



## **AGENDA**

Greater Asheville Regional Airport Authority Regular Meeting  
Friday, October 8, 2021, 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. In compliance with the state-wide mandate for COVID-19, members of the public may attend the Authority Board meeting at 8:30 a.m. on Friday, October 8, 2021 via Webex: 1-844-621-3956; Meeting Number (access code): 2630 349 3591

- I. CALL TO ORDER
- II. EMPLOYEE RECOGNITION:
  - A. Kellie Whittemore – 15 Years
- III. PRESENTATIONS: None
- IV. CONSENT ITEMS: None
- V. OLD BUSINESS: None
- VI. NEW BUSINESS:
  - A. Approve Airline Incentives for Allegiant Air ([document](#))
  - B. Preliminary Approval of Authority's Amended Ordinance of Airline Rates, Fees and Charges for the Asheville Regional Airport ([document](#))
- VII. DIRECTOR'S REPORT: None



VIII. INFORMATION SECTION:

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

- A. August 2021 Traffic Report ([document](#))
- B. August 2021 Monthly Financial Report ([document](#))
- C. October 2021 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
  - Terminal Expansion Project Update
  - Public Hearing and Final Adoption of the Authority's Amended Ordinance for Airline Rates, Fees and Charges
  - Approval of 2022 Authority Board Schedule

IX. PUBLIC AND TENANTS' COMMENTS

In compliance with the state-wide mandate for COVID-19, Public and Tenant Comments will be as follows:

1. Please fill out a Comment Card located on the airport website here: <https://flyavl.com/boardcomment> by 3:00 pm on Thursday, October 7, 2021
2. Comments received, as specified above, shall be read during this Agenda period

X. CALL FOR NEXT MEETING: November 12, 2021

XI. 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 and 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.



XII. AUTHORITY MEMBER REPORTS:

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

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  
Executive Summary  
August-21**

**AIRPORT ACTIVITY**

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
<b>Passenger Enplanements</b>	71,735	157.5%	436,414	93.0%
<b>Aircraft Operations</b>				
Commercial	2,855	82.1%	17,448	70.7%
Scheduled Flights	997	74.9%		
Flight Cancellations	11			
Seats	93,411	63.2%	641,485	59.4%
Load Factor	76.8%	57.9%	68.0%	21.1%
General Aviation	4,464	35.4%	29,431	19.2%
Military	418	151.8%	2,653	140.5%

**FINANCIAL RESULTS**

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
<b>Operating Revenues</b>	\$ 1,766,994	86.1%	\$ 3,637,778	91.5%
<b>Operating Expenses</b>	656,101	(26.1%)	1,131,590	(36.3%)
<b>Net Operating Revenues before Depreciation</b>	<u>\$ 1,110,893</u>		<u>\$ 2,506,188</u>	
<b>Net Non-Operating Revenues</b>	<u>\$ 1,227,853</u> *	302.6%	<u>\$ 1,759,409</u>	188.4%
<small>includes CARES funding listed below</small>				
<b>Broadmoor Net Income</b>	\$ 65,532		\$ 153,271	
<b>Grants:</b>				
FAA AIP Grants	\$ 1,091,544		\$ 1,091,544	
NC Dept of Transportation Grants	-		-	
Total	<u>\$ 1,091,544</u>		<u>\$ 1,091,544</u>	
* CARES Funding	\$ 782,624		\$ 782,624	

**CASH**

Restricted	\$ 11,596,195
Designated for O&M Reserve	5,127,919
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	5,001,538
Total	<u>\$ 22,375,652</u>
<b>Broadmoor Cash Balance</b>	\$ 153,271

**RECEIVABLES PAST DUE**

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	18,347	3,470	8,067	6,810
American	8,637	790	7,770	77
CRJ Aviation	4,152	1,353	1,353	1,446
Delta	575	150	75	350
Elite	280	-	-	280
Enterprise	11,111	1,731	5,459	3,921
FAA	302	80	-	222
Signature	2,595	125	642	1,828
Skywest	150	-	-	150
Spirit	341	-	-	341
Travelers	6,052	-	-	6,052
TSA	7,576	160	570	6,846
World Fuel Services	1,758	-	-	1,758
Worldwide	250	-	-	250
Miscellaneous	17,851	860	610	16,381
Total	<u>\$ 79,977</u>	<u>\$ 8,719</u>	<u>\$ 24,546</u>	<u>\$ 46,712</u>
% of Total Receivables	6.96%			

Note: Excludes balances paid subsequent to month-end.

**REVENUE BONDS PAYABLE**

	Original Amount	Current Balance
Parking Garage Revenue Bond, Series 2016A	\$ 15,750,000	\$ 14,990,000
Parking Garage Taxable Revenue Bond, Series 2016B	5,250,000	-
	<u>\$ 21,000,000</u>	<u>\$ 14,990,000</u>

**CAPITAL EXPENDITURES**

Annual Budget	\$ 39,248,685
Year-to-Date Spending	\$ 684,834



---

## **MEMORANDUM**

TO: Members of the Airport Authority

FROM: Lew Bleiweis, Executive Director

DATE: October 8, 2021

### **ITEM DESCRIPTION – New Business Item A**

Approve Airline Incentives for Allegiant Air

### **BACKGROUND**

Allegiant Air (Allegiant) began service at Asheville Regional Airport in November 2011. Since that time they have added a number of city markets, and has established AVL as one of their maintenance and crew bases for its operations. Allegiant has grown to be AVL's largest air carrier by market share, and continues to expand services in Asheville and Western North Carolina.

To continue the shared successes, Allegiant made a public announcement on August 18, 2021, that they will begin annual service to Key West, Florida (EYW) on November 18, 2021, with two flights per week.

In accordance with the Authority's Air Service Incentive Policy, staff would like to offer Allegiant up to \$150,000 for marketing and advertising of this new service; and airport related fee waivers, excluding PFCs, for the new EYW service.

### **ISSUES**

The Authority's policies currently provide for airline incentives to be offered for new airline service to AVL's top 25 markets. EYW does not fall within this range. Staff is seeking approval for incentives despite the fact that EYW is not within the top 25 air service markets.

### **ALTERNATIVES**

None.

New Business – Item A



## **FISCAL IMPACT**

Staff would like to officially offer Allegiant an incentive package in the amount up to \$150,000 for EYW service marketing and advertising, waived rents and fees for a one-year period for this specific service route. Funds are currently in the budget for this type of business development.

## **RECOMMENDED ACTION**

It is respectfully requested that the Authority Board resolve to (1) approve airline incentives with Allegiant Air for AVL- EYW service as described above; and (2) authorize the Executive Director to execute the necessary documents.



---

## **MEMORANDUM**

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance and Accounting

DATE: October 8, 2021

### **ITEM DESCRIPTION – New Business Item B**

Preliminary Approval of the Authority's Amended Ordinance of Airline Rates, Fees and Charges for the Asheville Regional Airport.

### **BACKGROUND**

The Authority Board adopted a Schedule of Airline Rates, Fees and Charges for FY2021-2022 at the meeting held on April 21, 2021. TSA recently announced they will only provide staff for the passenger exit lane for one hour after final departures each night. Coverage of the exit lane for the hours between final departure and final arrival each night will be provided by a staffing agency and an additional fee should be included in the Airline Rates, Fees and Charges for FY2021-2022 to cover this cost.

Based on anticipated airline passenger traffic for the upcoming year, a fee of \$.07 per enplanement will be needed to cover this additional cost.

### **ISSUES**

The Authority's ordinance process requires a public hearing prior to adoption of this new fee.

### **ALTERNATIVES**

The Authority Board could choose to cover some, or all of this fee, thus passing on only a portion, or none of the cost to the airlines.



## **FISCAL IMPACT**

The proposed fee would not increase revenue, but simply cover the additional, unbudgeted cost.

## **RECOMMENDED ACTION**

It is respectfully requested that the Greater Asheville Regional Airport Authority Board (1) consider and approve the proposed Amended Ordinance of Airline Rates, Fees and Charges; (2) schedule a public hearing and accept public comment on the proposed Airline Rates, Fees and Charges; and (3) following the minimum period for public comment and public hearing, adopt the Amended Ordinance of Airline Rates, Fees and Charges for FY2021-2022, at the next regularly scheduled Authority Board meeting which is scheduled for November 12, 2021.



GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

AMENDED ORDINANCE NO. 201601-7

**AN ORDINANCE TO IMPLEMENT A SCHEDULE OF AIRLINE RATES, FEES AND CHARGES  
FOR THE ASHEVILLE REGIONAL AIRPORT.**

**IT IS HEREBY ENACTED AND ORDAINED BY THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY AS FOLLOWS:**

**Section 1. CITATION.**

1.1 This Ordinance may be cited as the "**Airline Rates, Fees & Charges Ordinance**".

**Section 2: FINDINGS.**

2.1 The Greater Asheville Regional Airport Authority was created by Session Law 2012-121, which was ratified by the General Assembly of North Carolina on June 28, 2012.

2.2 Section 1.6(a)(7) of Session Law 2012-121 gives the Greater Asheville Regional Airport Authority the ability to, among other things: *"[m]ake all reasonable rules, regulations, and policies as it may from time to time deem to be necessary, beneficial or helpful for the proper maintenance, use, occupancy, operation, and/or control of any airport or airport facility owned, leased, subleased, or controlled by the Authority . . ."*

2.3 Section 1.6(a)(6) of Session Law 2012-121 gives the Greater Asheville Regional Airport Authority the authority to: *"[c]harge and collect fees, royalties, rents, and/or other charges, including fuel flowage fees for the use and/or occupancy of property owned, leased, subleased, or otherwise controlled and operated by the Authority or for services rendered in operation thereof."*

2.4 Section 1.6(a)(21) of Session Law 2012-121 gives the Greater Asheville Regional Airport Authority the ability to: *"[e]xercise all powers conferred by Chapter 63 of the General Statutes [of the State of North Carolina] or any successor Chapter or law."*

2.5 North Carolina General Statute Section 63-53(5) further gives the Greater Asheville Regional Airport Authority the authority: *"[t]o determine the charge or rental for the use of any properties under its control and the charges for any services or accommodations and the terms and conditions under which such properties may be used, provided that in all cases the public is not deprived of its rightful, equal, and uniform use of such property."*

2.6 The Greater Asheville Regional Airport Authority is obligated under federal law to maintain an airport user fee and rental structure that, given the conditions of the Airport makes the Airport as financially self-sustaining as possible.

2.7 The Greater Asheville Regional Airport Authority is further obligated under federal law to establish an airport user fee structure that is fair and reasonable to all users, and not unjustly discriminatory.

2.8 In or around Fall 2014, the Greater Asheville Regional Airport Authority contracted with an airport consulting firm, who conducted a comprehensive airline rate and charge study at the Airport, in accordance with the methodology stated in the Rates and Charges Policy promulgated by the Office of the Secretary of the Department of Transportation and by the FAA.

2.9 Since approximately February 2015, the Greater Asheville Regional Airport Authority has consulted with and made repeated, good faith efforts to reach an agreement regarding rates, fees and charges with the Airlines, and to resolve all disputes asserted by the Airlines, and after adequate and timely consultation with the Airlines and with the airport consulting firm, Greater Asheville Regional Airport Authority now desires to implement, by ordinance, the fair, reasonable and not unjustly discriminatory rates and charges structure as proposed by the airport consulting firm.

### **Section 3. PURPOSE AND SCOPE**

3.1 The Greater Asheville Regional Airport Authority finds and determines that it is in the public interest to establish a schedule of Airline rates, fees and charges by ordinance.

3.2 This Airline Rates, Fees & Charges Ordinance shall be applicable to all Airlines utilizing the Asheville Regional Airport.

### **Section 4. EFFECTIVE DATE**

4.1 The Airline Rates, Fees & Charges Ordinance shall take effect as of the 9th day of December, 2016.

### **Section 5. DEFINITIONS**

5.1 "Affiliate" shall mean any airline or other entity designated in writing by Airline as an Affiliate that is operating under the same flight code designator and is: (1) a parent or subsidiary of Airline or is under the common ownership and control with Airline or (2) operates under essentially the same trade name as Airline at the Airport and uses essentially the same livery as Airline or (3) is a contracting ground handling company on behalf of Airline at the Airport.

5.2 "Airline(s)" shall mean each airline providing commercial passenger service to and from the Airport and using the Airport Terminal Building to enplane and deplane passengers or cargo service to and from the Airport.

5.3 [RESERVED]

5.4 "Airlines' Revenue Landed Weight" is for the applicable Fiscal Year the sum of the products determined by multiplying each Revenue Aircraft Arrival by each of the Airlines by the applicable Certified Maximum Gross Landed Weight of the aircraft making the Revenue Aircraft Arrival.

5.6 "Airport" is the Asheville Regional Airport as it presently exists and as it is hereafter modified or expanded.

5.7 "Airport Operating Requirement" for any Fiscal Year, consists of all of the following: (1) Operation and Maintenance Expenses; (2) O&M Reserve Requirement; (3) Depreciation; (4) Amortization; (5) Debt Service; (6) coverage required on any Bonds; (7) fund deposits required under any Bond Ordinance; (8) the net amount of any judgment or settlement arising out of or as a result of the ownership, operation or maintenance of the Airport payable by Authority during any Fiscal Year. This amount would include, but not be limited to, the amount of any such judgment or settlement arising out of or as a result of any claim, action, proceeding or suit alleging a taking of property or an interest in property without just

or adequate compensation, trespass, nuisance, property damage, personal injury or any other claim, action, proceeding or suit based upon or relative to the environmental impact resulting from the use of the Airport for the landing and taking off of aircraft; and (9) any and all other sums, amounts, charges or requirements of the Airport to be recovered, charged, set aside, expensed or accounted for during any Fiscal Year, or the Authority's accounting system.

5.8 "Amortization" is the amount determined by dividing the net cost of each Airport non-depreciating asset by an imputed estimated life for the asset as determined by the Authority.

5.9 "Assigned Space" means for each Airline, those areas and facilities in the Terminal Building and those areas adjacent to and outside the Terminal Building which are assigned to such Airline for its Preferential use.

5.10 "Authority" means the Greater Asheville Regional Airport Authority.

5.11 "Bond Ordinance" is any ordinance, resolution or indenture authorizing the issuance of Bonds for or on behalf of the Airport or Authority, including all amendments and supplements to such ordinances, resolutions and indentures.

5.12 "Bonds" are all debt obligations issued for or on behalf of the Airport or the Authority subsequent to July 1, 2009, except obligations issued by or on behalf of the Authority for a Special Facility.

5.13 "Capital Charge or Capital Charges" charges that include Amortization, Depreciation and Debt Service.

5.14 "Capital Outlay" is the sum of one hundred thousand dollars (\$100,000) or as otherwise determined by the Authority.

5.15 "Certified Maximum Gross Landed Weight" or "CMGLW" is, for any aircraft operated by any of the Airlines, the certified maximum gross landing weight in one thousand pound units of such aircraft as certified by the FAA and as listed in the airline's FAA approved "Flight Operations Manual".

5.16 "Debt Service" for any Fiscal Year is the principal, interest and other payments required for or on account of Bonds issued under any Bond Ordinance.

5.17 "Depreciation" is the amount which is the net cost of any Airport asset, except a non-depreciating asset, divided by its estimated useful life as determined by the Authority.

5.18 "Enplaned Passengers" are the originating and on-line or off-line transfer passengers of each of the Airlines serving the Airport enplaning at the Airport.

5.19 "Fiscal Year" is July 1st of any calendar year through June 30th of the next succeeding calendar year, or such other fiscal year as Authority may subsequently adopt for the Airport.

5.20 "Holdrooms" means the gate seating areas currently situated in the Airport Terminal Building, as they now exist or as they may hereafter be modified or expanded or constructed by Authority within or as part of the Terminal Building for use by Airline and the other Airlines for their Joint Use.

5.21 "Joint Use Formula" is, for any Fiscal Year, the formula used for prorating Terminal Building Rentals for Joint Use Space.

5.22 "Joint Use Space" means that common use space not assigned, which Airline uses on a joint use basis with other airline tenants.

5.23 "Landing Fees" are the airfield related charges calculated by multiplying the landing fee rate established in the Schedule of Rates, Fees and Charges for the applicable Fiscal Year by the applicable Certified Maximum Gross Landed Weight ("CMGLW") of Revenue Aircraft Arrivals.

5.24 "Operation and Maintenance Expenses" or "O&M Expenses" are, for any Fiscal Year, the total costs and expenses, incurred or accrued by the Authority for that Fiscal Year, in providing for the administration, operation, maintenance and management of the Airport, including, without limitation, the performance by Authority of any of its obligations related to the Airport.

5.25 "O&M Reserve Requirement" is the requirement adopted by the Authority that defines the amount of operating cash reserves to be available within the O&M Reserve Fund. The O&M Reserve Requirement may be revised from time to time and is currently set to equal at least six (6) months of the annual O&M Expenses budgeted for the current Fiscal Year.

5.26 "Passenger Facility Charge (PFC)" is the charge imposed by the Authority pursuant to 49 U.S.C. App. 513, as amended or supplemented from time to time, and 14 CFR Part 158, as amended or supplemented from time to time, or any other substantially similar charge lawfully levied by or on behalf of the Authority pursuant to or permitted by federal law.

5.27 "Preferential Use Space" means that Assigned Space for which Airline holds a preference as to use, and which may be used on a non-preferential basis by another airline or tenant.

5.28 "Rentable Space" is that space within the Airport Terminal Building which has been constructed or designated as rentable space by Authority, including such deletions therefrom and additions thereto as may occur from time-to-time.

5.29 "Revenue Aircraft Arrival" is an airline aircraft landing at Airport, excluding those returning to the Airport due to an emergency, and for which Landing Fees are charged by Authority.

5.30 "Special Facility" is any Airport facility acquired or constructed for the benefit or use of any person or persons, the costs of construction and acquisition of which are paid for (a) by the obligor under a Special Facility agreement, (b) from the proceeds of Special Facility bonds, or (c) both; provided, however, that Airport facilities built by an Airport tenant under a ground lease or any other agreement which by its terms is not indicated to be a Special Facility agreement shall not be considered a Special Facility under this definition.

5.31 "Schedule of Rates, Fees and Charges" is the schedule the rates, fees and charges due by Airline to the Authority and is reestablished each Fiscal Year.

5.32 "Terminal Building Rentals" are the Terminal Building rents calculated by multiplying the Terminal Building Rental Rate times the then-applicable square footage of the Assigned Space in question.

5.33 "Loading Bridge Fees" are the fees calculated by dividing the total Loading Bridge requirement, which currently includes Operating Expenses, Capital Outlay, Debt Service and Debt Service Coverage, by the total departures.

5.34 "Market Share Exempt Carrier" is any New Airline operating with less than 7% market share of total enplanements per month. The only fees applicable to a Market Share Exempt Carrier are Landing Fees and Per Turn Fees, unless the New Airline is leasing preferential space which would be included in separate rent. An Airline will cease to qualify as Market Share Exempt Carrier at the time that the Airline meets or exceeds 7% of market share of total enplanements per month for any six (6) of the immediately preceding twelve (12) months. Once Airline is no longer Market Share Exempt, the Airline will be responsible for all Terminal and Airfield related rates, fees and charges.

5.35 "New Airline(s)" shall mean any new airline providing new commercial passenger or cargo service to and from the Airport, using the Airport Terminal Building or cargo building to enplane and deplane passengers or cargo service to and from the Airport.

## **Section 6. RATE MAKING METHODOLOGY**

6.1 Rates and charges shall be established annually based on the methodology set by the Authority below and in the Schedule of Rates and Charges referenced in Section 8 below.

6.2 Rates and charges shall be developed under a commercial compensatory rate making methodology.

6.3 Rates and charges shall be calculated and set at the beginning of each Fiscal Year.

6.4 Terminal Building Operating Requirement.

6.4.1 For purposes of this Ordinance, the Terminal Building Cost Center shall consist of the current Terminal Building, including the ticketing wing, the Holdrooms, baggage claim facilities, baggage make-up facilities, and passenger loading bridges/regional boarding ramps, as well as the areas immediately adjacent to the west side of the terminal building utilized for baggage tug drives and baggage tug storage, and all public areas, concession areas, and other leasable areas.

6.4.2 The Terminal Building Operating Requirement shall be calculated as specified in Sections 6.4.2.1 through 6.4.2.4 below:

6.4.2.1 By summing the elements of the Airport Operating Requirement allocated to the Terminal Building Cost Center. Currently, this includes O&M Expenses, O&M Reserve Requirement, net Depreciation, Amortization, Capital Outlay, and Debt Service.

6.4.2.2 By then reducing the total from Section 6.4.2.1 by non-airline revenue credits applied by the Director. These revenue credits are reimbursements and offsets to base costs. This results in the Net Terminal Building Operating Requirement.

6.4.2.3 The Net Terminal Building Operating Requirement calculated in Section 6.4.2.2 is then divided by Rentable Space to obtain the Terminal Building Rental Rate.

6.4.2.4 Finally, each Airlines' share of cost is then derived by multiplying the Terminal Building Rental Rate by the Terminal Building Airlines' rented space (preferential use) and Airlines' share of Joint Use Space as determined by the Joint Use Formula.

6.4.3. Joint Use Space. Joint Use Space shall be classified as Baggage Make-Up, Baggage Claim and Gate Area. Airline's share of the Terminal Building Rentals for Baggage Make-Up and Baggage Claim Joint Use Space will be determined as follows: (1) eighty-five percent (85%) of the total rentals due shall be prorated among Airlines using Joint Use Space based upon Airline's share of Checked Bags, (2) fifteen percent (15%) of the total rentals due shall be prorated equally among the Airlines using Joint Use Space. Airline's share of the Terminal Building Rentals for Gate Area Joint Use Space will be determined as follows: (1) eighty-five percent (85%) of the total rentals due shall be prorated among Airlines using Joint Use Space based upon Airline's share of Enplaned Passengers, (2) fifteen percent (15%) of the total rentals due shall be prorated equally among the Airlines using Joint Use Space.

6.4.4 Per Turn Fee for Market Share Exempt Carriers. The Per Turn Fee for Market Share Exempt Carriers is calculated by dividing the Per Turn requirement by the total estimated departures.

#### 6.5 Airfield Area Operating Requirement.

6.5.1 For purposes of this Ordinance, the Airfield Area Cost Center consists of those areas of land and Airport facilities which provide for the general support of air navigation, flight activity and other aviation requirements of the Airport. The airfield includes runways, taxiways, the terminal apron, aircraft service areas and those ramp areas not included in any other cost center, approach and clear zones, safety areas and infield areas, together with all associated landing navigational aids and Airport facilities, aviation controls, and other systems related to the airfield. It also includes areas of land acquired for buffer requirements for the landing areas of the Airport, all land acquired for Airport expansion until the land is used or dedicated to another cost center, and all Airport noise mitigation facilities or costs. The Airport's triturator facility, storage areas for airline glycol equipment and tanks, and any fueling facilities and equipment provided to serve the airlines on the terminal apron are also included in the airfield cost center.

6.5.2 The Airfield Area Operating Requirement shall be calculated as specified in Sections 6.5.2.1 through 6.5.2.4 below:

6.5.2.1 By summing the elements of the Airport Operating Requirement allocated to the Airfield Area Cost Center. Currently, this includes the O&M Expenses, O&M Reserve Requirement, net Depreciation, Amortization, Capital Outlay, and Debt Service.

6.5.2.2 By then reducing the total calculated in Section 6.5.2.1 above by non-airline revenue credits applied by the Director. These revenue credits are reimbursements and offsets to base costs. This results in the Net Airfield Area Operating Requirement.

6.5.2.3 The Net Airfield Area Operating Requirement calculated in Section 6.5.2.2

is then divided by the estimated Certified Maximum Gross Landed Weight (CMGLW) of all Airlines' Revenue Aircraft Arrivals to determine the Airlines' Landing Fee rate.

6.5.2.4 The Airlines' Landing Fee rate is then multiplied by the estimated CMGLW of the Airlines.

6.5.3 All costs incurred by the Authority for mitigation or damages resulting from noise, environmental incidents or conditions, aircraft fueling, or other Airport aircraft-related conditions or activities will also be charged and allocated to the Airfield Area Operating Requirement.

6.5.4 [RESERVED]

6.5.5 Affiliate. Each Affiliate's operations shall be counted and recorded jointly with Airline's and shall be at the same rate.

6.5.6 [RESERVED]

6.5.7 Other Cost Centers. All other cost centers are not included as part of the Airlines' rates, charges and fees. Authority may apply revenues from the other cost centers to offset expenses at a time, and in an amount, based on the sole discretion of the Director.

6.5.8 Unless otherwise provided herein, all rates, fees and charges are calculated as described in Schedule of Rates, Fees and Charges referenced in Section 8 below.

## **Section 7. RENTALS, FEES AND CHARGES**

7.1 The Authority shall establish the Schedule of Rates, Fees and Charges at the beginning of each Fiscal Year.

7.2 Prior to the establishment of the Schedule of Rates, Fees and Charges each Fiscal Year, the Authority shall formally notify Airline in writing of the anticipated Schedule of Rates, Fees and Charges to be in effect for the upcoming Fiscal Year. Authority's notification to Airline shall include notice of the time and place of a meeting to present the Schedule of Rates, Fees and Charges, expenses and capital charges used in the calculation, and to answer questions of Airline. The anticipated Schedule of Rates, Fees and Charges shall be set forth and supported by a document prepared by the Authority.

7.3 So long as Airline has been notified per above, the implementation of the upcoming Schedule of Rentals and Charges will be effective on the first day of the Fiscal Year.

7.4 Each Airline operating at the Airport shall be responsible for paying those rates and charges itemized below in the amounts specified in the Schedule of Rates, Fees and Charges in Section 8 below:

7.4.1 Preferential Use Space - Each Airline shall pay the Authority for its use of the assigned, Preferential Use Space in the Terminal.

7.4.2 Joint Use Space – Each Airline shall pay the Authority its share of rentals on Joint Use Space used by Airline in common with other airline tenants.

7.4.3 Landing Fees –For its use of the airfield, apron and appurtenant facilities, Airline

shall pay a landing fee for each and every aircraft landed by the Airline at the Airport except as otherwise noted herein.

7.4.4 Passenger Facility Charge. Airline shall comply with all of the applicable requirements contained in 14 CFR Part 158 and any amendments thereto. Airline shall pay the Authority the Passenger Facility Charge applicable to all of Airline's revenue passengers enplaning at the Airport imposed by the Authority from time to time pursuant to applicable Federal law and regulations.

7.4.5 Other Fees and Charges. Airline shall also pay all miscellaneous charges assessed to and owed by Airline to the Authority including, but not limited to, the cost of utilities and services, employee parking fees, telecommunications charges, paging system fees, triturator fees, skycap services, preconditioned air and fixed ground power fees, security measures, such as key cards and identification badges and the like, common use fees and common equipment charges, and law enforcement fees (net of TSA reimbursement).

7.4.5.1 Such other fees and charges shall be detailed by the Authority in the Schedule of Rates, Fees and Charges.

## **Section 8. SCHEDULE OF RATES, FEES AND CHARGES**

8.1 The Authority's 2021-2022 Schedule of Rates, Fees and Charges effective December 1, 2021 is attached hereto and incorporated herein by reference as Exhibit A.

## **Section 9. PAYMENT OF RENTALS, FEES AND CHARGES**

9.1 Airlines shall pay for space rentals for Preferential Use Space and Joint Use Space, monthly, without invoice, demand, set-off, or deduction on or before the first (1<sup>st</sup>) day of each calendar month.

9.2 On or before the fifteenth (15<sup>th</sup>) day of each month, Airlines shall pay for their Landing Fees for the immediately preceding month.

9.3 Airlines shall report to the Authority on or before the fifteenth (15<sup>th</sup>) day of each month the Airlines actual operating activity for the prior month by submitting a written report. All such monthly reports shall be submitted on a standardized form provided by the Authority, such form shall act as the actual invoice.

9.4 Payment for all other fees and charges shall be invoiced by the Authority and shall be due upon receipt of the Authority's invoice. Such payments shall be deemed delinquent if not received within thirty (30) calendar days of the date of such invoice.

9.5 Except as provided above, or if such payments or reporting is under dispute by Airline, Airline shall be in violation of this Ordinance if its payments and reporting information required above are not received by the Authority on or before the fifteenth (15<sup>th</sup>) day of the month in which they are due.

9.6 Security Deposit. If in the reasonable business discretion of the Authority, it is determined that the financial condition of Airline, at the beginning of air service at the Airport, or an incumbent Airline that has displayed an irregular payment history, then Airline may be required to submit a cash security deposit in an amount not to exceed the equivalent of six (6) months estimated rentals, fees and charges.



9.6.1 In the event that the Authority determines a security deposit is required, the Airline shall deposit such sum with the Authority within thirty (30) days of being so notified by the Authority, and such sum shall be retained by Authority as security for the faithful performance of Airline's obligation hereunder.

9.6.2 The Authority shall have the right, but not the obligation, to apply said security deposit to the payment of any sum due to Authority which has not been paid in accordance with this Ordinance, including, but not limited to, reimbursement of any expenses incurred by Authority in curing any default of Airline, or to the cost of restoring the Assigned Space or its furnishings, fixtures or equipment to their original condition, reasonable wear and tear excepted.

9.6.3 In the event that all or any portion of the security deposit is so applied, the Airline shall promptly, upon demand by Authority, remit to Authority the amount of cash required to restore the security deposit to its original sum.

9.6.4 An Airline's failure to remit the amount of cash required to restore the security deposit in accordance with Section 9.6.3 above within ten (10) calendar days after its receipt of such demand shall constitute a breach of this Ordinance.

9.6.5 If said deposit shall not have been applied for any of the foregoing purposes, it shall be returned to Airline, without interest, within sixty (60) days of the Airline ceasing operation at the Airport. The Authority will not pay interest on any security deposit.

9.7 Airlines shall pay all rates, fees and charges established herein to the Authority monthly, without set-off, and except as specifically provided above, without invoice or demand therefore, in lawful money of the United States of America, by check payable to Authority delivered or mailed to the Authority or by wire transfer to the Authority.

## **Section 10. PENALTIES AND ENFORCEMENT**

10.1 Unless otherwise specified herein, violation of any provision of this Airline Rates, Fees & Charges Ordinance shall be enforced in accordance with, and subject to the penalties specified in, this Section 10.

10.2 In addition to any civil or criminal penalties set out in this Section 10. or in any other Section or Subsection herein, this Airline Rates, Fees & Charges Ordinance may be enforced by an injunction, order of abatement, or other appropriate equitable remedy issuing from a court of competent jurisdiction.

10.3 This Airline Rates, Fees & Charges Ordinance may be enforced by one, all or a combination of the penalties and remedies authorized and prescribed in this Section 10, or elsewhere herein, except that any provision, the violation of which incurs a civil penalty, shall not be enforced by criminal penalties.

10.4 Except as otherwise specified herein, each day's continuing violation of any provision of the Airline Rates, Fees & Charges Ordinance is a separate and distinct offense.

10.5 A violation this Airline Rates, Fees & Charges Ordinance shall not be a misdemeanor or infraction under N.C. Gen. Stat. §14-4; however, civil penalties shall be assessed and civil citations issued for the administrative violation of any provision in accordance with Section 10.6 through 10.7 below.

10.6 The Executive Director shall authorize specific Authority personnel to enforce all administrative violations of this Airlines Rates, Fees & Charges Ordinance.

10.7 Upon any administrative violation of this Airline Rates, Fees & Charges Ordinance, personnel designated in accordance with Section 10.6 shall cause a civil citation to be issued to the violator.

10.7.1 All civil citations shall be hand-delivered to the violator or shall be mailed by first class mail addressed to the last known address of the violator. The violator shall be deemed to have been served upon hand-delivery or the mailing of the civil citation.

10.7.2 Unless otherwise expressly specified herein the civil penalty associated with each civil citation issued for an administrative violation of this Airline Rates, Fees & Charges Ordinance shall be as follows: By a fine of up to \$500.00.

10.8 Any person may submit, within ten (10) days of receipt of a civil violation, a written request that the Executive Director review the civil citation, in accordance with Sections 10.8.1.1 through 10.8.3 below.

10.8.1 A request to the Executive Director shall be in writing and shall be hand delivered to the Office of the Executive Director and must be signed for by and employee of the Authority, or shall be mailed to the Executive Director by certified mail, return receipt requested.

10.8.2 A request to the Executive Director must specify in detail all of the reasons why the civil citation should be modified or withdrawn and must provide a mailing address for the Executive Director to submit a response to the request.

10.8.3 Within ten (10) days of receipt of a request in accordance with Section 10.8.1, the Executive Director shall mail a written decision to the requesting party at the address provided.

10.8.4 Unless a written request for review in accordance with Section 10.8.1 above, civil penalties issued via civil citation for an administrative violation of any Section of this Airport Rates, Fees and Charges Ordinance shall be due and payable to the Authority within 30 days of receipt.

10.8.5 If a written request for review is appealed and the civil citation is not withdrawn, payment of the civil penalty shall be due and payable to the Authority within 30 days of issuance of the Executive Director's written decision to the violator.

10.8.6 Unless other provided, if the violator fails to respond to a citation within 30 days of issuance and pay the fine prescribed therein, the Authority may institute a civil action in the nature of a debt in the appropriate division of the state general court of justice to collect the fine owed.

## **Section 11. SEVERABILITY**

11.1 If any provision, clause, section, or provision of this the Airline Rates, Fees & Charges Ordinance shall be held by a court of competent jurisdiction to be invalid, illegal or unenforceable, such

invalid, illegal or unenforceable provision shall be severed from the remainder of the Airline Rates, Fees & Charges Ordinance, and the remainder of shall be enforced and not be affected thereby.

**Section 12. AMENDMENT.**

12.1 The Authority reserves the right to amend the Airline Rates, Fees & Charges Ordinance, as well as the attached Schedule of Rates, Fees and Charges, at any time, by ordinance, after due notice and public hearing, in accordance with the Authority's Resolution No. \_\_ establishing The Greater Asheville Regional Airport Authority's Policy and Procedure for the Adoption of Ordinances.

ADOPTED THIS the \_\_ day of \_\_\_\_\_, 2021, after due notice and a public hearing, by the Greater Asheville Regional Airport Authority.

**GREATER ASHEVILLE REGIONAL  
AIRPORT AUTHORITY**

By: \_\_\_\_\_  
Matthew C. Burrell, Chair

**ATTEST:**

\_\_\_\_\_  
Ellen M. Heywood, Clerk to the Board

# **Exhibit A**

Asheville Regional Airport

2021-2022 Fiscal Year

Schedule of Rates, Fees and Charges

**(Proposed)**

**SUMMARY TABLE**

RESULTS (Fiscal Years Ending June 30)	GARAA		
	2020	2021	Budget 2022
<b>Signatory Airline Rates &amp; Charges:</b>			
Terminal Building Rental Rate (per s.f.)	\$53.88	\$60.16	\$48.90
Passenger-Related Security Fee (per EP)	\$0.66	\$0.70	\$0.90
Landing Fee (per 1,000-lbs)	\$1.51	\$1.76	\$1.74
Ticket Counter & Queue Fee (per EP-unassigned)	\$0.41	\$0.34	\$0.41
Baggage Make-Up & Claim Fee (per bag)	\$0.95	\$0.98	\$1.12
Baggage Make-Up & Claim Fee (per airline)	\$11,825	\$13,205	\$13,417
Gate Area Charge per (enplaned pax)	\$1.34	\$1.10	\$0.90
Gate Area Fee (per airline)	\$30,208	\$33,732	\$34,274
Loading Bridge Fee (per depart.)	\$9.20	\$9.78	\$9.80
<b>Exit Lane Fee (per EP)</b>			<b>\$0.07</b>
<b>Turn Fees <sup>1</sup></b>			
Per Turn Fee for Exempt Carriers (0-70 seats)	\$279.00	\$322.00	\$277.00
Per Turn Fee for Exempt Carriers (71-135 seats)	\$333.00	\$361.00	\$330.00
Per Turn Fee for Exempt Carriers (136+ seats)	\$373.00	\$387.00	\$369.00
Average AVL CPE	\$5.64	\$5.12	<b>\$6.09</b>

<sup>1</sup> Includes use of holdroom, bag claim, bag make-up, passenger loading bridge, apron, tug drives, and ticket counter

FY21 rates calculated based on increased enplanements, but due to pandemic and expectation of reduced enplanements, decision was made to use FY20 rates for FY21

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 1****AVIATION ACTIVITY**

(Fiscal Years Ending June 30)

			Budget
	2020	2021	2022
<u>Enplaned Passengers:</u>			
Allegiant	240,000	420,000	300,000
American <sup>1</sup>	150,000	187,000	125,000
Delta	137,000	158,000	105,000
Spirit	48,000	21,000	0
United	65,000	80,000	65,000
<b>Total</b>	<b>640,000</b>	<b>866,000</b>	<b>595,000</b>
<u>Estimated Checked Bags:</u>			
Allegiant	98,600	130,550	111,000
American <sup>1</sup>	81,300	81,812	46,250
Delta	113,900	110,652	69,300
Spirit	20,940	6,300	0
United	36,300	50,805	44,200
<b>Total</b>	<b>351,040</b>	<b>380,119</b>	<b>270,750</b>
<u>Departures:</u>			
Allegiant	1,605	2,677	2,167
American <sup>1</sup>	2,757	3,414	2,589
Delta	2,298	2,577	1,901
Spirit	453	125	0
United	1,287	1,429	1,704
<b>Total</b>	<b>8,400</b>	<b>10,222</b>	<b>8,361</b>
<u>Landed Weight (1,000-lb units):</u>			
Allegiant	229,200	380,317	308,227
American <sup>1</sup>	175,627	222,724	174,329
Delta	152,236	178,253	136,739
Spirit	66,000	18,258	0
United	77,924	88,301	80,871
<b>Total</b>	<b>700,987</b>	<b>887,853</b>	<b>700,166</b>

Note: Amounts may not add due to rounding.

**Table 2****TERMINAL SPACE (s.f.)**

(Fiscal Years Ending June 30)

	Budget		
	2020	2021	2022
<u>Preferential Space:</u> <sup>1</sup>			
Allegiant	1,331	1,331	1,526
American	2,297	2,297	2,297
Delta	2,609	2,609	2,609
Spirit	905	905	0
United	1,593	1,593	1,593
Worldwide	161	161	161
<b>Total Preferential Space</b>	<b>8,896</b>	<b>8,896</b>	<b>8,186</b>
<u>Joint Use Space:</u>			
Baggage Make-Up	3,192	3,192	3,192
Baggage Claim	4,124	4,124	4,124
Gates 1-3 Holdroom	8,517	8,517	8,517
Gates 4-7 Holdroom	6,751	6,751	6,751
Gates 4-7 Secure Enplanement Corridor	3,421	3,421	3,421
<b>Total Joint Use Space</b>	<b>26,005</b>	<b>26,005</b>	<b>26,005</b>
<b>Total Airline Rented</b>	<b>34,901</b>	<b>34,901</b>	<b>34,191</b>
<u>Other Rentable:</u>			
Ticket Counter (unassigned)	285	285	285
Queue (unassigned)	456	456	540
Vacant Airline Preferential Space	1,210	1,210	1,836
Concession Space	13,775	13,775	13,775
FAA Tower & Related Office Space	4,374	4,374	4,374
TSA Offices & Breakroom	1,933	1,933	1,933
TSA Passenger Security Screening	4,891	4,891	4,891
TSA Offices Adjacent to Passenger Screening	396	396	396
<b>Total</b>	<b>27,320</b>	<b>27,320</b>	<b>28,030</b>
<b>Total Rentable Space</b>	<b>62,221</b>	<b>62,221</b>	<b>62,221</b>
<b>Public and Other Areas</b>	<b>45,628</b>	<b>45,628</b>	<b>45,628</b>
<b>Total Terminal Space</b>	<b>107,849</b>	<b>107,849</b>	<b>107,849</b>

Note: Amounts may not add due to rounding.

<sup>1</sup> Includes ticket counter, queue, and office space.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 3****DEPRECIATION, AMORTIZATION, & CAPITAL OUTLAY**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>Depreciation:</u> <sup>1</sup>				
Gross Depreciation		\$4,700,000	\$4,700,000	\$4,700,000
Less: Grant & PFC Amortization		(3,200,000)	(3,200,000)	(3,200,000)
Net Depreciation	[A]	\$1,500,000	\$1,500,000	\$1,500,000
 <u>By Cost Center (%):</u>				
Airfield Area	[B]	14.0%	14.0%	14.0%
Terminal Building	[C]	30.0%	30.0%	30.0%
Parking, Roadway, and Ground Trans.	[D]	33.0%	33.0%	33.0%
General Aviation Area	[E]	16.0%	16.0%	16.0%
Other Area	[F]	7.0%	7.0%	7.0%
Total		100.0%	100.0%	100.0%
 <u>By Cost Center:</u>				
Airfield Area	[A*B]	\$210,000	\$210,000	\$210,000
Terminal Building	[A*C]	450,000	450,000	450,000
Parking, Roadway, and Ground Trans.	[A*D]	495,000	495,000	495,000
General Aviation Area	[A*E]	240,000	240,000	240,000
Other Area	[A*F]	105,000	105,000	105,000
Net Depreciation	[A]	\$1,500,000	\$1,500,000	\$1,500,000
 <u>Amortization:</u>				
Gross Amortization		\$242,056	\$242,056	\$242,056
Less: Grant & PFC Amortization		(162,475)	(162,475)	(162,475)
Net Amortization	[G]	\$79,581	\$79,581	\$79,581



**Table 3**

**DEPRECIATION, AMORTIZATION, & CAPITAL OUTLAY**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>By Cost Center (%):</u>				
Airfield Area	[H]	100.0%	100.0%	100.0%
Terminal Building	[I]	0.0%	0.0%	0.0%
Parking, Roadway, and Ground Trans.	[J]	0.0%	0.0%	0.0%
General Aviation Area	[K]	0.0%	0.0%	0.0%
Other Area	[L]	0.0%	0.0%	0.0%
<b>Total</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<u>By Cost Center:</u>				
Airfield Area	[G*H]	\$79,581	\$79,581	\$79,581
Terminal Building	[G*I]	0	0	0
Parking, Roadway, and Ground Trans.	[G*J]	0	0	0
General Aviation Area	[G*K]	0	0	0
Other Area	[G*L]	0	0	0
<b>Net Amortization</b>	<b>[G]</b>	<b>\$79,581</b>	<b>\$79,581</b>	<b>\$79,581</b>
<u>Capital Outlay:</u>				
Capital Outlay	[M]	\$100,000	\$100,000	\$100,000
<u>By Cost Center (%):</u>				
Airfield Area	[N]	50.0%	50.0%	50.0%
Terminal Building	[O]	50.0%	50.0%	50.0%
<u>By Cost Center:</u>				
Airfield Area	[M*N]	\$50,000	\$50,000	\$50,000
Terminal Building	[M*O]	50,000	50,000	50,000
<b>Capital Outlay</b>	<b>[M]</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 4****OPERATION AND MAINTENANCE EXPENSES**

(Fiscal Years Ending June 30)

**GARAA**

		Budget	Budget	Budget
		2020	2021	2022
<u>By Category:</u>				
Personnel Services		\$6,527,568	\$7,863,075	\$6,915,740
Professional Services		384,950	489,670	\$280,450
Utilities		539,867	545,117	\$479,567
Promotional Activities		303,800	353,025	\$237,325
Maintenance and Repairs		255,200	322,200	\$243,800
Contracted Services		978,646	1,838,377	\$870,295
Insurance Expense		260,600	330,725	\$334,400
Materials and Supplies		464,610	495,253	\$378,450
Other Expenses		506,740	574,848	\$349,010
Total O&M Expenses	[A]	<u>\$10,221,981</u>	<u>\$12,812,290</u>	<u>\$10,089,037</u>
<u>By Cost Center (%):</u>				
Airfield Area	[B]	26.3%	25.6%	26.4%
Terminal Building	[C]	47.8%	46.0%	48.1%
Parking, Roadway, and Ground Trans.	[D]	12.2%	15.0%	11.5%
General Aviation Area	[E]	9.8%	9.5%	9.9%
Other Area	[F]	4.0%	3.8%	4.1%
Total		100.0%	100.0%	100.0%
<u>By Cost Center:</u>				
Airfield Area	[A*B]	\$2,684,342	\$3,284,722	\$2,665,092
Terminal Building	[A*C]	4,883,676	5,888,847	4,854,633
Parking, Roadway, and Ground Trans.	[A*D]	1,245,820	1,927,664	1,160,524
General Aviation Area	[A*E]	997,713	1,221,329	995,484
Other Area	[A*F]	410,430	489,728	413,304
Total O&M Expenses	[A]	<u>\$10,221,981</u>	<u>\$12,812,290</u>	<u>\$10,089,037</u>

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 5**

**LANDING FEE AND REVENUE**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>Airfield Requirement:</u>				
O&M Expenses		\$2,684,342	\$3,284,722	\$2,665,092
Less: Deicing Chemicals		(72,141)	(74,305)	(76,535)
O&M Reserve Requirement		159,135	300,190	(278,773)
Net Depreciation		210,000	210,000	210,000
Net Amortization		79,581	79,581	79,581
Capital Outlay		50,000	50,000	50,000
Debt Service		0	0	0
Debt Service Coverage (25%)		0	0	0
Total Requirement	[A]	\$3,110,917	\$3,850,187	\$2,649,366
<u>Landing Fee Credits:</u>				
Non-Airline Revenue	[B]	\$90,000	\$70,000	\$102,307
Other	[C]	0	0	0
Total Credits	[D=B+C]	\$90,000	\$70,000	\$102,307
Net Landing Fee Requirement	[E=A-D]	\$3,020,917	\$3,780,187	\$2,547,059
Airline Landed Weight	[F]	700,987	887,853	700,166
Airline Landing Fee (pre-Revenue Share)	[G=E/F]	\$4.31	\$4.26	\$3.64
Revenue Share Credit	[H]	\$1,961,407	\$2,221,753	\$1,327,560
Adjusted Airline Net Requirement	[I=E-H]	\$1,059,511	\$1,558,434	\$1,219,499
Airline Landing Fee	[J=I/F]	\$1.51	\$1.76	\$1.74
Airline Landing Fee Revenue	[K=F*J]	\$1,059,511	\$1,558,434	\$1,219,499

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 6****TERMINAL RENTAL RATE AND REVENUE**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>Terminal Requirement:</u>				
O&M Expenses		\$4,883,676	\$5,888,847	\$4,854,633
O&M Reserve Requirement		284,853	502,586	(462,618)
Net Depreciation		450,000	450,000	450,000
Net Amortization		0	0	0
Capital Outlay		50,000	50,000	50,000
Debt Service		0	0	0
Debt Service Coverage (25%)		0	0	0
Total Requirement	[A]	\$5,668,529	\$6,891,433	\$4,892,015
<u>Terminal Credits:</u>				
Passenger-Related Security Charges		\$421,080	\$603,922	\$533,724
AirIT Landside Expenses		16,463	16,463	16,463
Loading Bridge Fees		77,250	100,000	81,955
Total Terminal Credits	[B]	\$514,793	\$720,385	\$632,141
Net Requirement	[C=A-B]	\$5,153,736	\$6,171,048	\$4,259,873
Rentable Space (s.f.)	[D]	62,221	62,221	62,221
Terminal Rental Rate	[E=C/D]	\$82.83	\$99.18	\$68.46
Airline Rented Space (s.f.)	[F]	34,901	34,901	34,191
Airline Requirement	[G=E*F]	\$2,890,833	\$3,461,464	\$2,340,839
Revenue Share Credit	[H]	\$1,010,422	\$1,361,719	\$668,771
Adjusted Airline Requirement	[I=G-H]	\$1,880,411	\$2,099,745	\$1,672,068
Airline Rented Space (s.f.)	[F]	34,901	34,901	34,191
Adjusted Airline Terminal Rate	[J=I/F]	\$53.88	\$60.16	\$48.90
Airline Terminal Rentals	[K=F*J]	\$1,880,411	\$2,099,745	\$1,672,068

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 6A****LOADING BRIDGE FEE AND REVENUE**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>Loading Bridge Requirement:</u>				
Operating Expenses		\$77,250	\$100,000	\$81,955
Capital Outlay		0	0	0
Debt Service		0	0	0
Debt Service Coverage (25%)		0	0	0
Total Requirement	[A]	\$77,250	\$100,000	\$81,955
Total Departures	[B]	8,400	10,222	8,361
Loading Bridge Fee (per Departure)	[C=A/B]	\$9.20	\$9.78	\$9.80
Total Loading Bridge Revenue	[D=B*C]	\$77,250	\$100,000	\$81,955

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 6B****JOINT USE CHARGES**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
Adjusted Signatory Airline Terminal Rate	[A]	\$53.88	\$60.16	\$48.90
<u>Joint Use Space (s.f.):</u>				
Baggage Make-Up	[B1]	3,192	3,192	3,192
Baggage Claim	[B2]	4,124	4,124	4,124
Gates 1-3 Holdroom	[C1]	8,517	8,517	8,517
Gates 4-7 Holdroom	[C2]	6,751	6,751	6,751
Gates 4-7 Secure Enplanement Corridor	[C23]	3,421	3,421	3,421
Joint Use Space		26,005	26,005	26,005
Baggage Make-Up & Claim Requirement	[D=A*(B1+B2)]	\$394,175	\$440,152	\$357,780
Gate Areas Requirement	[E=A*(C1+C2+C3)]	1,006,934	1,124,384	913,962
Total Joint Use Requirement	[G=D+E+F]	\$1,401,109	\$1,564,536	\$1,271,742
<u>Baggage Make-Up &amp; Claim:</u>				
Baggage Make-Up & Claim Requirement (85%)	[H=D*0.85]]	\$335,048	\$374,129	\$304,113
Checked Bags	[I]	351,040	380,119	270,750
Baggage Make-Up & Claim Fee (per bag)	[J=H/I]	\$0.95	\$0.98	\$1.12
Baggage Make-Up & Claim Requirement (15%)	[K=D*0.15]	\$59,126	\$66,023	\$53,667
Number of Airlines	[L]	5	5	4
Baggage Make-Up & Claim Fee (per airline)	[M=K/L]	\$11,825	\$13,205	\$13,417
<u>Gate Area:</u>				
Gate Area Requirement (85%)	[N=E*85%]	\$855,894	\$955,726	\$776,868
Enplaned Passengers	[O]	640,000	866,000	866,000
Gate Area Charge per (enplaned pax)	[P=N/O]	\$1.34	\$1.10	\$0.90
Gate Area Requirement (15%)	[Q=E*15%]	\$151,040	\$168,658	\$137,094
Number of Airlines	[L]	5	5	4
Gate Area Fee (per airline)	[R=Q/L]	\$30,208	\$33,732	\$34,274
Total Joint Use Revenue	[G]	\$1,401,109	\$1,564,536	\$1,271,742

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 6C****TICKET COUNTER & QUEUE FEES (UNASSIGNED)**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
Adjusted Signatory Airline Terminal Rate	[A]	\$53.88	\$60.16	\$48.90
<u>Ticket Counter and Queue Space (s.f.):</u>				
Ticket Counter		1,731	1,731	1,731
Queue Space		2,865	2,865	2,865
Ticket Counter and Queue Space	[B]	4,596	4,596	4,596
Ticket Counter and Queue Space Requirement	[C=A*B]	\$247,625	\$276,509	\$224,762
AirIT Landside Expenses	[D]	16,463	16,463	16,463
Ticket Counter and Queue Requirement	[E=C+D]	\$264,088	\$292,972	\$241,225
Enplaned Passengers	[F]	640,000	866,000	595,000
Ticket Counter & Queue Fee (unassigned)	[G=E/F]	\$0.41	\$0.34	\$0.41
Enplaned Passenger Use	[H]	240,000	0	0
Ticket Counter & Queue Fees (unassigned)	[I=G*H]	\$99,033	\$0	\$0

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 7****PASSENGER-RELATED SECURITY CHARGE**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
Personnel-Related Security Cost	[A]	\$1,593,131	\$1,700,149	\$1,639,833
<u>Officer Deployment Hours:</u>				
Total Hours (18 Officers at 42 hrs/week; 2 officers at 40 hrs/week)		2,172	2,174	2,174
Holiday (11 Holidays)		(176)	(198)	(198)
Vacation (12 Days)		(192)	(216)	(216)
Training (8 hrs per month per officer)		(128)	(144)	(144)
Sick Leave (12 Days Allowed; 9 Days Average Used)		(144)	(162)	(162)
Available Hours/Officer	[B]	1,532	1,454	1,454
Number of Officers	[C]	18	20	20
Total Available Hours	[D=B*C]	27,584	29,072	29,072
Less: Admin Hours Total	[E]	(2,592)	(2,880)	(2,880)
Total Officer Deployment Hours	[F=D-E]	24,992	26,192	26,192
Personnel-Related Security Cost per Hour	[G=A/F]	\$63.75	\$64.91	\$62.61
<u>Passenger-Related Security Charge:</u>				
Terminal Airlines (18 hrs/day Security Checkpoint)		\$418,809	\$426,465	\$411,336
Less: TSA Reimbursement		(116,800)	(116,800)	(116,800)
Net Personnel-Related Costs	[H]	\$302,009	\$309,665	\$294,536
TSA Passenger Security Screening Space (s.f.)	[I]	2,210	4,891	4,891
Terminal Rental Rate	[J]	\$53.88	\$60.16	\$48.90
Security Checkpoint Space Costs	[K=I*J]	\$119,071	\$294,257	\$239,188
Passenger-Related Security Charges	[L=H+K]	\$421,080	\$603,922	\$533,724
Enplaned Passengers	[M]	640,000	866,000	595,000
Passenger-Related Security Charges per Enplaned Passenger	[N=L/M]	\$0.66	\$0.70	\$0.90
Passenger-Related Security Charges	[O=M*N]	\$421,080	\$603,922	\$533,724

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)



**Table 8****COST PER ENPLANED PASSENGER**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>Airline Revenue:</u>				
Terminal Rentals		\$1,880,411	\$2,099,745	\$1,672,068
Loading Bridge Fees		77,250	100,000	81,955
Landing Fees		1,059,511	1,558,434	1,219,499
Unassigned Ticket Counter Charges		99,033	0	0
Passenger Related Security Charges		421,080	603,922	533,724
<b>Exit Lane Fee</b>		<b>0</b>	<b>0</b>	<b>38,000</b>
Deicing Chemicals		72,141	74,305	76,535
Total	[A]	\$3,609,427	\$4,436,406	\$3,621,779
Enplaned Passengers	[B]	640,000	866,000	595,000
Cost Per Enplaned Passenger	[C=A/B]	\$5.64	\$5.12	<b>\$6.09</b>

Note: Amounts may not add due to rounding.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)

**Table 9****PER TURN FEE FOR MARKET SHARE EXEMPT CARRIERS**

(Fiscal Years Ending June 30)

		Budget		
		2020	2021	2022
<u>Per Turn Requirement:</u>				
Joint Use Cost <sup>1</sup>		\$1,401,109	\$1,564,536	\$1,271,742
Loading Bridge Cost		77,250	100,000	81,955
Unassigned Ticket Counter Cost		264,088	292,972	241,225
Passenger Related Security Charge Cost		421,080	603,922	533,724
Deicing Chemicals Cost		72,141	74,305	76,535
Total	[A]	\$2,235,669	\$2,635,735	\$2,205,179
Total Departures	[B]	8,400	10,222	8,361
Average Per Turn Cost	[C=A/B]	\$266.15	\$257.85	\$263.75
Per Turn Fee for Exempt Carriers (0-70 seats)	[D=C*105%]	\$279.00	\$322.00	\$277.00
Per Turn Fee for Exempt Carriers (71-135 seats)	[E=C*125%]	\$333.00	\$361.00	\$330.00
Per Turn Fee for Exempt Carriers (136+ seats)	[F=C*140%]	\$373.00	\$387.00	\$369.00

Note: Amounts may not add due to rounding.

<sup>1</sup> Includes the cost of baggage areas and gate areas.

Source: Airport management records

Compiled by Trillion Aviation, February 2018 (Updated June 2018, February 2019)



---

## MEMORANDUM

TO: Members of the Airport Authority

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

DATE: October 8, 2021

### **ITEM DESCRIPTION – Information Section Item A**

August, 2021 Traffic Report – Asheville Regional Airport

### **SUMMARY**

August, 2021 overall passenger traffic numbers were up 157.4% compared to the same period last year. Passenger traffic numbers reflect a 157.5% increase in passenger enplanements from August, 2020. Enplanements for Fiscal Year to Date total 165,619, which is a 194.3% increase over the same period last year.

### **AIRLINE PERFORMANCE**

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in August 2021 were up by 130.3%. There were no flight cancellations for the month.

American Airlines: American's August 2021 passenger enplanements represent a 189.5% increase over the same period last year. There were six flight cancellations for the month.

Delta Airlines: Enplanements for Delta in August 2021 increased by 128.6%. There were no flight cancellations for the month.

United Airlines: In August 2021, United Airlines saw an increase in enplanements by 301.3% over the same period last year. There were five flight cancellations for the month.

# Monthly Traffic Report

## Asheville Regional Airport

### August 2021



Category	Aug 2021	Aug 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change	*MOV12-2021	*MOV12-2020	Percentage Change
<b>Passenger Traffic</b>									
Enplaned	71,735	27,853	157.5%	436,414	226,178	93.0%	564,644	516,912	9.2%
Deplaned	<u>69,842</u>	<u>27,152</u>	157.2%	<u>431,547</u>	<u>222,057</u>	94.3%	<u>560,054</u>	<u>514,201</u>	8.9%
<b>Total</b>	<b>141,577</b>	<b>55,005</b>	<b>157.4%</b>	<b>867,961</b>	<b>448,235</b>	<b>93.6%</b>	<b>1,124,698</b>	<b>1,031,113</b>	<b>9.1%</b>
<b>Aircraft Operations</b>									
Airlines	1,375	876	57.0%	9,525	5,581	70.7%	13,285	10,676	24.4%
Commuter/ Air Taxi	<u>1,480</u>	<u>692</u>	113.9%	7,923	4,639	70.8%	10,799	8,380	28.9%
<b>Subtotal</b>	<b><u>2,855</u></b>	<b><u>1,568</u></b>	<b>82.1%</b>	<b><u>17,448</u></b>	<b><u>10,220</u></b>	<b>70.7%</b>	<b><u>24,084</u></b>	<b><u>19,056</u></b>	<b>26.4%</b>
General Aviation	4,464	3,296	35.4%	29,431	24,685	19.2%	43,767	40,852	7.1%
Military	<u>418</u>	<u>166</u>	151.8%	<u>2,653</u>	<u>1,103</u>	140.5%	<u>3,877</u>	<u>2,166</u>	79.0%
<b>Subtotal</b>	<b><u>4,882</u></b>	<b><u>3,462</u></b>	<b>41.0%</b>	<b><u>32,084</u></b>	<b><u>25,788</u></b>	<b>24.4%</b>	<b><u>47,644</u></b>	<b><u>43,018</u></b>	<b>10.8%</b>
<b>Total</b>	<b>7,737</b>	<b>5,030</b>	<b>53.8%</b>	<b>49,532</b>	<b>36,008</b>	<b>37.6%</b>	<b>71,728</b>	<b>62,074</b>	<b>15.6%</b>
<b>Fuel Gallons</b>									
100LL	23,213	15,732	47.6%	121,594	88,165	37.9%	177,245	146,009	21.4%
Jet A (GA)	215,115	154,996	38.8%	1,160,572	658,332	76.3%	1,718,915	1,139,870	50.8%
<b>Subtotal</b>	<b><u>238,328</u></b>	<b><u>170,728</u></b>	<b>39.6%</b>	<b><u>1,282,166</u></b>	<b><u>746,497</u></b>	<b>71.8%</b>	<b><u>1,896,160</u></b>	<b><u>1,285,879</u></b>	<b>47.5%</b>
Jet A (A/L)	<u>788,273</u>	<u>338,377</u>	133.0%	<u>5,052,037</u>	<u>2,546,318</u>	98.4%	<u>6,654,164</u>	<u>5,184,699</u>	28.3%
<b>Total</b>	<b>1,026,601</b>	<b>509,105</b>	<b>101.6%</b>	<b>6,334,203</b>	<b>3,292,815</b>	<b>92.4%</b>	<b>8,550,324</b>	<b>6,470,578</b>	<b>32.1%</b>

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

Monday, September 20, 2021

# Airline Enplanements, Seats, and Load Factors

## Asheville Regional Airport

August 2021



	Aug 2021	Aug 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change
<b>Allegiant Air</b>						
Enplanements	30,496	13,244	130.3%	207,731	108,182	92.0%
Seats	40,035	25,824	55.0%	310,167	180,009	72.3%
Load Factor	76.2%	51.3%	48.5%	67.0%	60.1%	11.4%
<b>American Airlines</b>						
Enplanements	21,786	7,525	189.5%	120,538	61,373	96.4%
Seats	28,492	12,960	119.8%	170,920	110,633	54.5%
Load Factor	76.5%	58.1%	31.7%	70.5%	55.5%	27.1%
<b>Delta Air Lines</b>						
Enplanements	11,885	5,198	128.6%	71,151	35,701	99.3%
Seats	16,184	13,018	24.3%	110,472	67,293	64.2%
Load Factor	73.4%	39.9%	83.9%	64.4%	53.1%	21.4%
<b>Spirit Airlines</b>						
Enplanements	0	0	#Num!	0	5,505	-100.0%
Seats	0	0	#Num!	0	10,614	-100.0%
Load Factor	#Num!	#Num!	#Type!	#Num!	51.9%	#Type!
<b>United Airlines</b>						
Enplanements	7,568	1,886	301.3%	36,994	15,417	140.0%
Seats	8,700	5,450	59.6%	49,926	33,958	47.0%
Load Factor	87.0%	34.6%	151.4%	74.1%	45.4%	63.2%
<b>Totals</b>						
Enplanements	71,735	27,853	157.5%	436,414	226,178	93.0%
Seats	93,411	57,252	63.2%	641,485	402,507	59.4%
Load Factor	76.8%	48.6%	57.9%	68.0%	56.2%	21.1%

Monday, September 20, 2021

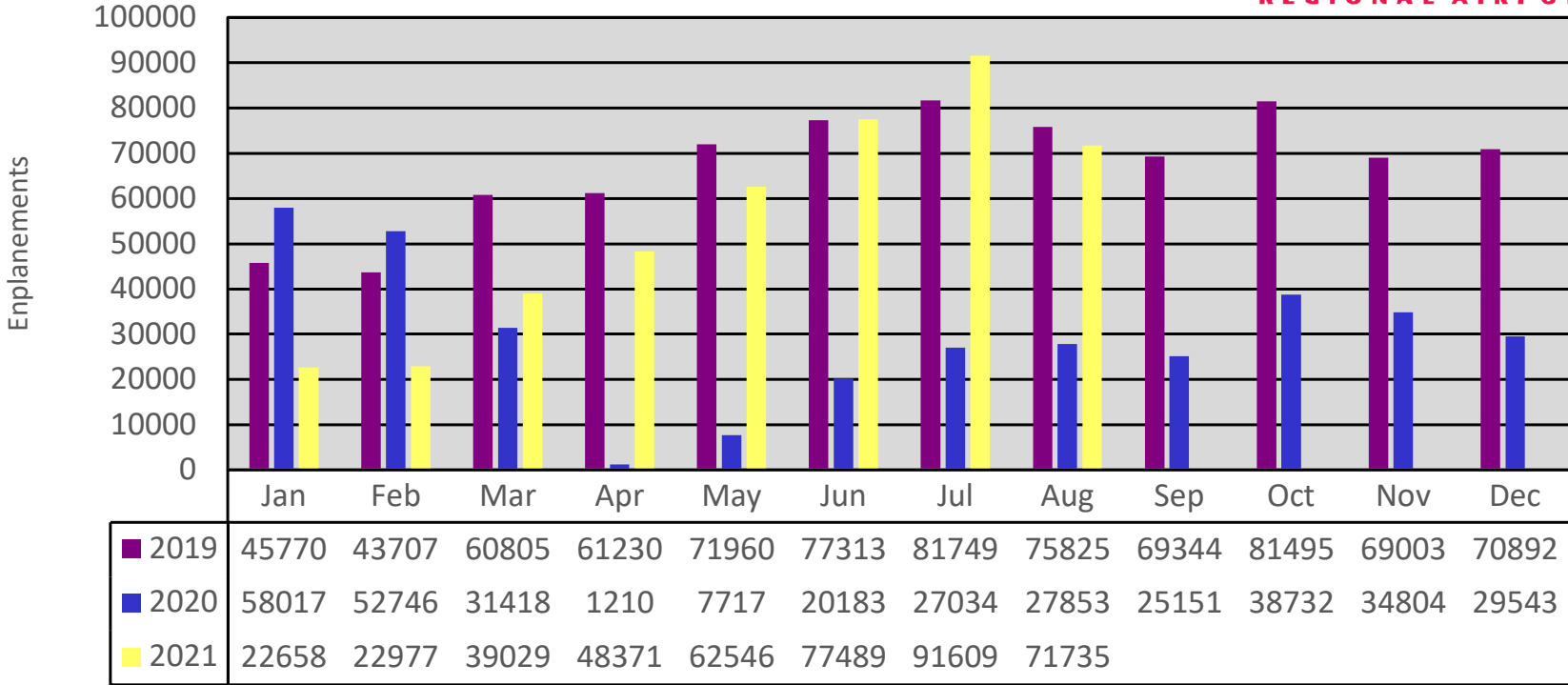
\*CTYD = Calendar Year to Date and \*Mov12 = Moving Twelve Months.

# Airline Flight Completions Asheville Regional Airport August 2021

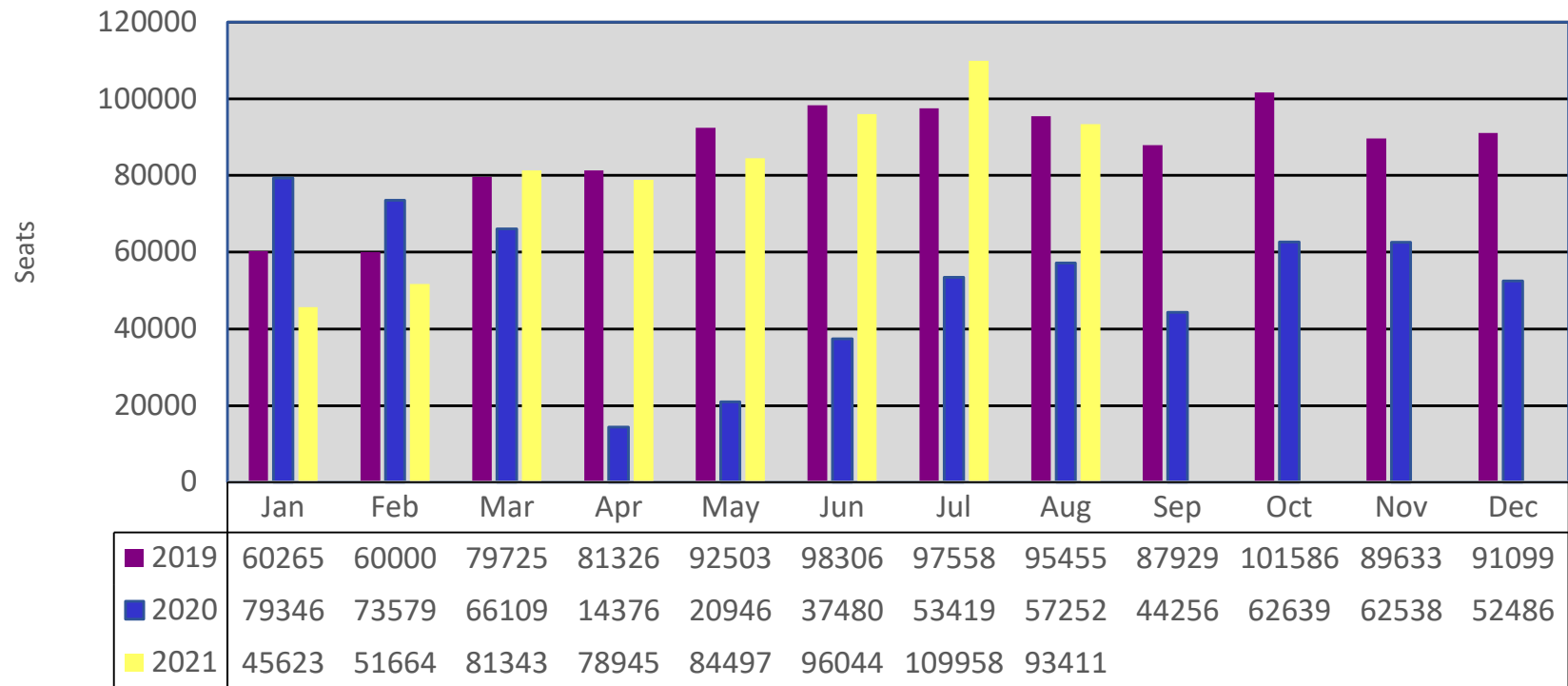


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Allegiant Air	224	0	0	0	0	100.0%	
American Airlines	441	0	2	4	0	6	98.6%
Delta Air Lines	153	0	0	0	0	0	100.0%
United Airlines	179	0	5	0	0	5	97.2%
<b>Total</b>	<b>997</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>98.9%</b>

# Monthly Enplanements By Year Asheville Regional Airport

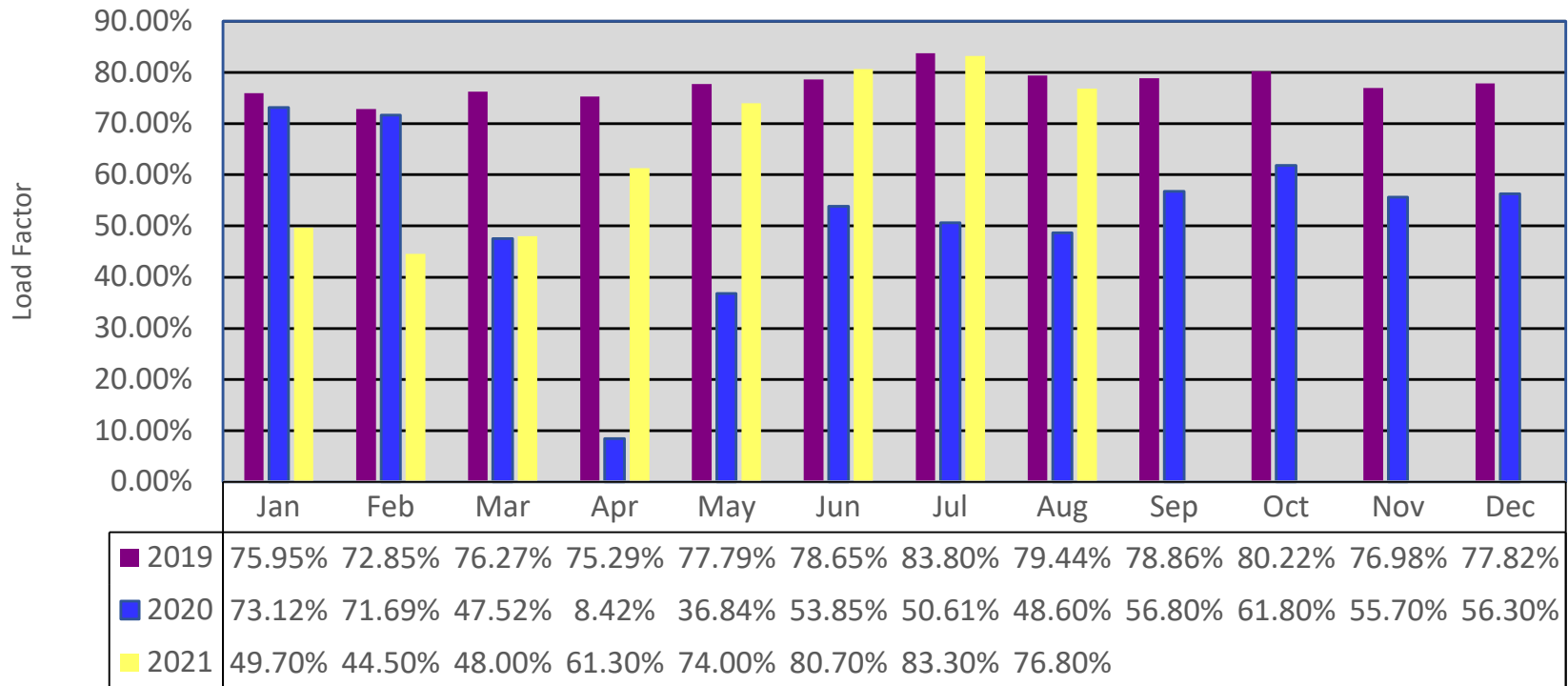


# Monthly Seats By Year Asheville Regional Airport

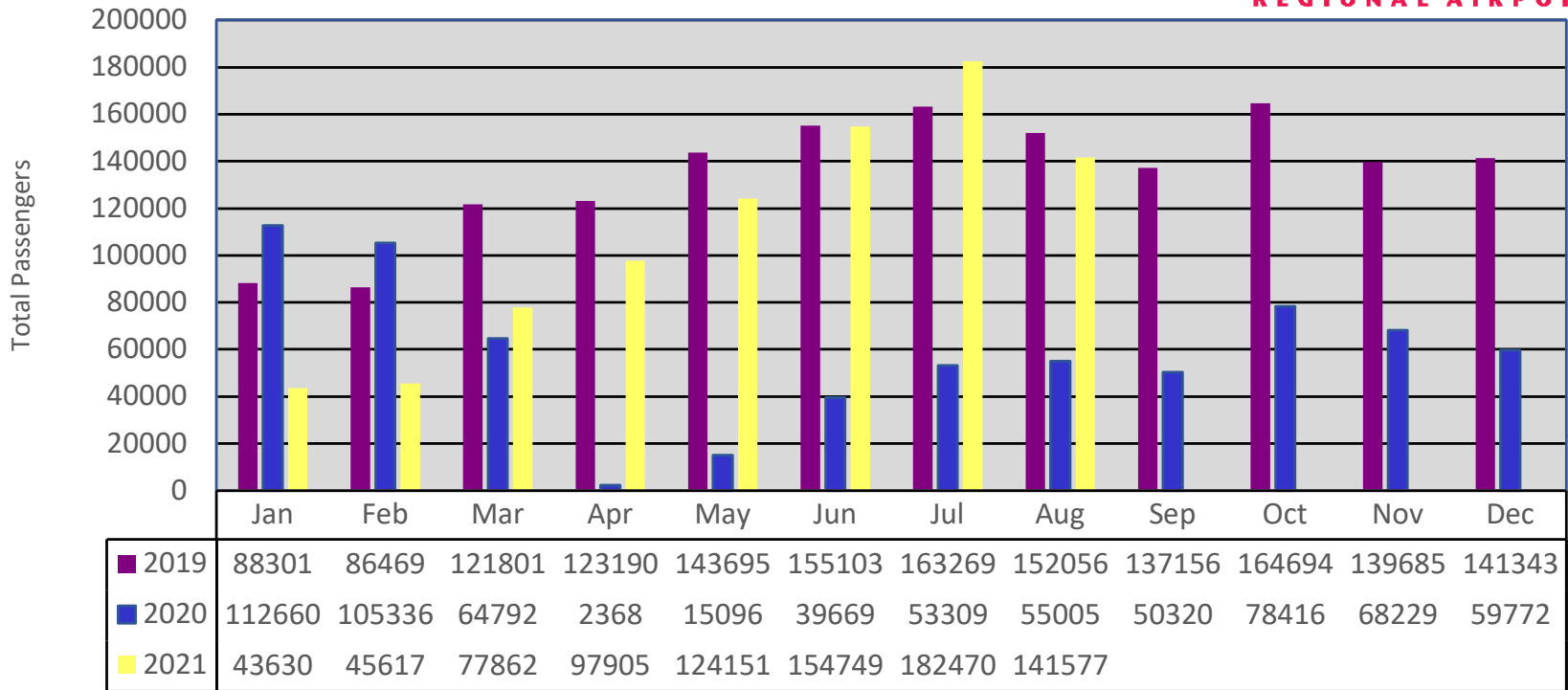




# Monthly Load Factors By Year Asheville Regional Airport

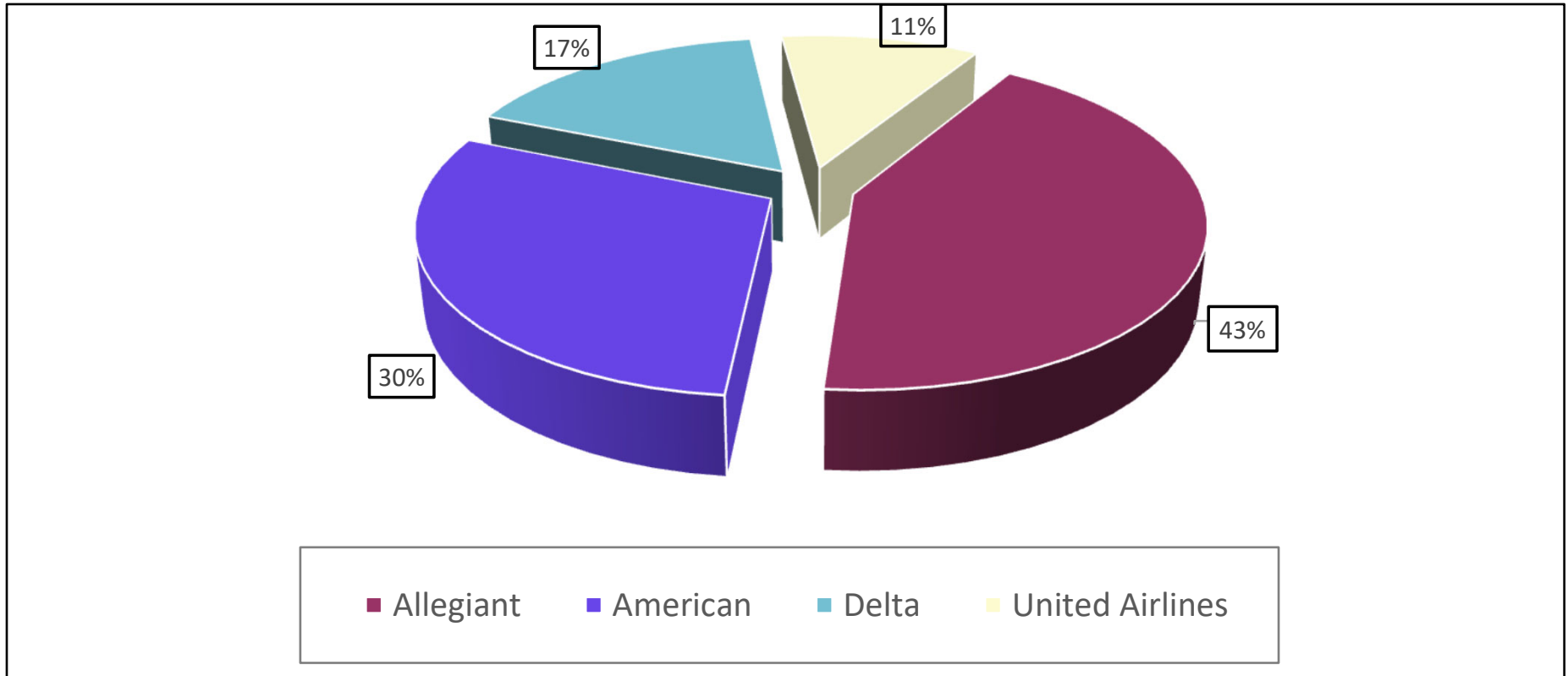


# Total Monthly Passengers By Year Asheville Regional Airport



# Airline Market Share Analysis (Enplanements) Asheville Regional Airport

Report Period From August 2021 Through August 2021



AVL - Three month schedule Summary Report

October 2021 to December 2021 vs. October 2020 to December 2020 vs. October 2019 to December 2019

**OCTOBER**

Mkt AI	Travel Period		Oct 2021		Oct 2020		Oct 2019		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AVL-BOS	AVL	BOS	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	BOS-AVL	AVL	BOS	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	AVL-CLT	AVL	CLT	47	3,390	36	2,725	55	3,767	11	665	30.6%	24.4%	(8)	(377)	(14.5%)	(10.0%)
AA	CLT-AVL	AVL	CLT	47	3,390	36	2,725	55	3,767	11	665	30.6%	24.4%	(8)	(377)	(14.5%)	(10.0%)
AA	AVL-DCA	AVL	DCA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	DCA-AVL	AVL	DCA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-DFW	AVL	DFW	14	1,064	7	532	7	532	7	532	100.0%	100.0%	7	532	100.0%	100.0%
AA	DFW-AVL	AVL	DFW	14	1,064	7	532	7	532	7	532	100.0%	100.0%	7	532	100.0%	100.0%
AA	AVL-LGA	AVL	LGA	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	LGA-AVL	AVL	LGA	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	AVL-ORD	AVL	ORD	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	ORD-AVL	AVL	ORD	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-PHL	AVL	PHL	14	700	0	0	7	350	14	700	-	-	7	350	100.0%	100.0%
AA	PHL-AVL	AVL	PHL	14	700	0	0	7	350	14	700	-	-	7	350	100.0%	100.0%
DL	ATL-AVL	AVL	ATL	34	3,502	33	2,508	48	3,721	1	994	3.0%	39.6%	(14)	(219)	(29.2%)	(5.9%)
DL	AVL-ATL	AVL	ATL	34	3,502	33	2,508	48	3,721	1	994	3.0%	39.6%	(14)	(219)	(29.2%)	(5.9%)
DL	AVL-DTW	AVL	DTW	0	0	0	0	1	50	0	0	-	-	(1)	(50)	(100.0%)	(100.0%)
DL	DTW-AVL	AVL	DTW	0	0	0	0	1	50	0	0	-	-	(1)	(50)	(100.0%)	(100.0%)
DL	AVL-LGA	AVL	LGA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	LGA-AVL	AVL	LGA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AUS-AVL	AVL	AUS	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-AUS	AVL	AUS	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-BOS	AVL	BOS	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	BOS-AVL	AVL	BOS	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-BWI	AVL	BWI	2	312	2	372	3	558	0	(60)	0.0%	(16.1%)	(1)	(246)	(33.3%)	(44.1%)
G4	BWI-AVL	AVL	BWI	2	312	2	372	3	558	0	(60)	0.0%	(16.1%)	(1)	(246)	(33.3%)	(44.1%)
G4	AVL-DEN	AVL	DEN	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	DEN-AVL	AVL	DEN	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-EWR	AVL	EWR	4	744	2	372	5	930	2	372	100.0%	100.0%	(1)	(186)	(20.0%)	(20.0%)
G4	EWR-AVL	AVL	EWR	4	744	2	372	5	930	2	372	100.0%	100.0%	(1)	(186)	(20.0%)	(20.0%)
G4	AVL-EYW	AVL	EYW	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	EYW-AVL	AVL	EYW	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-FLL	AVL	FLL	13	2,373	6	1,071	18	3,276	7	1,302	116.7%	121.6%	(5)	(903)	(27.8%)	(27.6%)
G4	FLL-AVL	AVL	FLL	13	2,373	6	1,071	18	3,276	7	1,302	116.7%	121.6%	(5)	(903)	(27.8%)	(27.6%)
G4	AVL-HOU	AVL	HOU	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	HOU-AVL	AVL	HOU	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-LAS	AVL	LAS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	LAS-AVL	AVL	LAS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-MDW	AVL	MDW	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	MDW-AVL	AVL	MDW	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	MSP-AVL	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-PBI	AVL	PBI	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	PBI-AVL	AVL	PBI	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-PGD	AVL	PGD	4	744	4	744	5	903	0	0	0.0%	0.0%	(1)	(159)	(20.0%)	(17.6%)
G4	PGD-AVL	AVL	PGD	4	744	4	744	5	903	0	0	0.0%	0.0%	(1)	(159)	(20.0%)	(17.6%)
G4	AVL-PIE	AVL	PIE	11	2,019	6	1,041	12	2,157	5	978	83.3%	93.9%	(1)	(138)	(8.3%)	(6.4%)
G4	PIE-AVL	AVL	PIE	11	2,019	6	1,041	12	2,157	5	978	83.3%	93.9%	(1)	(138)	(8.3%)	(6.4%)
G4	AVL-SFB	AVL	SFB	12	2,214	6	1,086	12	2,073	6	1,128	100.0%	103.9%	0	141	0.0%	6.8%
G4	SFB-AVL	AVL	SFB	12	2,214	6	1,086	12	2,073	6	1,128	100.0%	103.9%	0	141	0.0%	6.8%
G4	AVL-SRQ	AVL	SRQ	2	354	2	354	2	372	0	0	0.0%	0.0%	0	(18)	0.0%	(4.8%)
G4	SRQ-AVL	AVL	SRQ	2	354	2	354	2	372	0	0	0.0%	0.0%	0	(18)	0.0%	(4.8%)
G4	AVL-VPS	AVL	VPS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	VPS-AVL	AVL	VPS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
NK	AVL-FLL	AVL	FLL	0	0	0	0	7	1,015	0	0	-	-	(7)	(1,015)	(100.0%)	(100.0%)
NK	FLL-AVL	AVL	FLL	0	0	0	0	7	1,015	0	0	-	-	(7)	(1,015)	(100.0%)	(100.0%)
NK	AVL-GSO	AVL	GSO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL	MCO	0	0	0	0	3	435	0	0	-	-	(3)	(435)	(100.0%)	(100.0%)
NK	MCO-AVL	AVL	MCO	0	0	0	0	3	435	0	0	-	-	(3)	(435)	(100.0%)	(100.0%)
NK	AVL-TPA	AVL	TPA	0	0	0	0	2	290	0	0	-	-	(2)	(290)	(100.0%)	(100.0%)
NK	TPA-AVL	AVL	TPA	0	0	0	0	2	290	0	0	-	-	(2)	(290)	(100.0%)	(100.0%)
SY	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	EWR	7	350	0	0	7	350	7	350	-	-	0	0	0.0%	0.0%
UA	EWR-AVL	AVL	EWR	7	350	0	0	7	350	7	350	-	-	0	0	0.0%	0.0%
UA	AVL-IAD	AVL	IAD	21	1,050	12	600	14	700	9	450	75.0%	75.0%	7	350	50.0%	50.0%
UA	IAD-AVL	AVL	IAD	21	1,050	12	600	14	700	9	450	75.0%	75.0%	7	350	50.0%	50.0%
UA	AVL-ORD	AVL	ORD	21	1,050	14	700	28	1,400	7	350	50.0%	50.0%	(7)	(350)	(25.0%)	(25.0%)
UA	ORD-AVL	AVL	ORD	21	1,050	14	700	28	1,400	7	350	50.0%	50.0%	(7)	(350)	(25.0%)	(25.0%)
<b>Total</b>			<b>468</b>	<b>48,388</b>	<b>284</b>	<b>28,674</b>	<b>480</b>	<b>46,806</b>	<b>184</b>	<b>19,714</b>	<b>64.8%</b>	<b>68.8%</b>	<b>(12)</b>	<b>1,582</b>	<b>(2.5%)</b>	<b>3.4%</b>	

**NOVEMBER**

Mkt AI	Travel Period		Nov 2021	Nov 2021	Nov 2020	Nov 2020	Nov 2019	Nov 2019	Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AVL-CLT	AVL	CLT	41	3,039	38	2,811	55	3,855	3	228	7.9%	8.1%	(14)	(816)	(25.5%)	(21.2%)
AA	CLT-AVL	CLT	AVL	41	3,039	38	2,811	55	3,855	3	228	7.9%	8.1%	(14)	(816)	(25.5%)	(21.2%)
AA	AVL-DFW	AVL	DFW	7	532	7	532	7	532	0	0	0.0%	0.0%	0	0	0.0%	0.0%
AA	DFW-AVL	DFW	AVL	7	532	7	532	7	532	0	0	0.0%	0.0%	0	0	0.0%	0.0%
AA	AVL-LGA	AVL	LGA	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	LGA-AVL	LGA	AVL	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	AVL-PHL	AVL	PHL	7	350	0	0	7	350	7	350	-	-	0	0	0.0%	0.0%
AA	PHL-AVL	PHL	AVL	7	350	0	0	7	350	7	350	-	-	0	0	0.0%	0.0%
DL	ATL-AVL	ATL	AVL	34	3,740	33	2,508	48	3,572	1	1,232	3.0%	49.1%	(14)	168	(29.2%)	4.7%
DL	AVL-ATL	AVL	ATL	34	3,740	33	2,508	48	3,572	1	1,232	3.0%	49.1%	(14)	168	(29.2%)	4.7%
DL	AVL-DTW	AVL	DTW	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	DTW-AVL	DTW	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	AVL-LGA	AVL	LGA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	LGA-AVL	LGA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AUS-AVL	AUS	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-AUS	AVL	AUS	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-BOS	AVL	BOS	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	BOS-AVL	BOS	AVL	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	AVL-BWI	AVL	BWI	2	363	2	372	2	372	0	(9)	0.0%	(2.4%)	0	(9)	0.0%	(2.4%)
G4	BWI-AVL	BWI	AVL	2	363	2	372	2	372	0	(9)	0.0%	(2.4%)	0	(9)	0.0%	(2.4%)
G4	AVL-DEN	AVL	DEN	0	0	0	0	2	372	0	0	-	-	(2)	(372)	(100.0%)	(100.0%)
G4	DEN-AVL	DEN	AVL	0	0	0	0	2	372	0	0	-	-	(2)	(372)	(100.0%)	(100.0%)
G4	AVL-EWR	AVL	EWR	2	354	2	372	5	930	0	(18)	0.0%	(4.8%)	(3)	(576)	(60.0%)	(61.9%)
G4	EWR-AVL	EWR	AVL	2	354	2	372	5	930	0	(18)	0.0%	(4.8%)	(3)	(576)	(60.0%)	(61.9%)
G4	AVL-FLL	AVL	FLL	8	1,416	11	1,983	14	2,550	(3)	(567)	(27.3%)	(28.6%)	(6)	(1,134)	(42.9%)	(44.5%)
G4	AVL-HOU	AVL	HOU	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	HOU-AVL	HOU	AVL	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	FLL-AVL	FLL	AVL	8	1,416	11	1,983	14	2,550	(3)	(567)	(27.3%)	(28.6%)	(6)	(1,134)	(42.9%)	(44.5%)
G4	AVL-LAS	AVL	LAS	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	LAS-AVL	LAS	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-MDW	AVL	MDW	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	MDW-AVL	MDW	AVL	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	MSP-AVL	MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-PBI	AVL	PBI	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	PBI-AVL	PBI	AVL	2	354	2	372	0	0	0	(18)	0.0%	(4.8%)	2	354	-	-
G4	AVL-PGD	AVL	PGD	2	354	4	744	3	549	(2)	(390)	(50.0%)	(52.4%)	(1)	(195)	(33.3%)	(35.5%)
G4	PGD-AVL	PGD	AVL	2	354	4	744	3	549	(2)	(390)	(50.0%)	(52.4%)	(1)	(195)	(33.3%)	(35.5%)
G4	AVL-PIE	AVL	PIE	10	1,815	6	1,062	10	1,833	4	753	66.7%	70.9%	0	(18)	0.0%	(1.0%)
G4	PIE-AVL	PIE	AVL	10	1,815	6	1,062	10	1,833	4	753	66.7%	70.9%	0	(18)	0.0%	(1.0%)
G4	AVL-SFB	AVL	SFB	9	1,602	6	1,056	14	2,565	3	546	50.0%	51.7%	(5)	(963)	(35.7%)	(37.5%)
G4	SFB-AVL	SFB	AVL	9	1,602	6	1,056	14	2,565	3	546	50.0%	51.7%	(5)	(963)	(35.7%)	(37.5%)
G4	AVL-SRQ	AVL	SRQ	2	354	2	354	2	372	0	0	0.0%	0.0%	0	(18)	0.0%	(4.8%)
G4	SRQ-AVL	SRQ	AVL	2	354	2	354	2	372	0	0	0.0%	0.0%	0	(18)	0.0%	(4.8%)
NK	AVL-FLL	AVL	FLL	0	0	0	0	3	435	0	0	-	-	(3)	(435)	(100.0%)	(100.0%)
NK	FLL-AVL	FLL	AVL	0	0	0	0	3	435	0	0	-	-	(3)	(435)	(100.0%)	(100.0%)
NK	AVL-GSO	AVL	GSO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL	MCO	0	0	0	0	5	873	0	0	-	-	(5)	(873)	(100.0%)	(100.0%)
NK	MCO-AVL	MCO	AVL	0	0	0	0	5	873	0	0	-	-	(5)	(873)	(100.0%)	(100.0%)
SY	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-IAD	AVL	IAD	14	700	12	600	14	700	2	100	16.7%	16.7%	0	0	0.0%	0.0%
UA	IAD-AVL	IAD	AVL	14	700	12	600	14	700	2	100	16.7%	16.7%	0	0	0.0%	0.0%
UA	AVL-ORD	AVL	ORD	14	700	14	700	21	1,050	0	0	0.0%	0.0%	(7)	(350)	(33.3%)	(33.3%)
UA	ORD-AVL	ORD	AVL	14	700	14	700	21	1,050	0	0	0.0%	0.0%	(7)	(350)	(33.3%)	(33.3%)
<b>Total</b>				<b>336</b>	<b>36,374</b>	<b>290</b>	<b>29,164</b>	<b>428</b>	<b>42,124</b>	<b>46</b>	<b>7,210</b>	<b>15.9%</b>	<b>24.7%</b>	<b>(92)</b>	<b>(5,750)</b>	<b>(21.5%)</b>	<b>(13.7%)</b>

**DECEMBER**

Mkt AI	Travel Period		Dec 2021	Dec 2021	Dec 2020	Dec 2019	Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY				
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats			
AA	AVL-CLT	AVL	CLT	41	3,039	33	2,431	52	3,561	8	608	24.2%	25.0%	(11)	(522)	(21.2%)	(14.7%)
AA	CLT-AVL	CLT	AVL	41	3,039	33	2,431	52	3,561	8	608	24.2%	25.0%	(11)	(522)	(21.2%)	(14.7%)
AA	AVL-DFW	AVL	DFW	7	532	7	532	7	532	0	0	0.0%	0.0%	0	0	0.0%	0.0%
AA	DFW-AVL	DFW	AVL	7	532	7	532	7	532	0	0	0.0%	0.0%	0	0	0.0%	0.0%
AA	AVL-LGA	AVL	LGA	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	LGA-AVL	LGA	AVL	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	AVL-PHL	AVL	PHL	0	0	0	0	7	350	0	0	-	-	(7)	(350)	(100.0%)	(100.0%)
AA	PHL-AVL	PHL	AVL	0	0	0	0	7	350	0	0	-	-	(7)	(350)	(100.0%)	(100.0%)
DL	ATL-AVL	ATL	AVL	34	3,740	33	2,508	47	3,606	1	1,232	3.0%	49.1%	(13)	134	(27.7%)	3.7%
DL	AVL-ATL	AVL	ATL	34	3,740	33	2,508	47	3,606	1	1,232	3.0%	49.1%	(13)	134	(27.7%)	3.7%
G4	AUS-AVL	AUS	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-AUS	AVL	AUS	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-BOS	AVL	BOS	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	BOS-AVL	BOS	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-BWI	AVL	BWI	2	312	0	0	2	354	2	312	-	-	0	(42)	0.0%	(11.9%)
G4	BWI-AVL	BWI	AVL	2	312	0	0	2	354	2	312	-	-	0	(42)	0.0%	(11.9%)
G4	AVL-DEN	AVL	DEN	0	0	0	0	1	177	0	0	-	-	(1)	(177)	(100.0%)	(100.0%)
G4	DEN-AVL	DEN	AVL	0	0	0	0	1	177	0	0	-	-	(1)	(177)	(100.0%)	(100.0%)
G4	AVL-EWR	AVL	EWR	2	354	0	0	2	354	2	354	-	-	0	0	0.0%	0.0%
G4	EWR-AVL	EWR	AVL	2	354	0	0	2	354	2	354	-	-	0	0	0.0%	0.0%
G4	AVL-EYW	AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	FLL	10	1,770	6	1,071	12	2,124	4	699	66.7%	65.3%	(2)	(354)	(16.7%)	(16.7%)
G4	FLL-AVL	FLL	AVL	10	1,770	6	1,071	12	2,124	4	699	66.7%	65.3%	(2)	(354)	(16.7%)	(16.7%)
G4	AVL-HOU	AVL	HOU	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	HOU-AVL	HOU	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-LAS	AVL	LAS	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	LAS-AVL	LAS	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-MDW	AVL	MDW	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	MDW-AVL	MDW	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-MSP	AVL	MSP	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	MSP-AVL	MSP	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-PBI	AVL	PBI	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	PBI-AVL	PBI	AVL	2	312	2	354	2	354	0	(42)	0.0%	(11.9%)	0	(42)	0.0%	(11.9%)
G4	AVL-PGD	AVL	PGD	4	708	2	372	2	354	2	336	100.0%	90.3%	2	354	100.0%	100.0%
G4	PGD-AVL	PGD	AVL	4	708	2	372	2	354	2	336	100.0%	90.3%	2	354	100.0%	100.0%
G4	AVL-PIE	AVL	PIE	6	1,062	4	735	11	1,947	2	327	50.0%	44.5%	(5)	(885)	(45.5%)	(45.5%)
G4	PIE-AVL	PIE	AVL	6	1,062	4	735	11	1,947	2	327	50.0%	44.5%	(5)	(885)	(45.5%)	(45.5%)
G4	AVL-SFB	AVL	SFB	10	1,770	4	708	13	2,301	6	1,062	150.0%	150.0%	(3)	(531)	(23.1%)	(23.1%)
G4	SFB-AVL	SFB	AVL	10	1,770	4	708	13	2,301	6	1,062	150.0%	150.0%	(3)	(531)	(23.1%)	(23.1%)
G4	AVL-SRQ	AVL	SRQ	2	372	2	354	2	354	0	18	0.0%	5.1%	0	18	0.0%	5.1%
G4	SRQ-AVL	SRQ	AVL	2	372	2	354	2	354	0	18	0.0%	5.1%	0	18	0.0%	5.1%
NK	AVL-MCO	AVL	MCO	0	0	0	0	7	1,274	0	0	-	-	(7)	(1,274)	(100.0%)	(100.0%)
NK	MCO-AVL	MCO	AVL	0	0	0	0	7	1,274	0	0	-	-	(7)	(1,274)	(100.0%)	(100.0%)
SY	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	EWR	0	0	0	0	0	0	0	0	-	-	0	0	-	-
UA	EWR-AVL	EWR	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
UA	AVL-IAD	AVL	IAD	14	700	12	600	14	700	2	100	16.7%	16.7%	0	0	0.0%	0.0%
UA	IAD-AVL	IAD	AVL	14	700	12	600	14	700	2	100	16.7%	16.7%	0	0	0.0%	0.0%
UA	AVL-ORD	AVL	ORD	14	700	10	500	21	1,050	4	200	40.0%	40.0%	(7)	(350)	(33.3%)	(33.3%)
UA	ORD-AVL	ORD	AVL	14	700	10	500	21	1,050	4	200	40.0%	40.0%	(7)	(350)	(33.3%)	(33.3%)
<b>Total</b>			<b>324</b>	<b>35,650</b>	<b>234</b>	<b>21,038</b>	<b>408</b>	<b>39,088</b>	<b>90</b>	<b>14,612</b>	<b>38.5%</b>	<b>69.5%</b>	<b>(88)</b>	<b>(4,062)</b>	<b>(21.6%)</b>	<b>(10.4%)</b>	



---

## MEMORANDUM

TO: Members of the Airport Authority  
FROM: Janet Burnette, Director of Finance & Accounting  
DATE: October 8, 2021

### ITEM DESCRIPTION – Information Section Item B

Greater Asheville Regional Airport – Explanation of Extraordinary Variances  
Month of August 2021

### SUMMARY

Operating Revenues for the month of August were \$1,766,994, 86.1% over budget. Operating Expenses for the month were \$656,101, 26.1% under budget. As a result, Net Operating Revenues before Depreciation were \$1,110,893. Net Non-Operating Revenues were \$445,229, 46.0% over budget. CARES Act funding in the amount of \$782,624 was also received, bringing Net Non-Operating Revenues to a total of \$1,227,853, which is 302.6% over budget.

Year-to-date Operating Revenues were \$3,637,778, 91.5% over budget. Year-to-date Operating Expenses were \$1,131,590, 36.3% under budget. Year-to-date Net Operating Revenues before Depreciation were \$2,506,187. Net Non-Operating Revenues for the year were \$1,759,409, 188.4% over budget.

### REVENUES

Significant variations to budget for August were:

Landing Fees	\$46,945	46.24%	Landings over budget
Term rentals – airlines	\$52,894	31.00%	Enplanements over budget
Concessions	\$20,909	58.15%	Enplanements over budget
Auto parking	\$357,291	122.50%	Enplanements over budget
Rental car-car rentals	\$270,324	216.26%	Enplanements over budget & increased rates
Ground transportation	\$24,048	221.98%	Enplanements over budget
Other leases and fees	\$30,021	146.56%	Runway 5K and badge renewals

Information Section – Item B



## **EXPENSES**

Significant variations to budget for August were:

Professional services	\$15,222	65.13%	Legal and prof serv invoices
Utilities	(\$17,728)	(44.36%)	No water invoicing
Insurance	(\$27,867)	(100.00%)	Insurance not invoiced
Operating supplies	(\$10,963)	(34.76%)	Minimal supply purchases
Promotional activities	(\$15,929)	(80.54%)	Limited activities for month

## **STATEMENT OF NET ASSETS**

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents increased by \$2,453K mostly due to receipt of grant funding.

Construction in Progress – Construction in Progress increased by \$679K mostly due to the terminal design and south apron construction projects.

Property and Equipment, Net – Property and Equipment, Net decreased by \$418K mostly due to depreciation.



**ASHEVILLE REGIONAL AIRPORT  
INVESTMENT AND INTEREST INCOME SUMMARY  
As of August 31, 2021**

<b><u>Institution:</u></b>	<b><u>Interest Rate</u></b>	<b><u>Investment Amount</u></b>	<b><u>Monthly Interest</u></b>
Bank of America - Operating Account	0.80%	\$ 10,002,008	1,891
NC Capital Management Trust - Cash Portfolio		484,090	4
Bank of America - Broadmoor		293,159	
Petty Cash		200	
 <b><u>Restricted Cash:</u></b>			
BNY Mellon		283,877	
Bank of America - PFC Revenue Account	0.80%	11,312,318	1,859
 <b>Total</b>		 <b><u>\$ 22,375,652</u></b>	 <b><u>\$ 3,754</u></b>

**Investment Diversification:**

Banks	98%
NC Capital Management Trust	2%
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 August 31, 2021**

	<b>Current Month</b>	<b>Prior Period</b>
<b>Cash and Investments Beginning of Period</b>	<b>\$ 19,922,287</b>	<b>\$ 22,982,546</b>
Net Income/(Loss) Before Capital Contributions	<b>1,886,464</b>	<b>1,474,570</b>
Depreciation	<b>452,281</b>	<b>452,281</b>
Decrease/(Increase) in Receivables	<b>388,871</b>	<b>(37,620)</b>
Increase/(Decrease) in Payables	<b>(652,856)</b>	<b>(3,628,720)</b>
Decrease/(Increase) in Prepaid Expenses	<b>-</b>	<b>-</b>
Decrease/(Increase) in Fixed Assets	<b>(712,939)</b>	<b>(5,770)</b>
Principal Payments of Bond Maturities	<b>-</b>	<b>(1,315,000)</b>
Capital Contributions	<b>1,091,544</b>	<b>-</b>
Fund Balance Adjustment - Forfeiture funds	<b>-</b>	<b>-</b>
<b>Increase(Decrease) in Cash</b>	<b><u>2,453,365</u></b>	<b><u>(3,060,259)</u></b>
<b>Cash and Investments End of Period</b>	<b><u>\$ 22,375,652</u></b>	<b><u>\$ 19,922,287</u></b>

**ASHEVILLE REGIONAL AIRPORT  
STATEMENT OF FINANCIAL POSITION  
As of August 31, 2021**

	<b>Current Month</b>	<b>Last Month</b>
<b><u>ASSETS</u></b>		
<b>Current Assets:</b>		
<b>Unrestricted Net Assets:</b>		
Cash and Cash Equivalents	\$10,779,457	\$9,182,774
Investments	0	0
Accounts Receivable	1,148,453	1,225,868
Passenger Facility Charges Receivable	270,000	700,000
Refundable Sales Tax Receivable	165,921	160,570
Grants Receivable	2,555,733	2,442,540
Prepaid Expenses	1,195,553	1,195,553
Inventory - Broadmoor	18,444	18,444
Total Unrestricted Assets	16,133,561	14,925,749
<b>Restricted Assets:</b>		
Cash and Cash Equivalents	11,596,195	10,739,513
Total Restricted Assets	11,596,195	10,739,513
Total Current Assets	27,729,756	25,665,262
<b>Noncurrent Assets:</b>		
Construction in Progress	130,589,867	129,910,803
Net Pension Asset - LGERS	(1,694,894)	(1,694,894)
Benefit Payment - OPEB	347,993	347,993
Contributions in Current Year	1,110,918	1,110,918
Property and Equipment - Net	72,719,455	73,137,861
Total Noncurrent Assets	203,073,339	202,812,681
	\$230,803,095	\$228,477,943
<b><u>LIABILITIES AND NET ASSETS</u></b>		
<b>Current Liabilities:</b>		
<b>Payable from Unrestricted Assets:</b>		
Accounts Payable & Accrued Liabilities	(\$45,844)	\$786,981
Customer Deposits	64,954	14,954
Unearned Revenue	279,672	179,558
Unearned Revenue - Constr	0	0
Construction Contracts Payable	0	0
Construction Contract Retainages	2,512,881	2,512,881
Revenue Bond Payable - Current	1,345,000	1,345,000
Interest Payable	59,710	29,855
Total Payable from Unrestricted Assets	4,216,373	4,869,229
Total Current Liabilities	4,216,373	4,869,229
<b>Noncurrent Liabilities:</b>		
Pension Deferrals - OPEB	229,725	229,725
Other Postemployment Benefits	1,316,093	1,316,093
Compensated Absences	524,744	524,744
Net Pension Obligation-LEO Special Separation Allowance	614,383	614,383
Revenue Bond Payable - Noncurrent	13,645,000	13,645,000
Total Noncurrent Liabilities	16,329,945	16,329,945
Total Liabilities	20,546,318	21,199,174
<b>Net Assets:</b>		
Invested in Capital Assets	188,319,322	188,058,664
Restricted	11,596,195	10,739,513
Unrestricted	10,341,260	8,480,592
Total Net Assets	210,256,777	207,278,769
	\$230,803,095	\$228,477,943



# Income Statement

Through 08/31/21  
Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Fund Category <b>Governmental Funds</b>						
Fund Type <b>General Fund</b>						
Fund <b>10 - General Fund</b>						
<i>Operating revenues</i>						
Terminal space rentals - non airline	21,897.26	43,786.44	43,967.83	(181.39)	263,807.00	220,020.56
Terminal space rentals - airline	223,496.95	495,893.98	341,206.17	154,687.81	2,047,237.00	1,551,343.02
Landing fees	148,469.32	317,406.51	203,048.17	114,358.34	1,218,289.00	900,882.49
Concessions	56,867.68	156,003.50	71,916.67	84,086.83	431,500.00	275,496.50
Auto parking	648,957.37	1,290,320.27	583,333.33	706,986.94	3,500,000.00	2,209,679.73
Rental car - car rentals	395,324.21	842,016.47	250,000.00	592,016.47	1,500,000.00	657,983.53
Rental car - facility rent	59,394.95	118,789.90	118,692.50	97.40	712,155.00	593,365.10
Commerce ground transportation	34,881.53	43,421.53	21,666.67	21,754.86	130,000.00	86,578.47
FBOs	97,471.41	197,105.12	183,119.33	13,985.79	1,098,716.00	901,610.88
Building leases	10,054.86	20,020.45	7,519.00	12,501.45	45,114.00	25,093.55
Land leases	19,674.56	39,040.01	33,669.83	5,370.18	202,019.00	162,978.99
Other leases and fees	50,504.49	73,973.98	40,966.67	33,007.31	245,800.00	171,826.02
<i>Operating revenues Totals</i>	<u>\$1,766,994.59</u>	<u>\$3,637,778.16</u>	<u>\$1,899,106.17</u>	<u>\$1,738,671.99</u>	<u>\$11,394,637.00</u>	<u>\$7,756,858.84</u>
<i>Non-operating revenue and expense</i>						
Customer facility charges	188,445.00	394,281.00	233,333.33	160,947.67	1,400,000.00	1,005,719.00
Passenger facility charges	282,885.00	634,848.47	375,000.00	259,848.47	2,250,000.00	1,615,151.53
Cares Act grant	782,623.80	782,623.80	.00	782,623.80	.00	(782,623.80)
Interest revenue	3,754.02	7,367.27	1,666.67	5,700.60	10,000.00	2,632.73
Interest expense	(29,855.08)	(59,711.72)	.00	(59,711.72)	.00	59,711.72
Reimbursable cost expenses	.00	.00	.00	.00	.00	.00
Gain or loss on disposal of assets	.00	.00	.00	.00	.00	.00
P-card rebate	.00	.00	.00	.00	.00	.00
<i>Non-operating revenue and expense Totals</i>	<u>\$1,227,852.74</u>	<u>\$1,759,408.82</u>	<u>\$610,000.00</u>	<u>\$1,149,408.82</u>	<u>\$3,660,000.00</u>	<u>\$1,900,591.18</u>
Capital contributions	1,091,543.95	1,091,543.95	.00	1,091,543.95	.00	(1,091,543.95)
<i>Operating expenses</i>						



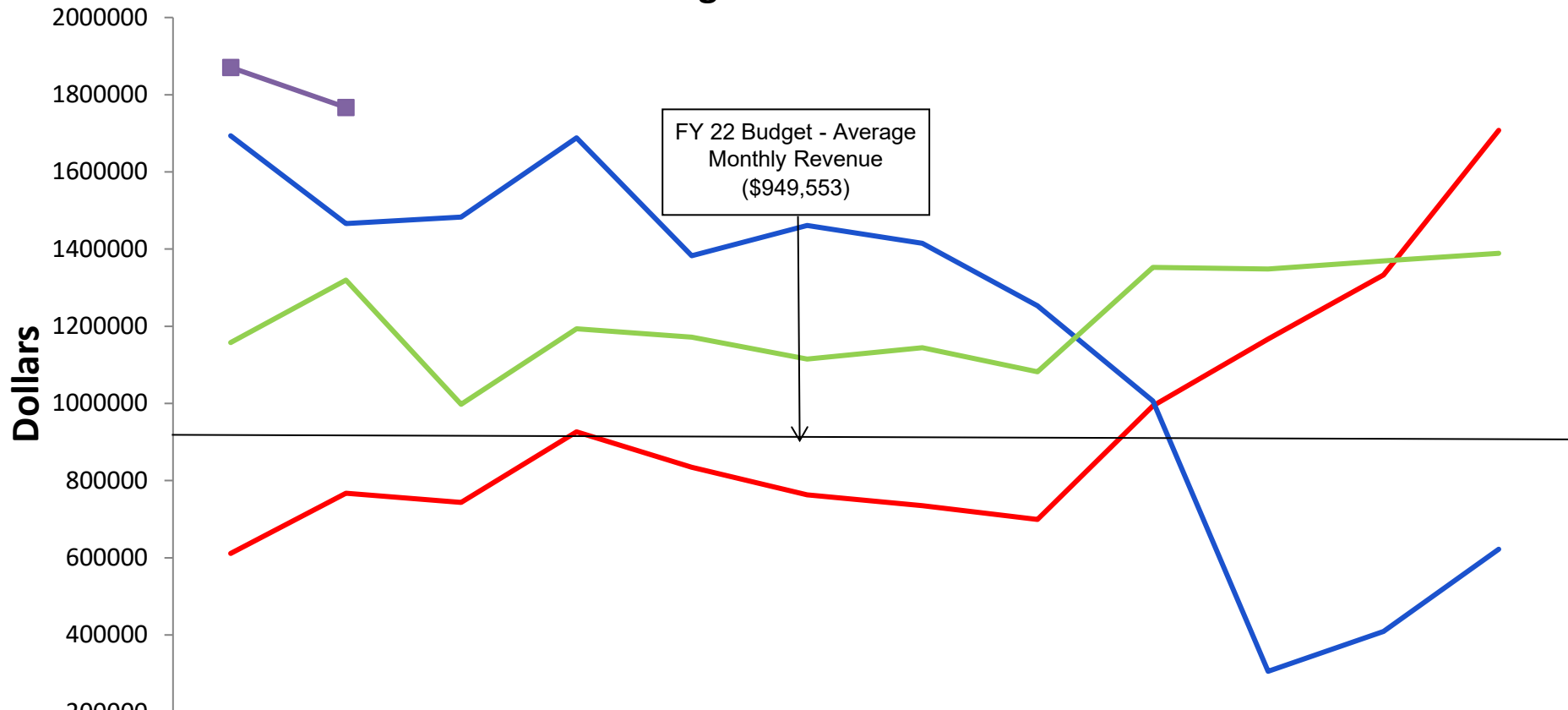
# Income Statement

Through 08/31/21

Summary Listing

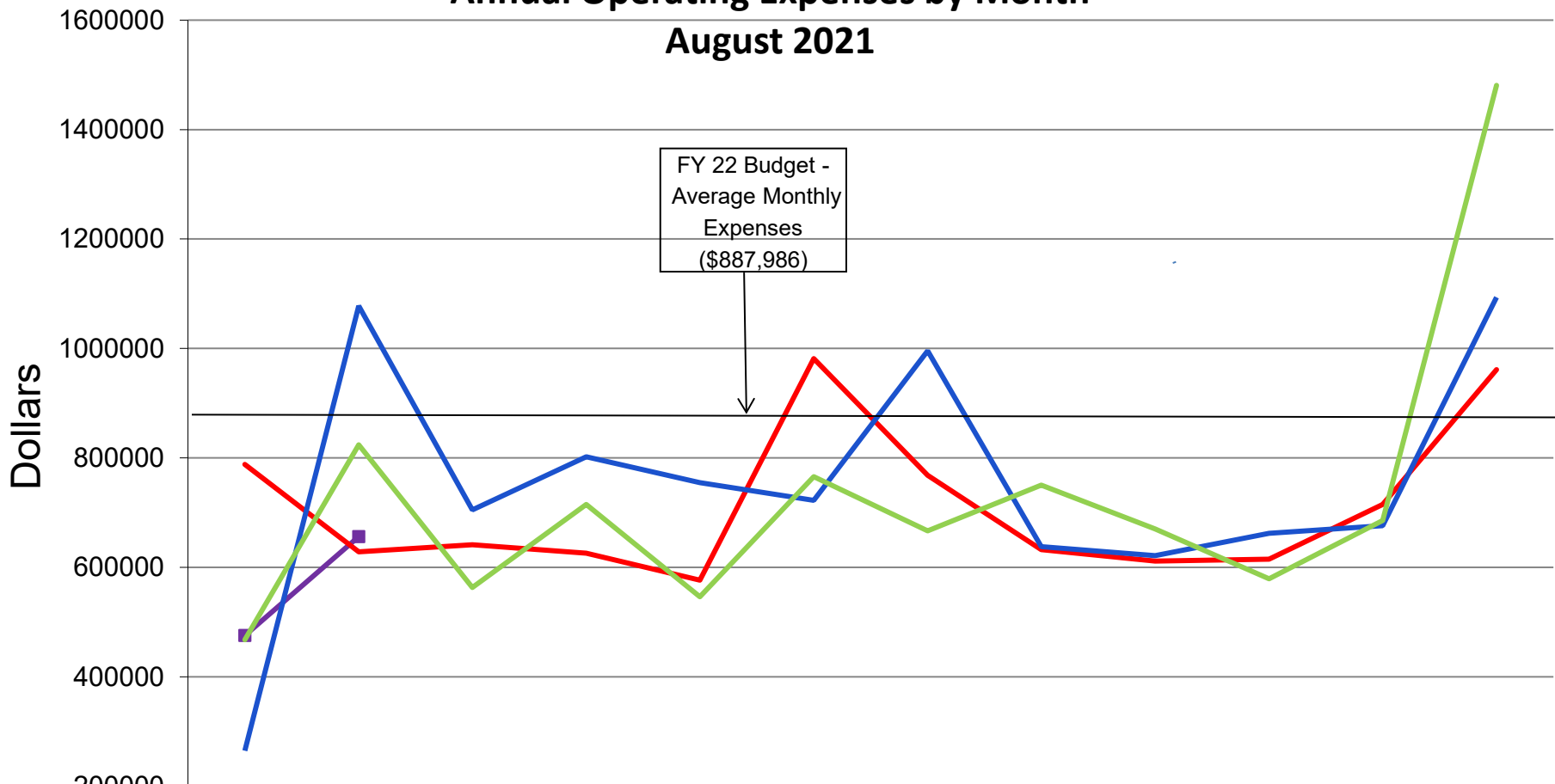
Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Personnel services	447,618.06	859,110.52	1,172,090.00	(312,979.48)	7,032,540.00	6,173,429.48
Professional services	38,592.89	40,338.15	46,741.67	(6,403.52)	280,450.00	240,111.85
Other contractual services	80,789.79	117,262.91	145,049.33	(27,786.42)	870,296.00	753,033.09
Travel and training	10,443.11	10,443.11	22,758.33	(12,315.22)	136,550.00	126,106.89
Communiations	6,111.77	7,713.79	10,206.67	(2,492.88)	61,240.00	53,526.21
Utility services	22,235.82	21,476.68	79,927.83	(58,451.15)	479,567.00	458,090.32
Rentals and leases	4,116.81	4,116.81	2,551.67	1,565.14	15,310.00	11,193.19
Insurance	.00	4,080.00	55,733.33	(51,653.33)	334,400.00	330,320.00
Advertising, printing and binding	646.33	646.33	1,663.33	(1,017.00)	9,980.00	9,333.67
Promotional activities	3,847.92	15,847.92	39,554.17	(23,706.25)	237,325.00	221,477.08
Other current charges and obligations	5,169.65	10,034.30	9,525.00	509.30	57,150.00	47,115.70
Operating supplies	20,574.08	24,327.41	63,075.00	(38,747.59)	378,450.00	354,122.59
Publications, subscriptions, memberships, etc.	839.83	839.83	11,463.33	(10,623.50)	68,780.00	67,940.17
Repairs and maintenance	12,868.10	12,924.39	28,966.67	(16,042.28)	173,800.00	160,875.61
Small equipment	2,247.32	2,428.22	11,666.67	(9,238.45)	70,000.00	67,571.78
Contingency	.00	.00	16,666.67	(16,666.67)	100,000.00	100,000.00
Emergency repairs	.00	.00	8,333.33	(8,333.33)	50,000.00	50,000.00
Business development	.00	.00	50,000.00	(50,000.00)	300,000.00	300,000.00
<i>Operating expenses Totals</i>	<i>\$656,101.48</i>	<i>\$1,131,590.37</i>	<i>\$1,775,973.00</i>	<i>(\$644,382.63)</i>	<i>\$10,655,838.00</i>	<i>\$9,524,247.63</i>
<i>Depreciation</i>						
Depreciation	452,281.00	904,562.00	.00	904,562.00	.00	(904,562.00)
<i>Depreciation Totals</i>	<i>\$452,281.00</i>	<i>\$904,562.00</i>	<i>\$0.00</i>	<i>\$904,562.00</i>	<i>\$0.00</i>	<i>(\$904,562.00)</i>
Grand Totals						
REVENUE TOTALS	4,086,391.28	6,488,730.93	2,509,106.17	3,979,624.76	15,054,637.00	8,565,906.07
EXPENSE TOTALS	1,108,382.48	2,036,152.37	1,775,973.00	260,179.37	10,655,838.00	8,619,685.63
Grand Total Net Gain (Loss)	\$2,978,008.80	\$4,452,578.56	\$733,133.17	\$3,719,445.39	\$4,398,799.00	\$53,779.56

## ASHEVILLE REGIONAL AIRPORT Annual Operating Revenue by Month August 2021



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	1870783	1766994										
2021	611290	767485	743365	926512	834587	763375	735131	699104	993500	1166582	1332640	1707683
2020	1693639	1465826	1482983	1688471	1382894	1461166	1414955	1253245	1006396	305847	409453	622404
2019	1157880	1319448	997702	1193707	1171956	1114742	1144401	1081933	1352795	1348310	1369108	1388974

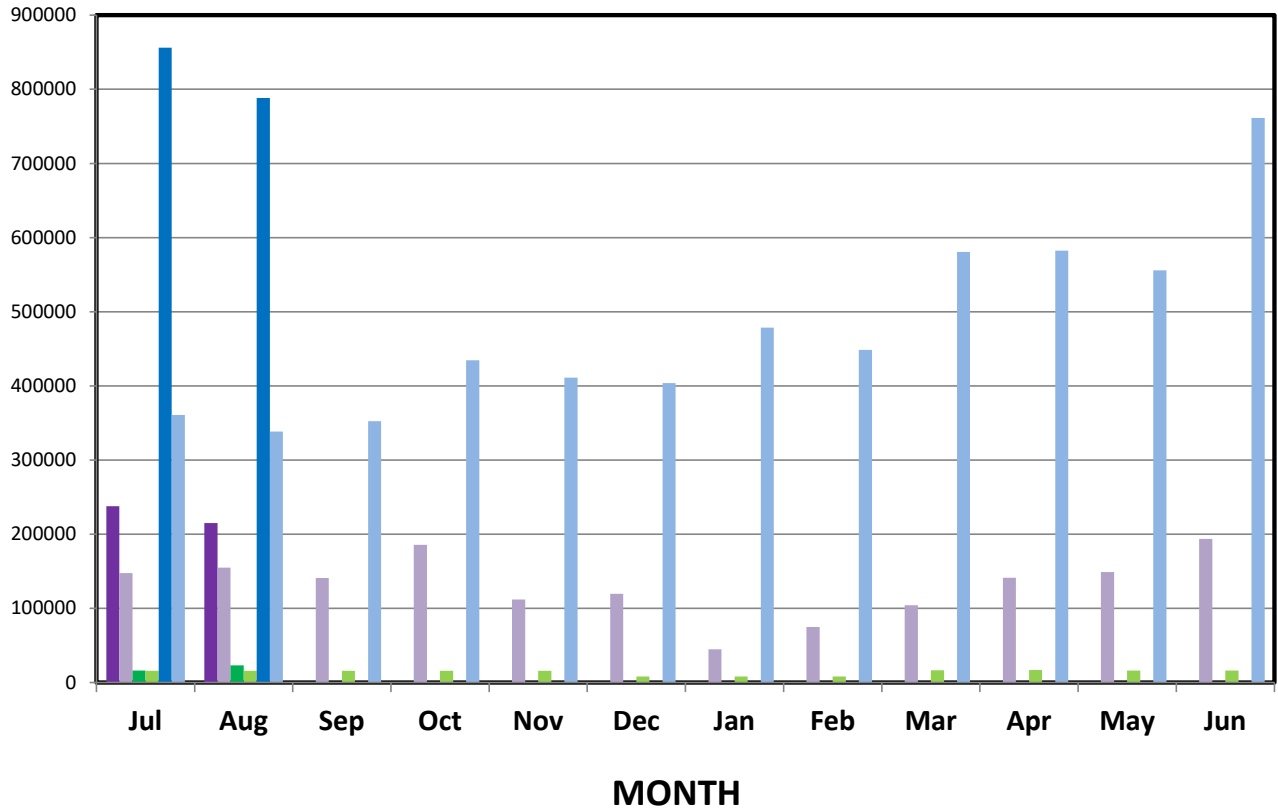
## ASHEVILLE REGIONAL AIRPORT Annual Operating Expenses by Month August 2021



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	475489	656101										
2021	788272	628561	641559	625891	576630	981507	768156	632342	611610	614830	714835	961373
2020	264978	1077831	704819	802144	754800	722727	995620	637669	621479	662302	676330	1093523
2019	467701	823824	563350	714938	546502	766012	666544	750376	670406	579071	685414	1480804

**ASHEVILLE REGIONAL AIRPORT  
FUEL SALES - GALLONS  
August 2021**

**G  
A  
L  
L  
O  
N  
S**



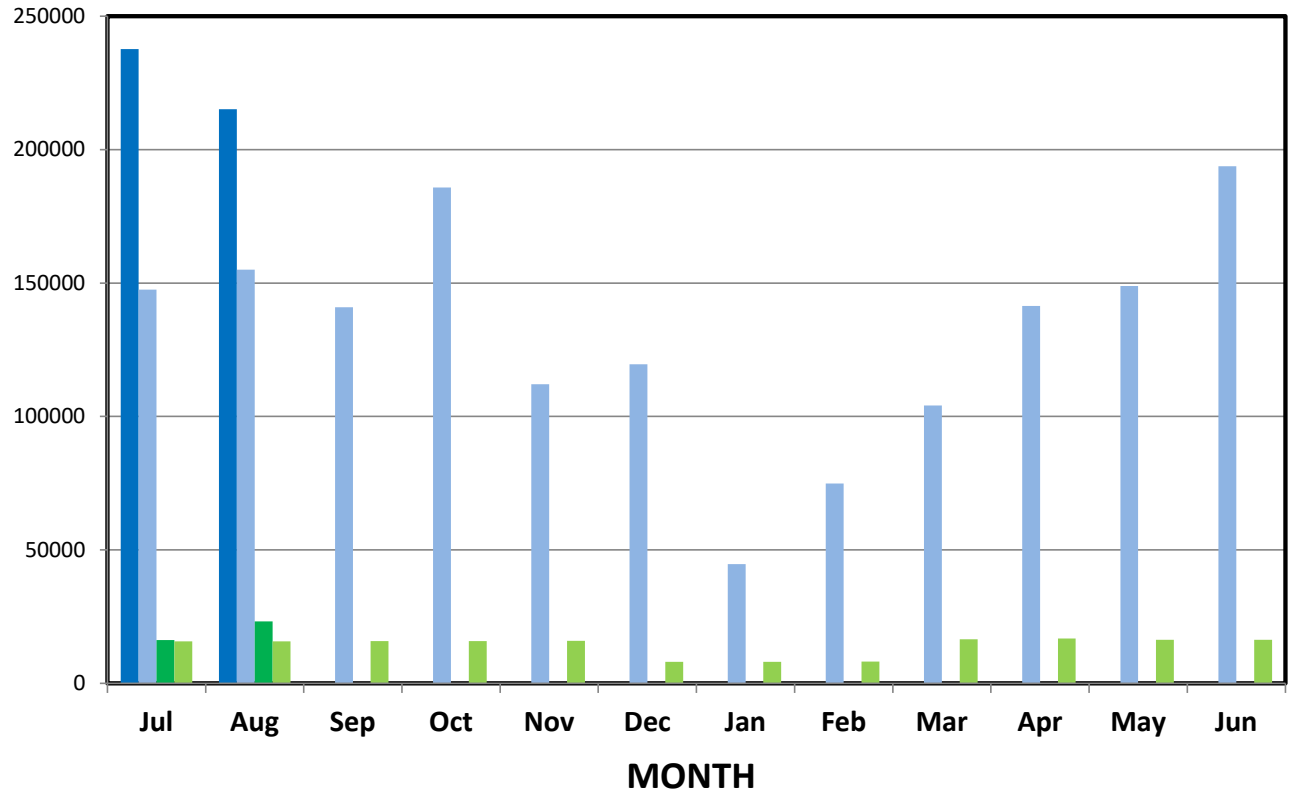
- Jet A FY22
- Jet A - FY21
- 100LL - FY22
- 100LL - FY21
- Airline - FY22
- Airline - FY21

Jet A - 215,115 Gallons  
100LL - 23,213 Gallons  
Airline - 788,273 Gallons



**ASHEVILLE REGIONAL AIRPORT  
GENERAL AVIATION FUEL SALES - GALLONS  
August 2021**

**G  
A  
L  
L  
O  
N  
S**



- Jet A - FY22
- Jet A - FY21
- 100LL - FY22
- 100LL - FY21

Jet A - 215,115 Gallons  
100LL - 23,213 Gallons

Design Phase														
Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 10/01/2021)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 10/01/2021)	Start Date	End Date	Current Project Status (as of 10/01/2021)
1	Airfield Re-Development Project	Budget for the complete project				\$64,100,000.00	\$55,900,000.00		\$120,000,000	96.0%	\$115,299,003			All Engineer, completed construction contracts and expenses will be inclusive of budget.
1A	Airfield Re-Development Project	Phase III and IV - Design Services and Project Management. Vol 2	RS&H	\$1,460,329.00	N/A	N/A	\$0.00	0.00%	(Overall total included in above number)	96.0%	\$1,402,243	Aug-19	Oct-21	Phase IV Project Management continues.
1B	Airfield Re-Development Project	Phase III and IV - Design Services and Project Management. Vol 3	RS&H	\$1,487,205.00	N/A	N/A	\$0.00	0.00%	(Overall total included in above number)	92%	\$1,368,610	Aug-19	Oct-21	Phase IV Project Management continues.
1C	Airfield Re-Development Project	New Runway Design Vol3	AVCON	\$99,271.00	N/A	N/A	\$0.00	0.00%	(Overall total included in above number)	87.5%	\$86,862	Aug-19	Oct-21	Phase IV Project Management continues.
1D	Airfield Re-Development Project	Miscellaneous and Administrative Expenses			N/A	N/A	\$0.00	0.0%	(Overall total included in above number)	0.0%	\$4,042,174	Jan-13	Oct-21	Miscellaneous Administrative Expenses, Reimbursable Agreement and Land Acquisition
2	Apron Expansion South	Terminal apron to be expanded and added for aircraft use.	Parrish and Partners	\$821,196.00	N/A	N/A	\$915,061.00	111.4%	\$1,736,257	88.0%	\$1,526,184	Nov-18	Dec-21	Project Management in process.
3	Terminal Building Renovations	Phase 2 - Terminal Building Modernization Design	Gresham Smith	\$12,608,794.00	N/A	N/A	\$0.00	0.0%	\$12,608,794	52.6%	\$6,630,799	Nov-19	Mar-22	Design Development continues to progress.
4	Terminal Building Renovations	Pre-Construction CMR	Hensel Phelps	\$1,088,270.00	N/A	N/A	\$0.00	0.0%	\$1,088,270	64.8%	\$705,510	Dec-20	Mar-22	CMR Pre-Construction phase services.
5	Air Traffic Control Tower	Design new facility	Pond Company	\$4,157,923.00	N/A	N/A	\$0.00	0.0%	\$4,157,923	2.9%	\$120,403	Mar-21	Mar-22	Design is progressing.
6	Parking Lot D Restart	Continue design of parking lot across highway 280.	AVCON	\$25,000.00	N/A	N/A	\$0.00	0.0%	\$25,000	2.8%	\$700	Jun-21	Dec-21	Await permits to commence work.
7	South GA Apron Rehabilitation	Design apron rehabilitation	Parrish and Partners	\$565,432.00	N/A	N/A	\$0.00	0.0%	\$565,432	2.1%	\$11,848	Jun-21	Apr-22	Design is progressing.

Construction Phase														
Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 10/01/02021)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 10/01/2021)	Start Date	End Date	Current Project Status (as of 10/01/2021)
1	Permanent Runway 17-35 Construction, NAVAIDS and Taxiway Conversion	Construct new runway and convert temporary runway to a taxiway	RS&H and AVCON Inc.	Amount Included in Phase 3 Design Fees	Travelers	\$22,222,792.84	\$0.00	0.0%	\$22,222,792.84	90.8%	\$20,186,595	Apr-20	Oct-21	Punch list items remain. Closeout documents to be submitted.
2	Apron Expansion South	Terminal apron to be expanded and added for aircraft use.	Parrish and Partners	Amount in Design Fees	Zachary Construction	\$9,087,857	\$305,066	3.36%	\$9,542,250	57.7%	\$5,417,119	Sep-19	Dec-21	Employee lot is open. All dirt fill is complete with stone and concrete for apron being placed.
3	Parking Lot D Restart	Construct parking lot across highway 280	AVCON Inc	Amount in Design Fees	Chatham Civil Construction	\$297,567	\$0	0.00%	\$489,328	0.0%	\$0	Aug-21	Dec-21	Construction pending permits issuance.

\*(bal of approved contract)

# 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