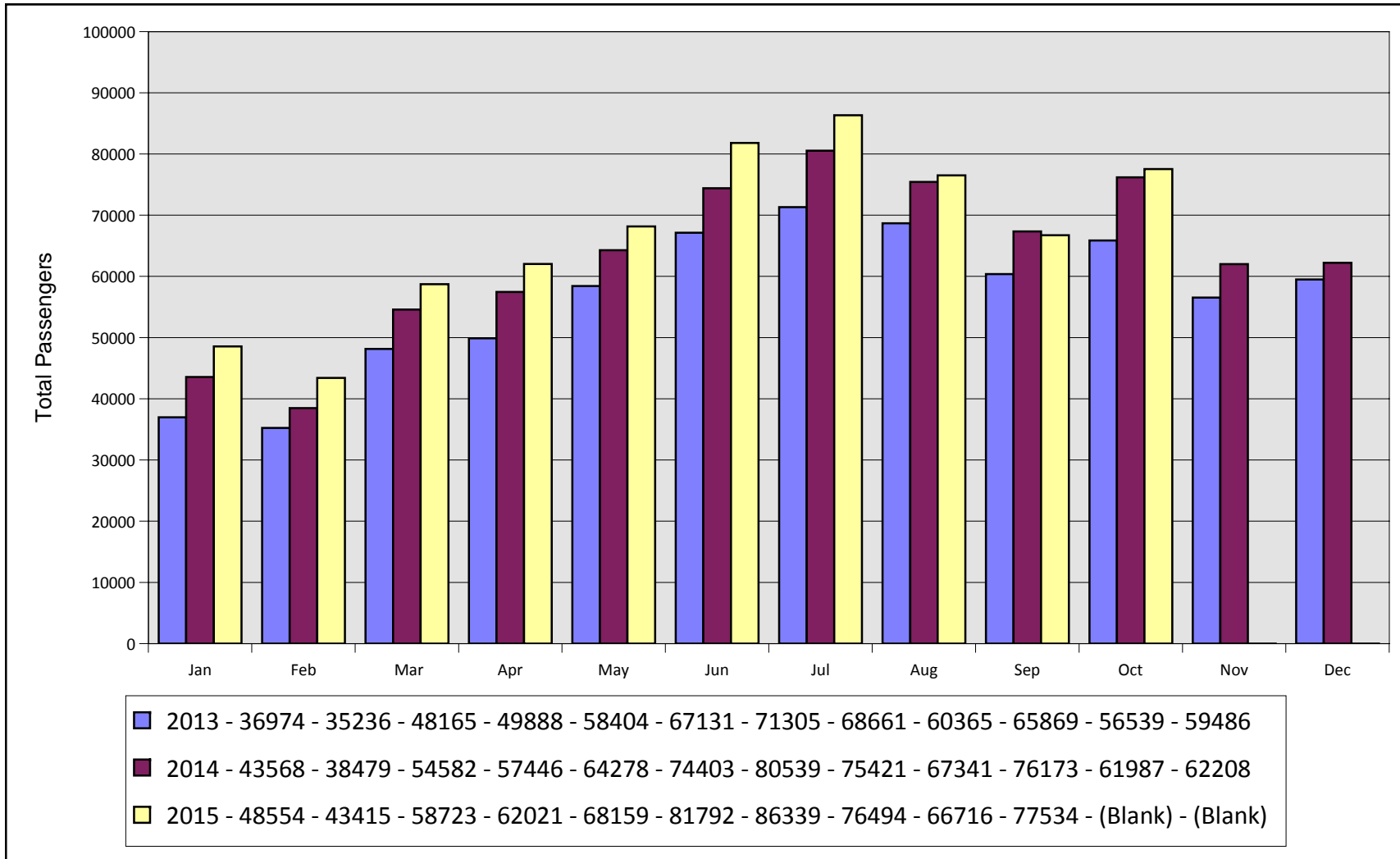
Monthly Seats By Year Asheville Regional Airport



Monthly Load Factors By Year Asheville Regional Airport

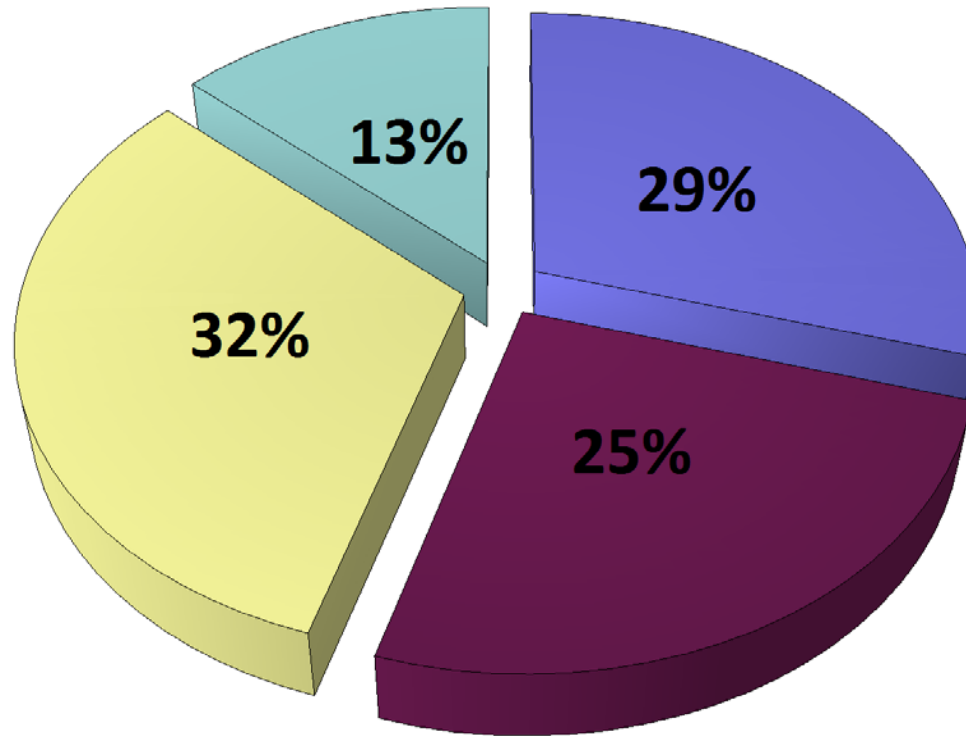


Total Monthly Passengers By Year Asheville Regional Airport



Airline Market Share Analysis (Enplanements) Asheville Regional Airport

Report Period From October 2015 Through October 2015



 Allegiant Air	 American Airlines
 Delta Air Lines	 United Airlines

Schedule Weekly Summary Report for nonstop Passenger (All) flights from AVL for travel December 2015 vs. December 2014

Mkt AI	Travel Period		Dec 2015		Dec 2014		Diff		Percent Diff	
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AVL	CLT	47	2,673	0	0	47	2,673		
AA	CLT	AVL	47	2,673	0	0	47	2,673		
DL	ATL	AVL	40	3,313	40	3,154	0	159	0.0%	5.0%
DL	AVL	ATL	40	3,352	40	3,154	0	198	0.0%	6.3%
G4	AVL	FLL	2	332	2	332	0	0	0.0%	0.0%
G4	AVL	PBI	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	AVL	PGD	2	332	2	332	0	0	0.0%	0.0%
G4	AVL	PIE	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	AVL	SFB	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	FLL	AVL	2	332	2	332	0	0	0.0%	0.0%
G4	PBI	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	PGD	AVL	2	332	2	332	0	0	0.0%	0.0%
G4	PIE	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	SFB	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
UA	AVL	EWR	6	300	6	300	0	0	0.0%	0.0%
UA	AVL	ORD	7	350	7	350	0	0	0.0%	0.0%
UA	EWR	AVL	6	300	6	300	0	0	0.0%	0.0%
UA	ORD	AVL	7	350	7	350	0	0	0.0%	0.0%
US	AVL	CLT	0	0	51	2,915	(51)	(2,915)	(100.0%)	(100.0%)
US	CLT	AVL	0	0	51	2,915	(51)	(2,915)	(100.0%)	(100.0%)
			220	16,631	228	16,890	(8)	(259)	(3.5%)	(1.5%)

Schedule Weekly Summary Report for nonstop Passenger (All) flights from AVL for travel January 2016 vs. January 2015

Mkt AI	Travel Period		Jan 2016		Jan 2015		Diff		Percent Diff	
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AVL	CLT	46	2,313	0	0	46	2,313		
AA	CLT	AVL	46	2,313	0	0	46	2,313		
DL	ATL	AVL	38	3,130	39	3,078	(1)	52	(2.6%)	1.7%
DL	AVL	ATL	38	3,190	38	2,989	0	201	0.0%	6.7%
G4	AVL	FLL	2	332	2	332	0	0	0.0%	0.0%
G4	AVL	PBI	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	AVL	PGD	2	332	2	332	0	0	0.0%	0.0%
G4	AVL	PIE	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	AVL	SFB	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	FLL	AVL	2	332	2	332	0	0	0.0%	0.0%
G4	PBI	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	PGD	AVL	2	332	2	332	0	0	0.0%	0.0%
G4	PIE	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	SFB	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
UA	AVL	EWR	0	0	1	50	(1)	(50)	(100.0%)	(100.0%)
UA	AVL	ORD	7	350	7	350	0	0	0.0%	0.0%
UA	EWR	AVL	0	0	1	50	(1)	(50)	(100.0%)	(100.0%)
UA	ORD	AVL	7	350	7	350	0	0	0.0%	0.0%
US	AVL	CLT	0	0	48	2,638	(48)	(2,638)	(100.0%)	(100.0%)
US	CLT	AVL	0	0	48	2,638	(48)	(2,638)	(100.0%)	(100.0%)
			202	14,966	209	15,595	(7)	(629)	(3.3%)	(4.0%)

Schedule Weekly Summary Report for nonstop Passenger (All) flights from AVL for travel February 2016 vs. February 2015

Mkt AI	Travel Period		Feb 2016		Feb 2015		Diff		Percent Diff	
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AVL	CLT	46	2,300	0	0	46	2,300		
AA	CLT	AVL	46	2,300	0	0	46	2,300		
DL	ATL	AVL	39	3,210	39	3,089	0	121	0.0%	3.9%
DL	AVL	ATL	39	3,210	39	3,089	0	121	0.0%	3.9%
G4	AVL	FLL	2	332	2	332	0	0	0.0%	0.0%
G4	AVL	PBI	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	AVL	PGD	2	332	2	332	0	0	0.0%	0.0%
G4	AVL	PIE	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	AVL	SFB	2	332	2	332	0	0	0.0%	0.0%
G4	FLL	AVL	2	332	2	332	0	0	0.0%	0.0%
G4	PBI	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	PGD	AVL	2	332	2	332	0	0	0.0%	0.0%
G4	PIE	AVL	2	332	2	354	0	(22)	0.0%	(6.2%)
G4	SFB	AVL	2	332	2	332	0	0	0.0%	0.0%
UA	AVL	ORD	7	350	7	350	0	0	0.0%	0.0%
UA	ORD	AVL	7	350	7	350	0	0	0.0%	0.0%
US	AVL	CLT	0	0	46	2,538	(46)	(2,538)	(100.0%)	(100.0%)
US	CLT	AVL	0	0	46	2,538	(46)	(2,538)	(100.0%)	(100.0%)
			204	15,040	204	15,362	0	(322)	0.0%	(2.1%)



MEMORANDUM

TO: Members of the Airport Authority
FROM: Janet Burnette, Director of Finance & Accounting
DATE: December 11, 2015

ITEM DESCRIPTION – Information Section Item B

Greater Asheville Regional Airport – Explanation of Extraordinary Variances
Month of October, 2015 (Month 4 of FY2016)

SUMMARY

Operating Revenues for the month of October were \$916,404, 17.43% over budget. Operating Expenses for the month were \$611,567, 4.62% under budget. As a result, Net Operating Revenues before Depreciation were \$165,680 over budget. Net Non-Operating Revenues were \$263,676, 1.54% under budget.

Year-to-date Operating Revenues were \$3,729,249, 22.00% over budget. Year-to-date Operating Expenses were \$2,445,829, 5.61% below budget. Year-to-date Net Operating Revenues before Depreciation were \$817,933 over budget. Net Non-Operating Revenues for the year were \$1,169,380, 3.81% over budget.

REVENUES

Significant variations to budget for October were:

Terminal Rental-Airlines	\$35,710	28.71%	Airlines Rates & Charges revised 7/1/15.
Auto Parking	\$47,314	19.08%	Enplanements over budget.
Landing Fees	\$32,810	65.46%	Airlines Rates & Charges revised 7/1/15.
Concessions	\$8,831	30.38%	Enplanements over budget

Information Section – Item B



EXPENSES

Significant variations to budget for October were:

Other Contractual Services	(\$28,063)	(48.91%)	Timing of Contractual Services
Advertising, Printing & Binding	(\$12,334)	(48.23%)	Timing of Advertising
Books, Publications & Memberships	\$14,054	367.23%	Timing of Publications & Memberships

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents increased by \$3,348k mainly due to receipt of Federal AIP funds.

Grants Receivable – Grants Receivable decreased by \$6,185k due to receipt of Federal AIP funds.

Construction in Progress – Construction in Progress increased by \$147k mainly due to spending on the Airfield Redevelopment project and the remote parking lot.

Property and Equipment, Net – Property and Equipment, Net decreased by \$383k for the current month's depreciation.

**ASHEVILLE REGIONAL AIRPORT
INVESTMENT AND INTEREST INCOME SUMMARY
As of October 31, 2015**

<u>Institution:</u>	<u>Interest Rate</u>	<u>Investment Amount</u>	<u>Monthly Interest</u>
Bank of America - Operating Account	0.20%	\$ 9,168,864	1,195
First Citizens - Money Market Account	0.05%	6,387,867	271
NC Capital Management Trust - Cash Portfolio		17,179	1
NC Capital Management Trust - Term Portfolio		3,014,666	476
Petty Cash		200	
 <u>Restricted Cash:</u>			
Wells Fargo - CFC Revenue Account	0.00%	589,348	0
Bank of America - PFC Revenue Account	0.20%	4,208,625	711
 Total		 <u>\$ 23,386,749</u>	 <u>\$ 2,654</u>

Investment Diversification:

Banks	87%
NC Capital Management Trust	13%
Commercial Paper	0%
Federal Agencies	0%
US Treasuries	0%
	<u>100%</u>

ASHEVILLE REGIONAL AIRPORT
STATEMENT OF CHANGES IN FINANCIAL POSITION
For the Month Ended October 31, 2015

	Current Month	Prior Period
Cash and Investments Beginning of Period	\$ 20,038,405	\$ 21,179,806
Net Income/(Loss) Before Capital Contributions	185,472	118,953
Depreciation	383,041	383,041
Decrease/(Increase) in Receivables	6,308,670	(249,938)
Increase/(Decrease) in Payables	(3,402,076)	(1,222,059)
Decrease/(Increase) in Prepaid Expenses	13,461	17,128
Decrease/(Increase) in Fixed Assets	(147,061)	(651,498)
Principal Payments of Bond Maturities	(45,212)	(44,995)
Capital Contributions	52,049	507,967
Increase(Decrease) in Cash	3,348,344	(1,141,401)
Cash and Investments End of Period	\$ 23,386,749	\$ 20,038,405

Asheville Regional Airport
Detailed Statement of Revenue, Expenses and Changes in Net Assets
For the Month Ending October 31, 2015

	<u>Current Month Actual</u>	<u>Current Month Budget</u>	<u>Variance \$</u>	<u>Variance %</u>	<u>YTD Actual</u>	<u>YTD Budget</u>	<u>Variance \$</u>	<u>Variance %</u>	<u>Annual Budget</u>
Operating Revenue:									
Terminal Space Rentals - Non Airline	\$18,179	\$17,985	\$194	1.08%	\$72,717	\$73,650	(\$933)	(1.27%)	\$217,532
Terminal Space Rentals - Airline	160,084	124,374	35,710	28.71%	669,834	471,945	197,889	41.93%	1,339,356
Concessions	37,896	29,065	8,831	30.38%	153,303	115,260	38,043	33.01%	353,780
Auto Parking	295,314	248,000	47,314	19.08%	1,131,363	962,000	169,363	17.61%	2,820,000
Rental Car - Car Rentals	112,237	114,124	(1,887)	(1.65%)	450,674	456,495	(5,821)	(1.28%)	1,369,497
Rental Car - Facility Rent	56,378	52,952	3,426	6.47%	204,156	206,200	(2,044)	(0.99%)	616,292
Commercial Ground Transportation	2,220	250	1,970	788.00%	18,258	9,500	8,758	92.19%	41,100
Landing Fees	82,935	50,125	32,810	65.46%	327,959	190,501	137,458	72.16%	536,604
FBO'S	84,773	85,689	(916)	(1.07%)	344,747	345,856	(1,109)	(0.32%)	997,468
Building Leases	6,129	8,705	(2,576)	(29.59%)	24,480	34,782	(10,302)	(29.62%)	104,631
Land Leases	1,216	2,163	(947)	(43.78%)	6,844	8,654	(1,810)	(20.92%)	25,969
Other Leases/Fees	59,043	46,938	12,105	25.79%	324,914	181,934	142,980	78.59%	545,021
Total Operating Revenue	\$916,404	\$780,370	\$136,034	17.43%	\$3,729,249	\$3,056,777	\$672,472	22.00%	\$8,967,250
Operating Expenses:									
Personnel Services	\$402,437	\$388,026	\$14,411	3.71%	\$1,507,329	\$1,575,577	(\$68,248)	(4.33%)	\$4,953,098
Professional Services	20,017	15,899	4,118	25.90%	120,762	97,426	23,336	23.95%	233,700
Accounting & Auditing	3,500	-	3,500	100.00%	7,000	6,200	800	12.90%	15,000
Other Contractual Services	29,311	57,374	(28,063)	(48.91%)	229,584	266,146	(36,562)	(13.74%)	856,667
Travel & Training	10,954	10,013	941	9.40%	50,139	42,088	8,051	19.13%	178,400
Communications & Freight	7,069	6,017	1,052	17.48%	31,661	24,068	7,593	31.55%	72,198
Utility Services	34,201	43,384	(9,183)	(21.17%)	140,400	155,558	(15,158)	(9.74%)	466,427
Rentals & Leases	1,012	992	20	2.02%	3,821	3,968	(147)	(3.70%)	11,900
Insurance	17,128	18,793	(1,665)	(8.86%)	64,635	75,172	(10,537)	(14.02%)	225,500
Repairs & Maintenance	24,467	26,986	(2,519)	(9.33%)	79,559	100,244	(20,685)	(20.63%)	276,781
Advertising, Printing & Binding	13,238	25,572	(12,334)	(48.23%)	38,787	42,288	(3,501)	(8.28%)	180,450
Promotional Activities	3,982	7,147	(3,165)	(44.28%)	17,285	30,038	(12,753)	(42.46%)	119,490
Other Current Charges & Obligations	3,830	6,874	(3,044)	(44.28%)	31,594	27,996	3,598	12.85%	86,500
Office Supplies	16	750	(734)	(97.87%)	1,373	3,000	(1,627)	(54.23%)	9,000
Operating Supplies	22,524	22,059	465	2.11%	95,440	116,173	(20,733)	(17.85%)	356,543
Books, Publications, Subscriptions & Mem	17,881	3,827	14,054	367.23%	21,933	10,348	11,585	111.95%	46,597
Contingency	-	-	-	100.00%	-	-	-	100.00%	-
Emergency Repair	-	7,500	(7,500)	(100.00%)	4,527	15,000	(10,473)	(69.82%)	75,000
Business Development	-	-	-	100.00%	-	-	-	100.00%	300,000
Total Operating Expenses	\$611,567	\$641,213	(\$29,646)	(4.62%)	\$2,445,829	\$2,591,290	(\$145,461)	(5.61%)	\$8,463,251

Asheville Regional Airport
Detailed Statement of Revenue, Expenses and Changes in Net Assets

For the Month Ending October 31, 2015

	Current Month Actual	Current Month Budget	Variance \$	Variance %	YTD Actual	YTD Budget	Variance \$	Variance %	Annual Budget
Operating Revenue before Depreciation	\$304,837	\$139,157	\$165,680	119.06%	\$1,283,420	\$465,487	\$817,933	175.72%	\$503,999
Depreciation	383,041	-	383,041	100.00%	1,532,164	-	\$1,532,164	100.00%	-
Operating Income(Loss) Before Non-Operating Revenue and Expenses	(\$78,204)	\$139,157	(\$217,361)	(156.20%)	(\$248,744)	\$465,487	(\$714,231)	(153.44%)	\$503,999
Non-Operating Revenue and Expense									
Customer Facility Charges	\$151,959	\$133,000	\$18,959	14.25%	\$580,006	\$501,500	\$78,506	15.65%	\$ 1,250,000
Passenger Facility Charges	116,087	140,000	(23,913)	(17.08%)	608,552	647,000	(38,448)	(5.94%)	1,642,500
Interest Revenue	2,654	1,833	821	44.79%	10,215	7,333	2,882	39.30%	22,000
Interest Expense	(7,024)	(7,024)	-	0.00%	(29,393)	(29,394)	1	(0.00%)	(77,640)
Reimbursable Cost Revenues	-	37,075	(37,075)	(100.00%)	29,120	74,150	(45,030)	(60.73%)	276,700
Reimbursable Cost Expenses	-	(37,075)	37,075	(100.00%)	(29,120)	(74,150)	45,030	(60.73%)	(276,700)
Gain/Loss on Disposal of Assets	-	0	(0)	0.00%	-	0	(0)	0.00%	
Non-Operating Revenue-Net	\$263,676	\$267,809	(\$4,133)	(1.54%)	\$1,169,380	\$1,126,439	\$42,941	3.81%	\$2,836,860
Income (Loss) Before Capital Contributions	\$185,472	\$406,966	(\$221,494)	(54.43%)	\$920,636	\$1,591,926	(\$671,290)	(42.17%)	\$3,340,859
Capital Contributions	\$52,049	\$0	\$52,049	100.00%	\$5,863,838	\$0	\$5,863,838	100.00%	\$0
Increase in Net Assets	\$237,521	\$406,966	(\$169,445)	(41.64%)	\$6,784,474	\$1,591,926	\$5,192,548	326.18%	\$3,340,859

ASHEVILLE REGIONAL AIRPORT
STATEMENT OF FINANCIAL POSITION
As of October 31, 2015

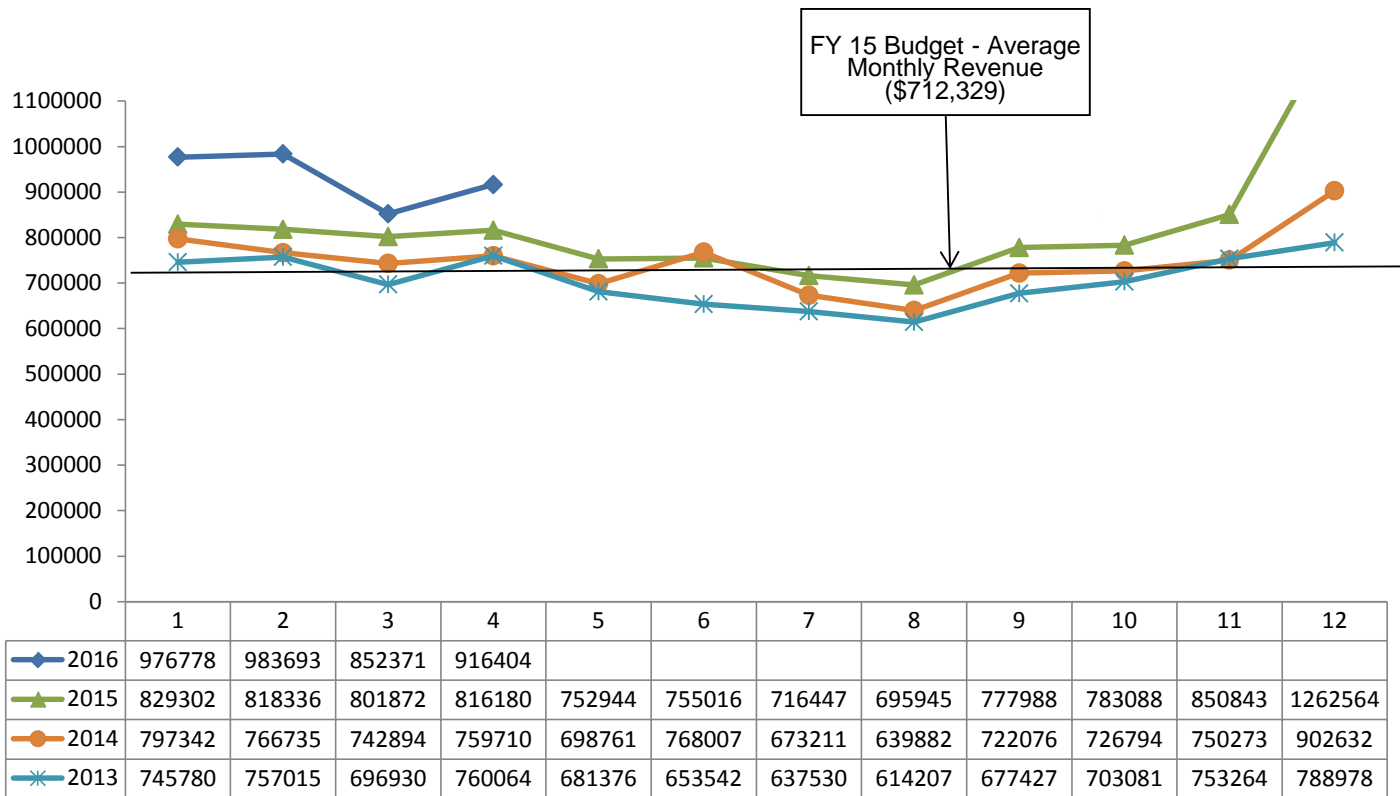
	<u>Current Month</u>	<u>Last Month</u>
<u>ASSETS</u>		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	\$18,588,775	\$15,304,994
Accounts Receivable	713,025	842,298
Passenger Facility Charges Receivable	255,000	255,000
Refundable Sales Tax Receivable	272,486	266,398
Grants Receivable	2,856,394	9,041,880
Prepaid Expenses	140,838	154,299
Total Unrestricted Assets	<u>22,826,518</u>	<u>25,864,869</u>
Restricted Assets:		
Cash and Cash Equivalents	<u>4,797,973</u>	<u>4,733,411</u>
Total Restricted Assets	<u>4,797,973</u>	<u>4,733,411</u>
Total Current Assets	<u>27,624,491</u>	<u>30,598,280</u>
Noncurrent Assets:		
Construction in Progress	24,055,878	23,908,817
Property and Equipment - Net	<u>58,395,165</u>	<u>58,778,206</u>
Total Noncurrent Assets	<u>82,451,043</u>	<u>82,687,023</u>
	<u>\$110,075,534</u>	<u>\$113,285,303</u>
<u>LIABILITIES AND NET ASSETS</u>		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	\$1,147,974	\$4,678,334
Customer Deposits	10,425	10,425
Unearned Revenue	439,355	311,071
Construction Contract Retainages	540,638	540,638
Revenue Bond Payable - Current	559,860	557,172
Total Payable from Unrestricted Assets	<u>2,698,252</u>	<u>6,097,640</u>
Total Current Liabilities	<u>2,698,252</u>	<u>6,097,640</u>
Noncurrent Liabilities:		
Other Postemployment Benefits	998,847	998,847
Compensated Absences	382,113	382,113
Net Pension Obligation-LEO Special Separation Allowance	(11,941)	(11,941)
Revenue Bond Payable - Noncurrent	850,588	898,488
Total Noncurrent Liabilities	<u>2,219,607</u>	<u>2,267,507</u>
Total Liabilities	<u>4,917,859</u>	<u>8,365,147</u>
Net Assets:		
Invested in Capital Assets	81,040,595	81,231,363
Restricted	4,797,973	4,733,411
Unrestricted	<u>19,319,107</u>	<u>18,955,382</u>
Total Net Assets	<u>105,157,675</u>	<u>104,920,156</u>
	<u>\$110,075,534</u>	<u>\$113,285,303</u>

ASHEVILLE REGIONAL AIRPORT

Annual Operating Revenue by Month

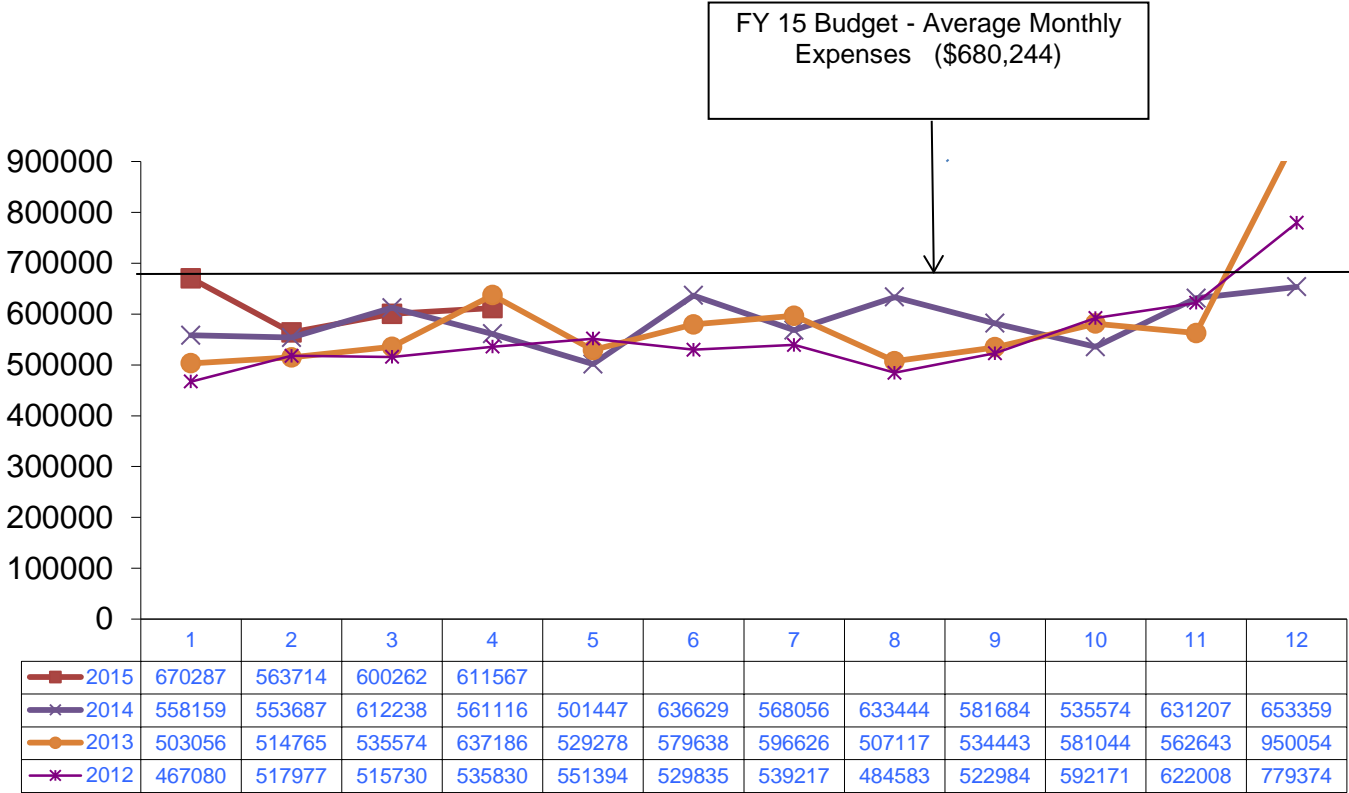
October 2015

Dollars



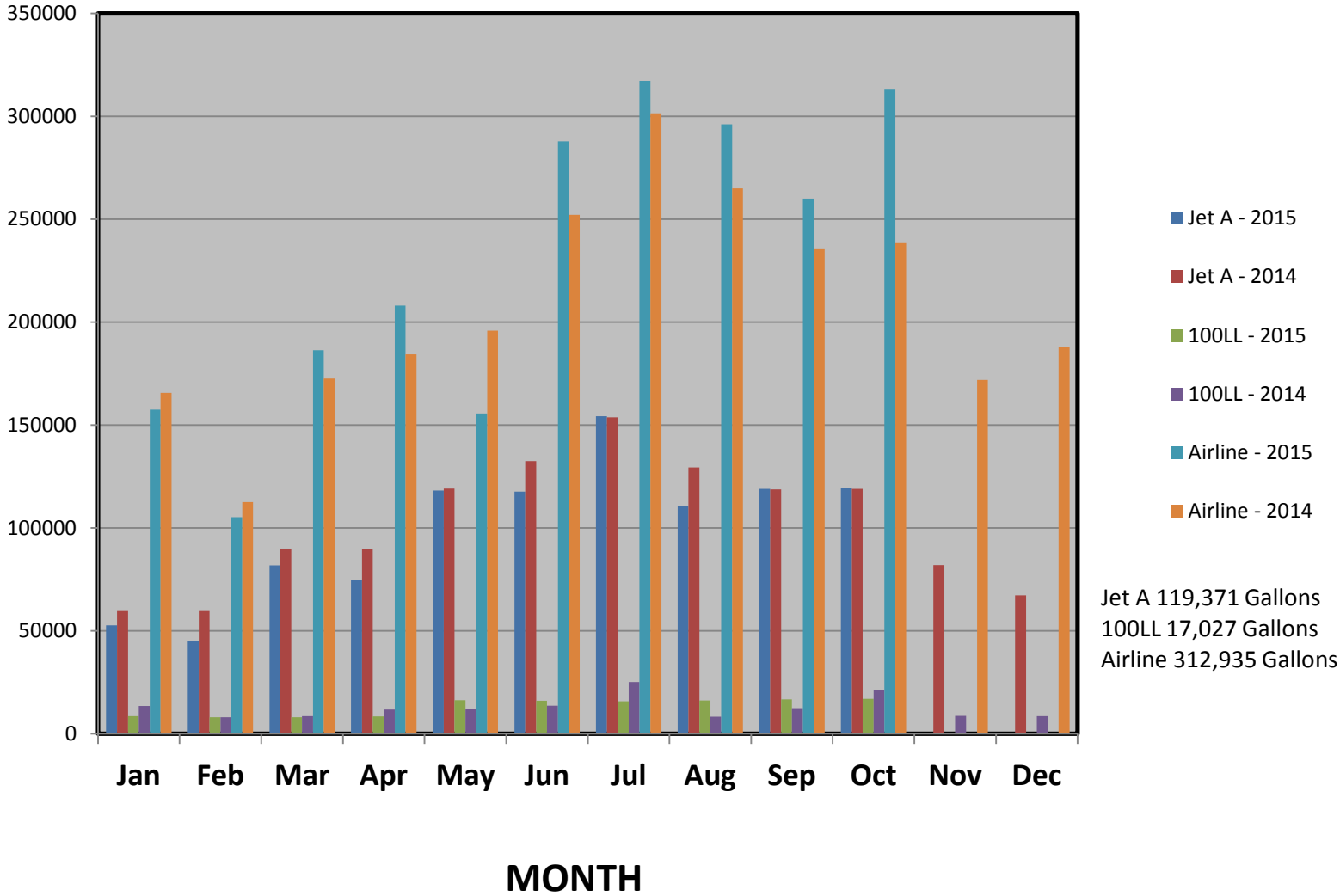
ASHEVILLE REGIONAL AIRPORT Annual Operating Expenses by Month October 2015

Dollars

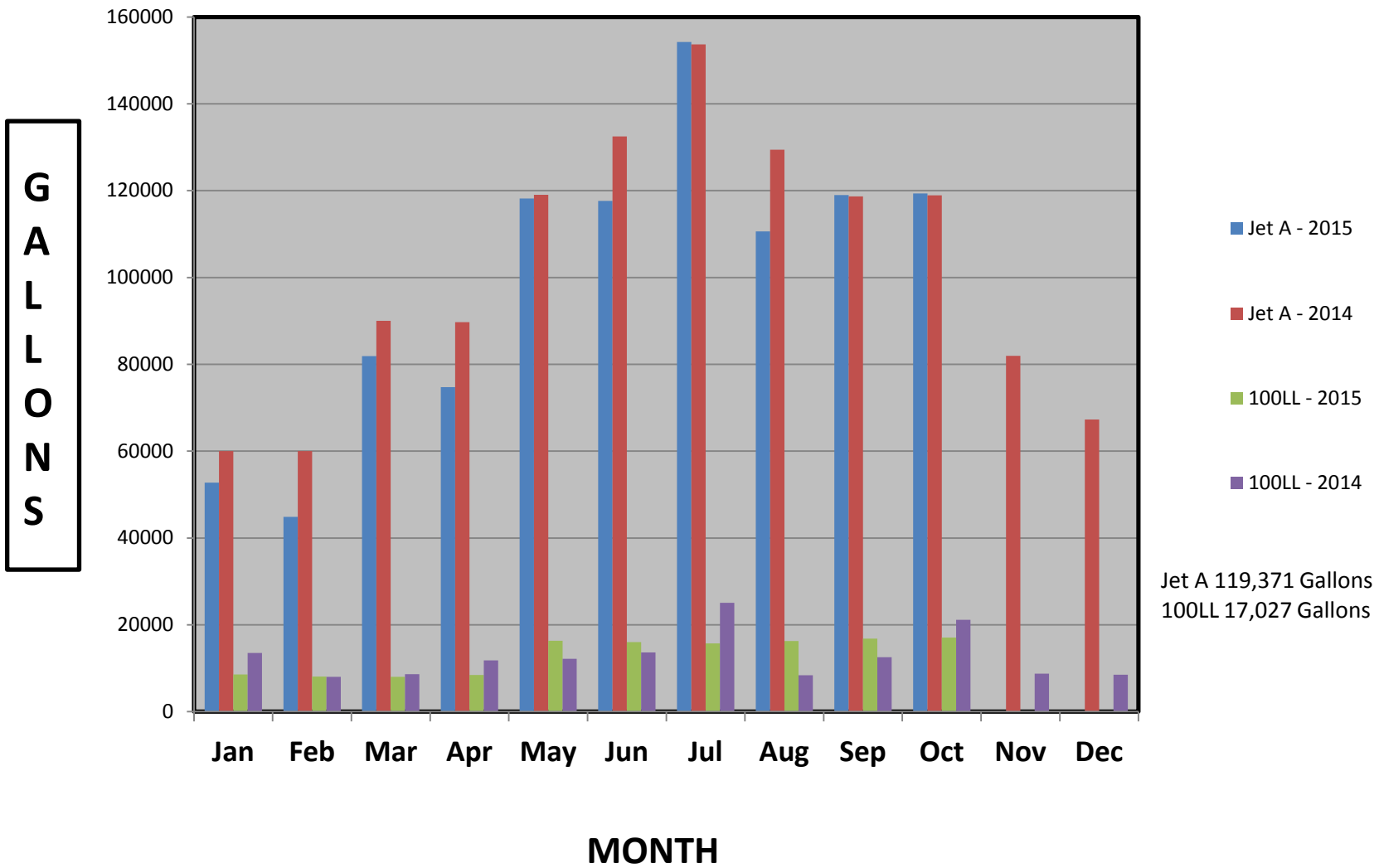


**ASHEVILLE REGIONAL AIRPORT
FUEL SALES - GALLONS
October 2015**

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**ASHEVILLE REGIONAL AIRPORT
GENERAL AVIATION FUEL SALES - GALLONS
October 2015**



Design Phase														
Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 12/01/2015)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 12/01/2015)	Start Date	End Date	Current Project Status (as of 12/01/2015)
1	Airfield Re-Development Project	Budget for the complete project				\$64,000,000.00	\$11,800,000.00		\$75,800,000.00	30.0%	\$22,170,128.04			All Engineer contracts, completed construction contracts and expenses will be inclusive of budget.
1A	Airfield Re-Development Project	Phase I - Design Services	RS&H	\$447,983.00	N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>	75%	\$335,582.73	Dec-12	Dec-15	Project Management work continues.
1B	Airfield Re-Development Project	Phase II - Design Services and Project Management.	RS&H	\$1,842,318.00	N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>	65.0%	\$1,195,566.39	Jun-13	Dec-15	Project Management work continues.
1C	Airfield Re-Development Project	Phase III and IV - Design Services and Project Management.	RS&H	\$2,399,826.00	N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>	2.22%	\$53,426.22	Dec-14	May-18	90% design plans completed for BP-3 and under review.
1D	Airfield Re-Development Project	New Runway Design	Michael Baker Engineering Inc.	\$397,257.94	N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>	100%	\$397,257.94	Mar-13	Sep-14	Contract is completed.
1E	Airfield Re-Development Project	Temporary Runway/Taxiway Design	AVCON	\$1,837,826.00	N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>	96.7%	\$1,777,716.30	Mar-13	Dec-15	Construction support services continue.
1F	Airfield Re-Development Project	New Runway Design	AVCON	\$1,902,676.06	N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>	21.5%	\$409,548.60	Mar-13	May-18	90% design plans for BP3 are complete and under review.
1G	Airfield Re-Development Project	Miscellaneous and Administrative Expenses			N/A	N/A	\$0.00	0.00%	<i>(Overall total included in above number)</i>		\$2,476,229.21	Jan-13	Dec-17	Misc., Admin., \$642K FAA Reimbursable expenses and land acquisition costs of 1.5M are included in this figure.
2	Parking Garage Project	Design and EA for approximately 1500 spaces of covered parking garage.	Delta Airport Consultants	\$1,627,575.00	N/A	N/A	\$0.00	0.00%	\$1,627,575.00	0.00%	\$0.00	Oct-15	May-16	EA documentation in process along with test bores in pavement for analysis. Design continues.

Construction Phase														
Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 12/01/2015)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 12/01/2015)	Start Date	End Date	Current Project Status (as of 12/01/2015)
1	Westside Area 3	Construction for the Westside Project to level land utilizing engineered ash to fill and top with soil embankment/cap for future development.	AVCON	\$278,060.00	Charah	N/A	\$62,700.00	22.50%	\$340,760 * <i>(project expenses are being reimbursed by Charah through a separate agreement)</i>	86.7%	\$295,708.96	Mar-13	Jul-15	Charah continues to monitor erosion control under warranty period.
2	Area 2	Construction for the Ash Fill on the NE for future development.	AVCON	\$466,140.00	Charah	N/A	\$0.00	0.00%	\$466,140 * <i>(project expenses are being reimbursed by Charah through a separate agreement)</i>	17.8%	\$83,252.03	Dec-14	May-17	Presently on hold.

Greater Asheville Regional Airport Authority
Project Report - December 2015

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 12/01/2015)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 12/01/2015)	Start Date	End Date	Current Project Status (as of 12/01/2015)
3	Temporary Runway 17-35 Paving, Lighting and NAVAIDS	Construction of new temporary runway - parallel taxiway B	RS&H and AVCON, Inc.	Amount included in Phase 3 Design Fees	Harrison Construction Company	\$12,435,884.00	\$76,222.32	0.61%	\$13,057,678.00	59.0%	\$7,393,469.15	Mar-15	Dec-15	LLWAS tower is being disassembled by FAA staff and lowered by contractor. Part 139 Inspection on Temporary Runway was performed 12-1-15 and flight check scheduled.
4	Additional Remote Parking	Gravel Parking Lots	Delta Airport Consultants	\$41,500.00	Young & McQueen Construction	\$215,545.00	\$0.00	0.00%	\$41,500 (Design) & \$215,545 (Construction)	100% Design 75.5% Const.	\$204,427.00	Apr-15	Nov-15	Alternate parking lots are being utilized. Two lights remain to be installed and marking for spaces.
5	Water Hydrant Service Station	Install deicing truck refill station	Delta Airport Consultants	\$16,500.00	T&K Utilities, Inc.	\$29,500.00	\$0.00	0.00%	\$46,000.00	28.60%	\$13,200.00	Jul-15	Nov-15	Contractor has begun preliminary testing and schedule for work to be provided.

Amounts are based on invoices received and processed through Development.

Key strategic priorities

Governance vs. Management : Focus on setting governing direction (“guard rails”) for the organizational and holding management accountable for the execution of operational tactics. Pursue continuous educational opportunities for Authority Member development.

1. **Organizational Relevance**: Remaining relevant in an era of airport consolidation
2. **Financial Stewardship**: Sustainability/Operating Performance/Audit & Compliance
3. **Municipal Relations**: Positive relationships with all municipalities surrounding the airport
4. **Stakeholder Relations**: Positive relationships with neighbors and other community organizations
5. **Community Image**: Public Perception/Public Relations/Customer Service/Legal Entity
6. **Facilities Stewardship**: Future Master Facilities Plan
7. **Environmental Stewardship**: Accountability/Awareness of Environmental Issues
8. **Economic Development**: Engage Community Partners/Airline Service Development
9. **Vendor-Partner Relations**: General Aviation/Rental Car Agencies/Vendors
10. **Public Safety**: Airport Emergency Safety/TSA Relations/Municipal Partners
11. **Organizational Accountability**: Executive Director Supervision