



## **AGENDA**

Greater Asheville Regional Airport Authority Regular Meeting  
Friday, November 12, 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, November 12, 2021 via Webex: 1-844-621-3956; Meeting Number (access code): 2630 207 5555

- I. CALL TO ORDER
- II. PRESENTATIONS:
  - A. Terminal Expansion Project Update ([document](#))
- III. FINANCIAL REPORT ([document](#))
- IV. CONSENT ITEMS:
  - A. Approve the Greater Asheville Regional Airport Authority August 13, 2021 Regular Meeting Minutes ([document](#))
  - B. Approve the Greater Asheville Regional Airport Authority October 8, 2021 Regular Meeting Minutes ([document](#))
  - C. Approve Amendment to the FY 21/22 Budget for Capital Carry-Over Adjustment ([document](#))
  - D. Approve Amendment to the FY 21/22 Budget for Salary Adjustment ([document](#))



- E. Approve the Greater Asheville Regional Airport Authority August 13, 2021 Closed Session Minutes
- F. Approve the Greater Asheville Regional Airport Authority October 8, 2021 Closed Session Minutes

V. OLD BUSINESS:

In compliance with the state-side mandate for COVID-19, the Public Hearing for Old Business Item A 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, November 11, 2021
- 2. At 8:30 a.m. on Friday, November 12, 2021, members of the public may make their comments heard via Webex: 1-844-621-3956; Meeting Number (access code): 2630 207 5555
- A. Public Hearing and Final Adoption of the Authority's Amended Ordinance 201601-7 For Airline Rates, Fees and Charges for the Asheville Regional Airport ([document](#))

VI. NEW BUSINESS:

- A. Approve the Greater Asheville Regional Airport Authority Board Schedule for 2022 ([document](#))
- B. Authorization to Establish Conservation Easements on Broadmoor Golf Course and Submit Letter of Intent to Conserving Carolina ([document](#))
- C. Adoption of the Asheville Regional Airport Five-Year Capital Improvement Plan (CIP) for FY 2023-2027 ([document](#))

VII. DIRECTOR'S REPORT:

- A. Commissioned Art for Terminal Expansion Project ([document](#))
- B. Zachery Construction Change Order No. 7
- C. Status of TIFIA Loan and Terminal Project Funding
- D. Property Exchange



- E. Aviation Industry Conference Schedule
- F. Runway 5k recap
- G. Broadmoor Golf Course Update

VIII. INFORMATION SECTION:

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

- A. September 2021 Traffic Report ([document](#))
- B. September 2021 Monthly Financial Report ([document](#))
- C. November 2021 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
  - None Identified at this Time

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, November 11, 2021
2. Comments received, as specified above, shall be read during this Agenda period

X. CALL FOR NEXT MEETING: December 10, 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.*



Gresham Smith



**HENSEL PHELPS**  
Plan. Build. Manage.

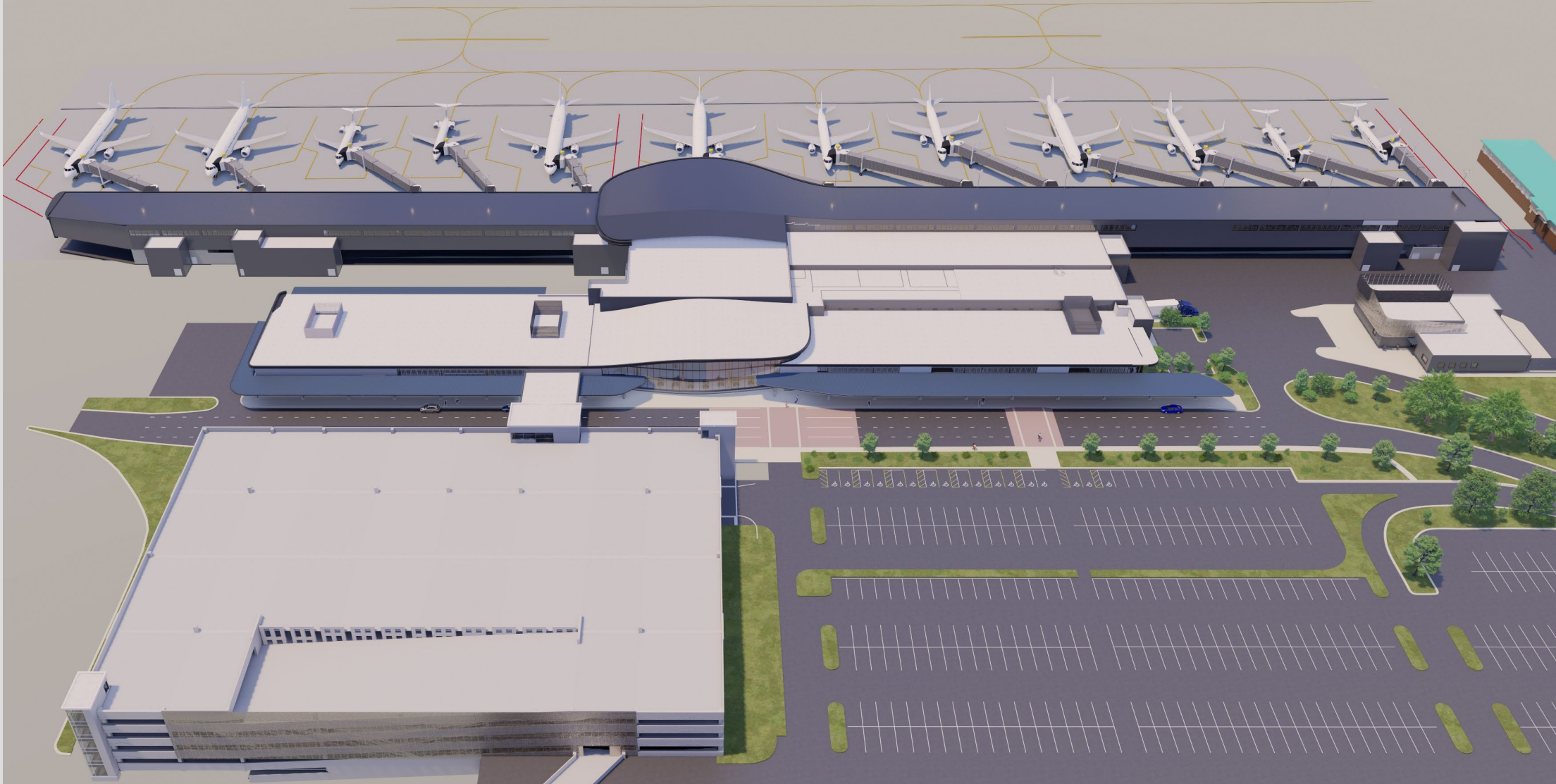
November 12, 2021

# Today's Agenda

1. Exterior Finish Materials
2. Interior Finish Materials
3. Design/Construction Schedule Update
4. 4D Animation
5. Question + Answer



AERIAL –  
LANDSIDE



EXTERIOR –  
APPROACH





# EXTERIOR – APPROACH

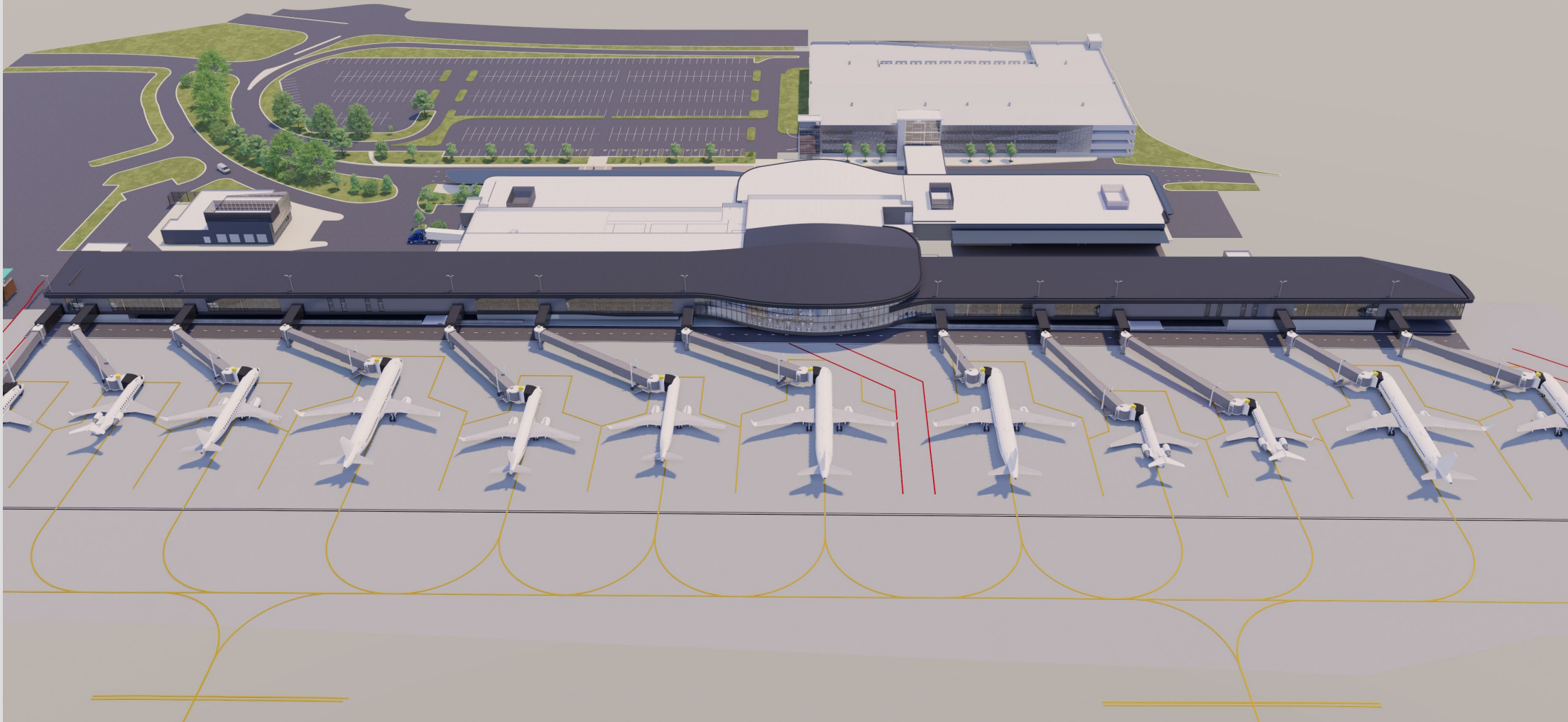




EXTERIOR —  
CURBSIDE



AERIAL –  
AIRSIDE



EXTERIOR –  
AIRSIDE





TICKETING - EXISTING



# FINISHES

- 1. ACOUSTICAL CEILING
- 2. WOOD ACCENT
- 3. DECORATIVE METAL PERFORATED CEILING
- 4. CHANGE FORMAT TILE
- 5. TERRAZZO FLOORS
- 6. STONE



TICKETING - NEW





LANDSIDE CIRCULATION - EXISTING





# FINISHES

- 1. ACOUSTICAL METAL CEILING PANELS
- 2. WOOD ACCENT
- 3. WOOD GRAIN METAL COLUMN WRAPS
- 4. TERRAZZO FLOORS
- 5. ARTWORK



LANDSIDE CIRCULATION - NEW





MEETER/GREETER - EXISTING



# FINISHES

- 1. ACOUSTICAL METAL CEILING PANELS
- 2. WOOD ACCENT
- 3. WOOD GRAIN METAL COLUMN WRAPS
- 4. COMPACT LAMINATE PANELS
- 5. TERRAZZO FLOORS
- 6. STONE
- 7. ARTWORK



MEETER/GREETER - EXISTING





**BAGGAGE CLAIM - EXISTING**



# FINISHES

- 1. ACOUSTICAL CEILING
- 2. WOOD ACCENT
- 3. METAL COLUMN WRAPS
- 4. TERRAZZO FLOORS
- 5. PORCELAIN TILE
- 6. LIVING WALL
- 7. DECORATIVE METAL PERFORATED CEILING



BAGGAGE CLAIM - NEW





SECURITY CHECKPOINT - EXISTING



# FINISHES

- 1. ACOUSTICAL METAL CEILING PANELS
- 2. CUSTOM SOLID SURFACE WALL PANELS
- 3. METAL COLUMN WRAPS
- 4. TERRAZZO FLOORS
- 5. GLASS WALL PANELS



SECURITY CHECKPOINT - NEW





CENTRAL CONCESSION - EXISTING





# FINISHES

- 1. ACOUSTICAL METAL CEILING PANELS
- 2. ARTWORK
- 3. WOOD GRAIN METAL COLUMN WRAPS
- 4. TERRAZZO FLOORS
- 5. WOOD ACCENT
- 6. ELECTROCHROMIC GLAZING



CENTRAL CONCESSION - NEW



# FINISHES

- 1. ACOUSTICAL CEILING PANELS
- 2. PORCELAIN TILE
- 3. GLASS WALL PANEL
- 4. TERRAZZO WALL TILE
- 5. TERRAZZO FLOORS
- 6. CARPET TILE
- 7. WOOD ACCENT



RESTROOM - NEW





HOLDROOM - EXISTING



# FINISHES

- 1. ACOUSTICAL CEILING PANELS
- 2. WOOD ACCENT
- 3. STONE
- 4. PORCELAIN TILE
- 5. TERRAZZO FLOORS
- 6. CARPET TILE
- 7. METAL WALL PANEL
- 8. METAL COLUMN WRAPS
- 9. ELECTROCHROMIC GLAZING



**HOLDROOM - NEW**





HOLDROOM - EXISTING



# FINISHES

- 1. ACOUSTICAL CEILING PANELS
- 2. WOOD ACCENT
- 3. STONE
- 4. ARTWORK
- 5. TERRAZZO FLOORS
- 6. CARPET TILE
- 7. METAL WALL PANEL
- 8. METAL COLUMN WRAPS
- 9. ELECTROCHROMIC GLAZING



HOLDROOM - NEW





# Schedule Update





# Questions?



Gresham Smith



**HENSEL PHELPS**

Plan. Build. Manage.

**Asheville Regional Airport  
Executive Summary  
September-21**

**AIRPORT ACTIVITY**

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
<b>Passenger Enplanements</b>	65,120	158.9%	501,534	99.6%
<b>Aircraft Operations</b>				
Commercial	2,491	65.6%	19,939	70.1%
Scheduled Flights	923	57.8%		
Flight Cancellations	6			
Seats	85,589	93.4%	727,074	62.7%
Load Factor	76.1%	33.9%	69.0%	22.6%
General Aviation	4,342	10.6%	33,773	18.0%
Military	336	(2.9%)	2,989	106.3%

**FINANCIAL RESULTS**

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
<b>Operating Revenues</b>	\$ 1,582,459	66.6%	\$ 5,220,237	83.3%
<b>Operating Expenses</b>	850,419	(4.2%)	1,982,009	(25.6%)
<b>Net Operating Revenues before Depreciation</b>	<u>\$ 732,040</u>		<u>\$ 3,238,228</u>	
<b>Net Non-Operating Revenues</b>	<u>\$ 1,355,570</u> *	344.4%	<u>\$ 3,114,979</u>	240.4%
<small>includes CARES funding listed below</small>				
<b>Grants:</b>				
FAA AIP Grants	\$ 296,188		\$ 1,387,732	
NC Dept of Transportation Grants	-		-	
Total	<u>\$ 296,188</u>		<u>\$ 1,387,732</u>	
* CARES Funding	\$ 982,205		\$ 1,764,829	

**CASH**

Restricted	\$ 11,740,617
Designated for O&M Reserve	5,127,919
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	6,296,690
Total	<u>\$ 23,815,226</u>
Broadmoor Cash Balance	\$ 293,159

**RECEIVABLES PAST DUE**

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	16,262	4,342	1,825	10,095
American	8,720	683	790	7,247
Delta	126,798	126,223	150	425
Elite	280	-	-	280
FAA	462	160	80	222
Paradies	32,473	32,473	-	-
Signature	2,755	160	125	2,470
Skywest	2,603	2,453	-	150
Spirit	341	-	-	341
Travelers	6,052	-	-	6,052
TSA	9,566	1,990	160	7,416
World Fuel Services	1,758	-	-	1,758
Worldwide	250	-	-	250
Miscellaneous	18,526	815	860	16,851
Total	<u>\$ 226,846</u>	<u>\$ 169,299</u>	<u>\$ 3,990</u>	<u>\$ 53,557</u>
% of Total Receivables	<u>20.72%</u>			

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	\$ 2,283,708

**REGULAR MEETING  
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY  
August 13, 2021**

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, August 13, 2021 at 8:30 a.m. in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), 61 Terminal Drive, Suite 1, Asheville, NC 28732.

**MEMBERS PRESENT IN PERSON:** Matthew C. Burrell, Chair; Brad Galbraith, Vice-Chair; Carl H. Ricker, Jr.; and Britt Lovin

**MEMBERS PRESENT VIA TELEPHONE/VIDEO:** George H. Erwin, Jr.; Thomas M. Apodaca; and Susan Russo Klein

**MEMBERS ABSENT:** None

**STAFF AND LEGAL COUNSEL PRESENT IN PERSON:** Cindy Rice, Authority Legal Counsel; Lew Bleiweis, Executive Director; Michael Reisman, Deputy Executive Director; Christina Madsen, Properties and Contracts Manager; Jared Merrill, Airport Planning Manager; Samuel Sales, Chief of Public Safety; Michael Merideth, Systems Administrator; Lt. Keith Duffy, Public Safety; Tom Avolese; Public Safety; and Ellen Heywood, Clerk to the Board

**STAFF PRESENT VIA VIDEO:** Tina Kinsey, Director of Marketing and Public Relations; Janet Burnette, Director of Finance and Accounting; Shane Stockman, IT Director; John Coon, Director of Operations and Maintenance; and Lisa Jump, Director of Administration and Human Resources

**ALSO PRESENT IN PERSON OR VIA TELEPHONE:** Brad Sucher, Gresham Smith; Zeke Cooper, DreamCatcher Broadmoor, LLC.; Paul Puckli, CHA Consulting; Tim Davis, Hensel Phelps; Jon McCalmont, Parrish and Partners; James Moose, Avcon; Tanner McLellan, Hensel Phelps; Nick Loder, RS&H

**CALL TO ORDER:** The Chair called the meeting to order at 8:30 a.m.

**EMPLOYEE RECOGNITIONS:** The Director recognized Lt. Keith Duffie for his Advanced Law Enforcement Certificate and presented him with the framed certificate. The Board congratulated Lt. Duffie on this significant achievement.

The Chair recognized Tom Avolese with a service award and gift for his 15 years of service with the Authority

## **PRESENTATIONS:**

**A. Terminal Phasing Update:** The Director stated that Brad Sucher with Gresham Smith would review the phasing for the terminal expansion project and would also address the total cost of the project. The Director informed the Board that in order to help control costs in part due to the labor shortage and pricing of materials, Hensel Phelps, the Construction Manager, has recently recommended a Component Guaranteed Maximum Price ("CGMP") rather than a Final Guaranteed Maximum Price ("FGMP") for this project. The CGMP breaks the project into components with a final maximum price for each component. The Director explained that the risk of the CGMP is that the final total cost of the project will not be known until well under construction a couple of years from now. However, staff meets regularly with Hensel Phelps, and the total price of the project has stayed pretty consistent with original estimates, not guaranteed, but close to what the original cost was.

Brad Sucher thanked the Board for their time and also introduced Tim Davis with Hensel Phelps. Mr. Sucher presented two strategies for implementation of the terminal expansion project: FGMP and CGMP. Mr. Sucher explained that the FGMP provides a maximum price at the beginning of the project and the CGMP provides the maximum price in small pieces. Tim Davis summarized the pros and cons of each process and then reviewed the timeframe, work to be completed, and the cost included in each phase of the CGMP. Mr. Davis stated that completion of the project is anticipated to be March of 2025 and Mr. Sucher commented that 7 gates would be available for use by the end of 2023. Mr. Davis reviewed a chart of the trend log process that would be used to actively track costs throughout the project and would be reviewed with staff every two weeks. Mr. Sucher broke down the total program cost of the project which was estimated at \$239,250,000 to be paid with \$23,750,000 in anticipated grant money and the remaining cost of \$215,500,000 to be paid with TIFIA loans and bonds.

The Director informed the Board that staff recommends moving forward with the CGMP process for this project.

The Board inquired if the timeline on a particular bid package could be escalated to take advantage of drops in prices of commodities. Mr. Davis responded that it was possible that work could be moved from one guaranteed maximum price to another to obtain

better pricing on materials. Mr. Davis further explained the process of obtaining bids and the guaranteed price for the work in each component.

Mr. Ricker moved to approve a change in structure with Hensel Phelps from a Final Guaranteed Maximum Price delivery method to a Component Guaranteed Maximum Price delivery method. Mr. Lovin seconded the motion and it carried unanimously.

**FINANCIAL REPORT:** A review of enplanements, aircraft operations, and general aviation activity for the month of June was provided by the Director. Janet Burnette reported on the financial activity for the month of June.

**CONSENT ITEMS:** The Chair stated that Consent Item D, Approve the Greater Asheville Regional Airport Authority June 4, 2021 Closed Session Minutes Parts A and B, would be addressed at the end of the meeting.

**A. Approve the Greater Asheville Regional Airport Authority June 4, 2021 Regular Meeting Minutes:**

**B. Approve Amendment to the FY21/22 Budget for Capital Carry-Over:**

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. To amend the appropriations as follows:

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Carry-over Capital Expenditures	_____	\$12,809,932
Totals	=====	\$12,809,932

This will result in a net increase of \$12,809,932 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Federal Funds – AIP Funds		\$8,863,982
Transfer from GARAA Cash		\$3,945,950
Totals	=====	\$12,809,932

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

Adopted this 13th day of August, 2021.

\_\_\_\_\_  
Matthew C. Burril, Chair

Attested by:

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

**C. Approve Identity Theft Detection and Prevention Policy:**

Mr. Erwin moved to approve Consent Items A, B and C. Mr. Apodaca seconded the motion and it carried unanimously.

**OLD BUSINESS:** None

**NEW BUSINESS:** The Director requested that Item D be addressed first.

**D. Approve Ground Lease and Agreement between DreamCatcher Broadmoor, LLC and the Greater Asheville Regional Airport Authority:** Christina Madsen provided the background for the purchase of the Broadmoor Golf Course, the current agreement with DreamCatcher Broadmoor, LLC. ("DreamCatcher") to manage the course, and the Request for Information process that staff utilized for development of the golf course property with DreamCatcher being the sole proposal received. Mrs. Madsen then reviewed key details of the long-term Ground Lease and Agreement with DreamCatcher. Mrs. Madsen further stated that there was an issue and a question about the golf course remaining open and advised the Board that Pages 4 and 12 of the Agreement had been replaced to provide assurance that the golf course will remain open, and copies of those pages were provided to the Board Members at their seats. Mrs. Madsen highlighted the non-aeronautical revenue the Authority will receive over the course of the Agreement including ground rent for the hotel and conference center as well as the golf course, and the percentage of gross receipts that exceed \$10 million annually beginning July 1, 2035.

A question was raised concerning the language in the Agreement with regard to hole no. 10. The Director responded that hole no. 10 was located within the 24-acre area

remaining after the hotel and conference center is developed. This is the area contained in the land plan report that the Authority could eventually develop, and it is not the responsibility of DreamCatcher to move the hole should the Authority decide to develop this area. A further question was raised with regard to the language in the last sentence of Article 3.1.1 to which the Director responded that this was for the driving range and not hole no. 10. Mrs. Madsen advised the Board that legal counsel had been consulted on the language for this matter, that the driving range will be the responsibility of DreamCatcher, and that hole no. 10 will be the responsibility of the Authority or its designee. It was suggested by the Board that this language be cleaned up.

Brief discussions took place regarding a mechanism to increase insurance coverage in the future as well as maintenance and repairs. The Director noted the section on page 23 of the Agreement that contained language on future insurance coverage, while Mrs. Madsen explained that based on the type of hotel and the Four Diamond AAA rating, DreamCatcher would need to maintain the premises in first class condition. Mrs. Madsen further referred to the language in the facility assessment in Article 10 that encompassed some of these issues.

A concern over the length of the 50-year lease was raised and the potential for a decline in the performance standards. Mrs. Madsen advised the Board that the language in the Agreement was very consistent with other lease agreements between hotels and airports and believed that the Agreement with DreamCatcher protects the organization. A decision was made to go into Closed Session to further discuss.

**CLOSED SESSION:** At 10:08 a.m. Mr. Galbraith moved to go into Closed Session Pursuant to Subsections 143-318.11 (a)(3) and (4) of the General Statutes of North Carolina to Consult with Legal Counsel Regarding, Among Other Things, that Buncombe County Lawsuit Entitled Christopher McFalls vs. the Greater Asheville Regional Airport Authority; 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 Greater Asheville Regional Airport Authority, Including Agreement on a Tentative List of Economic Development Incentives that may be Offered by the Greater Asheville Regional Airport Authority in Negotiations. Mr. Lovin seconded the motion and it carried unanimously.

The Chair indicated they would break for a few minutes at which time the Board would resume in closed session.

Open Session resumed at 10:41 a.m.

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY AUGUST 13, 2021**

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

**NEW BUSINESS:**

**D. Approve Ground Lease and Agreement between DreamCatcher Broadmoor, LLC. and the Greater Asheville Regional Airport Authority:**

Mr. Ricker moved to approve the Ground Lease and Agreement as presented by staff with DreamCatcher Broadmoor, LLC., authorize the Executive Director to execute the necessary documents, and amend the FY2021/2022 budget by adopting the following budget ordinance amendment. Mr. Lovin seconded the motion and it carried by a 6 to 0 vote with Mr. Apodaca abstaining from the vote.

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. To amend the appropriations as follows:

This will result in a net increase of \$116,668 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Lease Revenue		\$116,668
Transfer from GARAA Cash	\$116,668	
Totals	<u>\$116,668</u>	<u>\$116,668</u>

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

Adopted this 13<sup>th</sup> day of August 2021.

\_\_\_\_\_  
Matthew C. Burril, Chair



Attested by:

---

Ellen Heywood, Clerk to the Board

The Director advised the Board that with their permission, the language regarding hole no. 10 would be cleaned up. The Board agreed. The Board thanked Mrs. Madsen for her work on this lease.

**A. Approve Bond Reimbursable Resolution:** The Director stated that a reimbursable resolution was necessary to allow the Authority to reimburse itself out of bond proceeds for certain expenses. Since it was getting close to the timeline with expense reimbursement for the terminal building expansion and air traffic control tower projects, the Director requested Board approval of the following resolution.

*Greater Asheville Regional Airport Authority*

---

*~ Resolution ~*

---

RESOLUTION OF THE BOARD OF DIRECTORS OF THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY DECLARING ITS OFFICIAL INTENT TO REIMBURSE EXPENDITURES UNDER UNITED STATES DEPARTMENT OF TREASURY REGULATIONS

BE IT RESOLVED, by the Board of Directors (the "Board") for the Greater Asheville Regional Airport Authority (the "Authority") as follows:

Section 1. The Board hereby finds, determines and declares the following:

(a) Section 1.150-2 of the Treasury Regulations (the "Regulations") prescribes specific procedures which will be applicable to certain bonds or notes issued by or on behalf of the Authority including, without limitation, a requirement that the Authority declare its official intent to reimburse certain expenditures with proceeds of debt to be incurred by or on behalf of the Authority prior to, or within sixty (60) days of, payment of the expenditures to be reimbursed.

(b) The Authority intends to advance its own funds in order to pay certain capital costs (the "Original Expenditures") relating to improvements to its airport facilities, including, without limitation, the design, renovation and expansion of the Airport Terminal, including a central energy plant and other necessary infrastructure, and the equipping of such additions to the Airport Terminal, the design, construction, and equipping of a new free-standing Airport Traffic Control tower, payment of a portion of

the interest accruing during the construction and renovation process, and payment of certain expenses incurred in connection with the authorization and consummation of the financing (collectively, the "Project").

(c) The Authority reasonably expects to reimburse itself for the Original Expenditures from the proceeds of debt to be incurred by or on behalf of the Authority.

(d) \$275,000,000.00 is the maximum principal amount of debt expected to be incurred for the purpose of paying the costs of the Project.

(e) This declaration of official intent is made pursuant to Section 1.150-2 of the Treasury Regulations to expressly declare the official intent of the Authority to reimburse itself from the proceeds of debt to be hereinafter incurred by or on behalf of the Authority for certain expenditures paid by the Authority on or after the date which is sixty (60) days prior to the date hereof.

(f) The funds heretofore advanced or to be advanced by the Authority to pay the Original Expenditures are or will be available only on a temporary basis and do not consist of funds that were otherwise earmarked or intended to be used to permanently finance the Original Expenditures.

(g) All Original Expenditures to be reimbursed by the Authority were paid no more than sixty (60) days prior to, or will be paid on or after the date of, this declaration of official intent, except with respect to certain amounts incurred before such 60-day period not exceeding 20% of the issue price of the proceeds of the debt to be hereinafter incurred which are expended for "preliminary expenditures" within the meaning of Section 1.150-2 of the Treasury Regulations (the "Preliminary Expenditures"). The Authority understands that, except for the Preliminary Expenditures, such reimbursement must occur not later than eighteen (18) months after the later of (a) the date the Original Expenditures were paid and (b) the date the Project is placed in service or abandoned, but in no event more than three (3) years after the Original Expenditures were paid.

Section 2. This resolution shall take effect upon its passage.

This the \_\_\_\_\_ of August, 2021.

ATTEST

GREATER ASHEVILLE REGIONAL  
AIRPORT AUTHORITY

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

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

Mr. Lovin moved to approve the Bond Reimbursable Resolution as presented by staff. Mr. Ricker seconded the motion and it carried unanimously.

**B. Approve Non-Federal Reimbursable Agreement with Department of Transportation, Federal Aviation Administration for Services Associated with the Relocation of Airport Traffic Control Tower and Associated Facilities (FAA Agreement No. AJW-FN-ESA-19-SO-003464):**

Michael Reisman stated that the design and construction of a new Airport Traffic Control Tower ("tower") is required due to the terminal expansion project. The Authority, as owner, is responsible for the cost of the replacement tower but must involve FAA personnel in the design process as well as the construction and commissioning of the new tower. As a result, a Reimbursable Agreement must be in place and will cover work performed by the FAA such as tower siting, safety requirements, engineering review and participation in the design process, acceptance testing, procurement of security system design services, etc. Mr. Reisman stated that the cost was estimated to be \$177,504.34 and would be paid from airport funds. The following budget amendment will be necessary:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. To amend the appropriations as follows:

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Capital Improvements	_____	\$177,504.34
Total	_____	\$177,504.34

This will result in a net increase of \$177,504.34 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash	_____	\$177,504.34
Totals	_____	\$177,504.34

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

Adopted this 13th day of August, 2021.

---

Matthew C. Burrell, Chair

Attested by:

---

Ellen Heywood, Clerk to the Board

Mr. Lovin moved to approve the FAA Non-Federal Reimbursable Agreement No. AJW-FN-ESA-19-SO-003464, authorize the Executive Director to execute the necessary documents, and amend the FY2021/2022 Budget by adopting the budget ordinance amendment as presented by staff. Mr. Galbraith seconded the motion and it carried unanimously.

**C. Approve Task Order No. 9 with CHA Consulting, Inc. for Airport Master Plan Update:** The Director reported that a budget amendment had been added to the memo. The revised memo was available at the Board Member seats and had also been emailed to the Board Members that were participating in the meeting virtually. Jared Merrill stated that the Airport Master Plan update was last conducted in 2011-2013 and with large projects planned over the next ten years, it was imperative to update the Master Plan at the present time. Staff has been working with CHA Consulting, Inc. ("CHA") to develop the scope of work for this update and it was approved by the FAA in July. CHA's cost to conduct the Master Plan Update is \$989,004.00. An Independent Fee Estimate ("IFE") provided a cost of \$1,007,774.00 and per the FAA guidelines, CHA's proposal is within the required 10% of the IFE and therefore considered reasonable. The Master Plan Update is expected to be completed in approximately 18 months and will be paid for with FAA grants. The following budget amendment will be necessary:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. To amend the appropriations as follows:

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Capital Improvements	_____	_____ <u>\$989,004.00</u>
Totals	_____	_____ <u>\$989,004.00</u>

This will result in a net increase of \$989,004.00 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Federal AIP Grant Funds	_____	_____ <u>\$989,004.00</u>
Totals	_____	_____ <u>\$989,004.00</u>

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

Adopted this 13<sup>th</sup> day of August 2021.

\_\_\_\_\_  
Matthew C. Burril, Chair

Attested by:

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

Mr. Ricker moved to approve Task Order No. 9 with CHA Consulting, Inc. in the total amount of \$989,004.00, authorize the Executive Director to execute the necessary documents, and amend the FY2021/2022 budget by adopting the budget ordinance amendment as presented by staff. Mr. Erwin seconded the motion and it carried unanimously.

**E. Approve Budget Amendment for Parking Operator and Shuttle Services:**

John Coon stated that with passenger traffic quickly returning to the airport, it has become necessary to re-staff the operations of the parking facility and to bring the parking shuttle back in service. A revised budget has been received from LAZ Parking

and includes \$400,814 for the shuttle services and \$512,668 for the parking operation. The current fiscal year budget includes \$350,000 for parking operations. The increased costs will be paid from increased parking revenue. Mr. Coon informed the Board that the following budget amendment will be necessary to cover these additional costs which total \$563,482 as well as the associated additional revenue:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. To amend the appropriations as follows:

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Operations Dept	_____	\$563,482.00
Total	_____	\$563,482.00

This will result in a net increase of \$563,482.00 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Public Parking	_____	\$563,482.00
Totals	_____	\$563,482.00

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

Adopted this 13th day of August 2021.

\_\_\_\_\_  
Matthew C. Burril, Chair

Attested by:

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

Mr. Galbraith moved to amend the FY2021/2022 budget by adopting the budget ordinance amendment as presented by staff. Mr. Lovin seconded the motion and it carried unanimously.

## **DIRECTOR'S REPORT:**

**A. Agreement with PFM Financial Advisors for TIFIA Program:** The Director stated that an agreement was entered with PFM Financial Advisors for bond services for the terminal expansion project. In addition, staff is working on a loan for the terminal expansion project through the Department of Transportation's TIFIA program. PFM has requested an additional \$55,000 to the contract to assist with the TIFIA portion of the financing. Staff has also retained Landrum & Brown to conduct a financial feasibility study, a requirement for the bonds, and the cost of that contract was \$196,000. Jon Mize with Womble Bond Dickinson will be bond counsel and the cost of his services is estimated between \$75,000 and \$95,000 with an additional \$20,000-25,000 to prepare the Authority's official statement which will be needed for public offerings. All parties are aware of the timeline for the terminal expansion project and everything is moving forward.

**B. Runway 5k:** With eight years since the last 5k, staff is pleased to bring back the Runway 5k which will be held on Saturday, October 9<sup>th</sup> utilizing the former temporary runway and associated taxiways.

**C. New Welcome Volunteer:** A new pilot program has been instituted at the airport. A gentleman in the community will be at the airport three times a week as the first official welcome volunteer. The gentleman, who is on the autism spectrum, will welcome passengers to Asheville. If all goes well, the program could be expanded.

**D. Short-Term Strategy for Employee Retention:** The Director reported that the Authority relies on its skilled and loyal staff for the smooth operation of the airport. With passenger levels growing quickly and staffing shortages encountered, salaries for the long-term are being looked at and staff hopes to bring something to the Board in the fall. In the meantime, to retain employees, the following bonus is being proposed: \$2,500 to be paid incrementally with \$1,000 paid in September and \$1,500 to be paid in December. The Director stated that this will cost the Authority \$172,000 and is covered under the money received from the CARES Act. The Director requested approval by the Board to move forward with these bonuses.

Mr. Erwin moved to approve the \$2,500 bonus as presented by staff. Mr. Lovin seconded the motion and it carried unanimously.

**INFORMATION SECTION:** No comments

**PUBLIC AND TENANTS COMMENTS:** None

**CALL FOR NEXT MEETING:** The Chair stated that the next regular meeting of the Board will be on September 10, 2021 provided there were items needing Board consideration.

**AUTHORITY MEMBER REPORTS:** None

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY JUNE 4, 2021 CLOSED SESSION MINUTES PARTS A AND B:** The minutes for the June 4, 2021 Closed Session Parts A and B were distributed and read by the Board Members present at the meeting in person. Mr. Galbraith moved to approve the minutes for the June 4, 2021 Closed Session Parts A and B and to seal and withhold the minutes for the June 4, 2021 Closed Session Parts A and B from public inspection so long as public inspection would frustrate the purpose or purposes thereof. Mr. Lovin seconded the motion and it carried unanimously.

**ADJOURNMENT:** Ms. Russo Klein moved to adjourn the meeting at 11:26 a.m. Mr. Erwin seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood  
Clerk to the Board

Approved:

Matthew C. Burril  
Chair



**REGULAR MEETING  
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY  
October 8, 2021**

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, October 8, 2021 at 8:30 a.m. in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), 61 Terminal Drive, Suite 1, Asheville, NC 28732.

**MEMBERS PRESENT IN PERSON:** Matthew C. Burrell, Chair; Brad Galbraith, Vice-Chair; Susan Russo Klein

**MEMBERS PRESENT VIA TELEPHONE/VIDEO:** George H. Erwin, Jr.; and Thomas M. Apodaca

**MEMBERS ABSENT:** Carl H. Ricker, Jr.; and Britt Lovin

**STAFF AND LEGAL COUNSEL PRESENT IN PERSON:** Cindy Rice, Authority Legal Counsel; Lew Bleiweis, Executive Director; Michael Reisman, Deputy Executive Director; Tina Kinsey, Director of Marketing and Public Relations; Janet Burnette, Director of Finance and Accounting; Shane Stockman, IT Director; John Coon, Director of Operations and Maintenance; Christina Madsen, Airport Properties and Contracts Manager; Lisa Jump, Director of Administration and Human Resources; Jared Merrill, Airport Planning Manager; Captain Kellie Smith, Public Safety; Michael Merideth, Systems Administrator; Kellie Whittemore, IT Coordinator; and Ellen Heywood, Clerk to the Board

**ALSO PRESENT VIA TELEPHONE:** Jon McCalmont, Parrish and Partners; James Moose, Avcon; Nick Loder, RS&H; Sandra Kilgore, Asheville City Council

**CALL TO ORDER:** The Chair called the meeting to order at 8:30 a.m.

**EMPLOYEE RECOGNITION:** The Board recognized Kellie Whittemore with a service award and gift for her 15 years of service with the Authority.

**PRESENTATIONS:** None

**FINANCIAL REPORT:** None

**CONSENT ITEMS:** None

**OLD BUSINESS:** None

**NEW BUSINESS:**

**A. Approve Airline Incentives for Allegiant Air:** The Director reported that in August Allegiant announced annual service to Key West, Florida ("EYW") to begin in November with twice weekly flights. Staff is seeking approval to offer incentives since EYW does not fall within AVL's top 25 air service markets. The incentives include up to \$150,000 for marketing and advertising of this new service as well as waived rents and fees, excluding PFCs, for one year. The Director advised the Board that funds were currently in the budget for this type of business development.

Mr. Erwin moved to approve airline incentives with Allegiant Air for AVL - EYW service as described above and authorize the Executive Director to execute the necessary documents. Mr. Apodaca seconded the motion and it carried unanimously.

**B. Preliminary Approval of Authority's Amended Ordinance of Airline Rates, Fees and Charges for the Asheville Regional Airport:** Janet Burnette stated that the Board adopted the FY21/22 Schedule of Airline Rates, Fees and Charges at the April 21, 2021 Board meeting. TSA recently announced that they will only staff the passenger exit lane for one hour following the final departure each night. A contract with a staffing agency will be necessary to provide coverage of the exit lane between the final departure and final arrival each night, and the additional cost for this service will need to be included in the Airline Rates, Fees and Charges for FY21/22. Mrs. Burnette advised the Board that a fee of \$.07 per enplanement will be required to cover the cost of the staffing agency. This will change the cost per enplanement for the airlines from \$6.02 to \$6.09. Mrs. Burnette stated that this addition to the Airline Rates, Fees and Charges will not increase revenue for the Authority.

The Director remarked that automated exit lane equipment is being considered in the plans for the terminal expansion project.

Mr. Apodaca moved to approve the proposed Amended Ordinance of Airline Rates, Fees and Charges; to schedule a public hearing and accept public comment on the proposed Airline Rates, Fees and Charges; and 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. Mr. Erwin seconded the motion and it carried unanimously.

**DIRECTOR'S REPORT:** The Director stated that he had a couple of items to mention to the Board.

**A. Runway 5k:** In celebration of the airport's 60<sup>th</sup> anniversary, an airfield 5k will be held the following day on the west side of the airfield. Registrations have been sold out and proceeds will benefit AB Tech's aviation scholarship fund and WNC Pilot's Association Education Foundation.

**B. Employee Recognition:** The Director recognized Kellie Smith as the newly appointed Captain of Public Safety. Captain Smith has been with the airport for 13 years and was a lieutenant prior to being named captain.

**C. 2022 Board Schedule:** A proposed schedule of 2022 Board meetings was available at the Board Members' seats. This item will be on the agenda for consideration at the November meeting. The Director requested the Board Members review the schedule at their convenience.

**INFORMATION SECTION:** No comments

**PUBLIC AND TENANTS COMMENTS:** None

**CALL FOR NEXT MEETING:** The Chair stated that the next regular meeting of the Board will be held on November 12, 2021.

**AUTHORITY MEMBER REPORTS:** Brad Galbraith requested that the Director extend compliments to the staff on the positive comments and feedback he had received from out-of-town business associates upon their arrival in Asheville. The Director stated that he would share the information at the next quarterly employee meeting.

**CLOSED SESSION:** At 8:52 a.m. Ms. Russo Klein moved to go into Closed Session Pursuant to Subsections 143-318.11 (a)(3) and (4) of the General Statutes of North Carolina to Consult with Legal Counsel Regarding, Among Other Things, that Buncombe County Lawsuit Entitled Christopher McFalls vs. the Greater Asheville Regional Airport Authority; 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 Greater Asheville Regional Airport Authority, Including Agreement on a Tentative List of Economic Development Incentives that may be Offered by the Greater Asheville Regional Airport Authority in Negotiations. Mr. Galbraith seconded the motion and it carried unanimously.

Open Session resumed at 9:59 a.m.

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY OCTOBER 8, 2021**

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

**ADJOURNMENT:** Mr. Galbraith moved to adjourn the meeting at 10:01 a.m. Ms. Russo Klein seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood  
Clerk to the Board

Approved:

Matthew C. Burrell  
Chair



---

## MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance and Accounting

DATE: November 12, 2021

### ITEM DESCRIPTION – Consent Item C

Approval of Amendment to the FY21/22 Budget for Capital Carry-Over Adjustment

### BACKGROUND

On August 13, 2021 the Authority Board approved a capital carryover budget for projects that were incomplete as of June 30, 2021. After this budget amendment was prepared, some invoices were presented for payment in early August and accrued toward FY21 expenses, allowing these charges to be accounted for in FY21 rather than FY22. Therefore, the FY22 carryover budget was overstated and should be reduced.

The total capital carryover budget reduction should be in the amount of \$2,908,023. The airfield redevelopment project budget for FY22 should be reduced by \$2,251,083, and the south apron expansion project budget should be reduced by \$487,859. Also, the air traffic control tower budget should be reduced by \$231,627. There was also an adjustment to the construction retainage for the parking lot project requiring an increase to the carryover budget of \$62,546.

Budgeted AIP funds will be decreased by \$2,276,161 and budgeted transfer from Authority cash and investments will be decreased by \$631,862.

We recommend that the Airport Authority Board amend the FY21/22 budget as outlined below.

### ISSUES

None.

Consent – Item C



## ALTERNATIVES

None.

## FISCAL IMPACT

The budget amendment will decrease both FY21/22 budgeted revenues and expenditures by \$2,908,023 to provide for the changes outlined above. The net decrease in Transfers from GARAA Cash is \$631,862.

## RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to amend the FY21/22 budget by adopting the following budget ordinance amendment:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2022:

Section 1. To amend the appropriations as follows:

### **EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Carry-over Capital Expenditures	\$2,908,023	
Totals	<u>\$2,908,023</u>	<u>                    </u>

This will result in a net decrease of \$2,908,023 in the appropriations. Revenues will be revised as follows:



**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Federal Funds – AIP Funds	\$2,276,161	
Transfer from GARAA Cash	631,862	
Totals	<u>\$2,908,023</u>	

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

Adopted this 12th day of November, 2021.

\_\_\_\_\_  
Matthew C. Burril, Chair

Attested by:

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



## **MEMORANDUM**

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance and Accounting

DATE: November 12, 2021

### **ITEM DESCRIPTION – Consent Item D**

Approve Amendment to the FY21/22 Budget for Salary Adjustment

### **BACKGROUND**

The FY21/22 budget was adopted by the Authority Board on April 21, 2021. This budget included funding for a 2% salary increase for all employees as part of the Administration Department budget. We now need to amend the FY21/22 budget to account for these adjustments in the appropriate departments based upon actual costs.

### **ISSUES**

None.

### **ALTERNATIVES**

None

### **FISCAL IMPACT**

The budget amendment reallocates already approved funding and does not impact the FY21/22 budgeted revenues or expenditures.

### **RECOMMENDED ACTION**

It is respectfully requested that the Airport Authority Board resolve to amend the FY21/22 budget by adopting the following budget ordinance amendment:

Consent Item - D





**BE IT ORDAINED** by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30,2022:

**Section 1.** To amend the appropriations as follows:

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Administration Dept.	\$95,722	
Executive Dept.		\$10,580
Finance Dept.		5,951
Guest Services Dept.		3,733
Information Tech. Dept.		8,023
Marketing Dept.		4,165
Operations/Maintenance Dept.		29,902
Planning Dept.		5,718
Properties Dept.		2,454
Public Safety Dept.		<u>25,196</u>
	<u>\$95,722</u>	<u>\$95,722</u>

This will result in a net increase of \$0 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash	\$ <u>0</u>	\$ <u>0</u>
Totals	<u>\$ 0</u>	<u>\$ 0</u>



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

Adopted this 12<sup>th</sup> day of November 2021.

---

Matthew C. Burril, Chair

Attested by:

---

Ellen Heywood, Clerk to the Board



## **MEMORANDUM**

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance and Accounting

DATE: November 12, 2021

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

Public Hearing and Final Adoption of the Authority's Amended Ordinance of Airline Rates, Fees and Charges for the Asheville Regional Airport.

### **BACKGROUND**

A proposed preliminary Amended Schedule of Airline Rates, Fees and Charges for FY2021-2022 was presented to, and approved by, the Authority Board at the Board meeting held on October 8, 2021. This Amended Schedule includes a new fee to offset the cost of coverage for the exit lane for the hours between final departure and final arrival each night, which has previously been provided by TSA. The Rates, Fees and Charges document has remained available for public inspection and comment since October 8, 2021. Staff notified the airlines concerning the necessity of the amendment to this document on September 13, 2021.

### **ISSUES**

A Public Hearing is required in accordance with the Greater Asheville Regional Airport Authority Policy and Procedure for the Adoption of Ordinances.

### **ALTERNATIVES**

None recommended.



## **FISCAL IMPACT**

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

## **RECOMMENDED ACTION**

It is respectfully requested that following the Public Hearing on the Authority's Amended Ordinance for Airline Rates, Fees and Charges that the Greater Asheville Regional Airport Authority Board resolve to adopt the enclosed Amended Ordinance to implement the Schedule of Airline Rates, Fees and Charges for the Asheville Regional Airport for FY2021/2022.

Enclosure

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. Burril, 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%
Total		100.0%	100.0%	100.0%
<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
Net Amortization	[G]	\$79,581	\$79,581	\$79,581
<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
Capital Outlay	[M]	\$100,000	\$100,000	\$100,000

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: November 12, 2021

**ITEM DESCRIPTION – New Business Item A**

Approve the Greater Asheville Regional Airport Authority Board 2022 Schedule

Below are the proposed dates for the 2022 Board Meetings and Budget Workshop/Budget Approval Meeting to note on your calendars:

January 6	July 8
February 18	August 12
March 11	September 9
<b>Wednesday, March 23</b>	October 7
April 8	November 18
May 13	December 9
June 10	

**Wednesday, March 23, 2022 – Board Budget Workshop/Budget Approval**



## **MEMORANDUM**

TO: Members of the Airport Authority

FROM: Christina M. Madsen, Airport Properties and Contracts Manager

DATE: November 12, 2021

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

Authorization to establish conservation easements on Greater Asheville Regional Airport Authority ("Authority") property bordering the French Broad River and Cane Creek at the Broadmoor Golf Course and submit a Letter of Intent to Conserving Carolina for grant application submittal

### **BACKGROUND**

The Authority was approached by Conserving Carolina to establish conservation easements along the property bordering the French Broad River and Cane Creek on the Broadmoor Golf Course. Conserving Carolina would submit grant applications to the NC Land and Water Fund, as well as the NC DEQ Water Resources Development Grant Program to seek grant funds to either purchase an easement from the Authority or use the funds to make improvements along the easement area to preserve, restore and stabilize the river and creek. Conserving Carolina is requesting a Letter of Intent from the Authority supporting the grant applications. The Letter of Intent would be submitted with the intent to enter a conservation easement upon successful negotiation between the parties.

### **ISSUES**

No issues have been identified.





## **ALTERNATIVES**

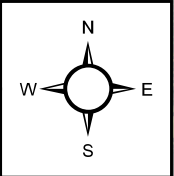
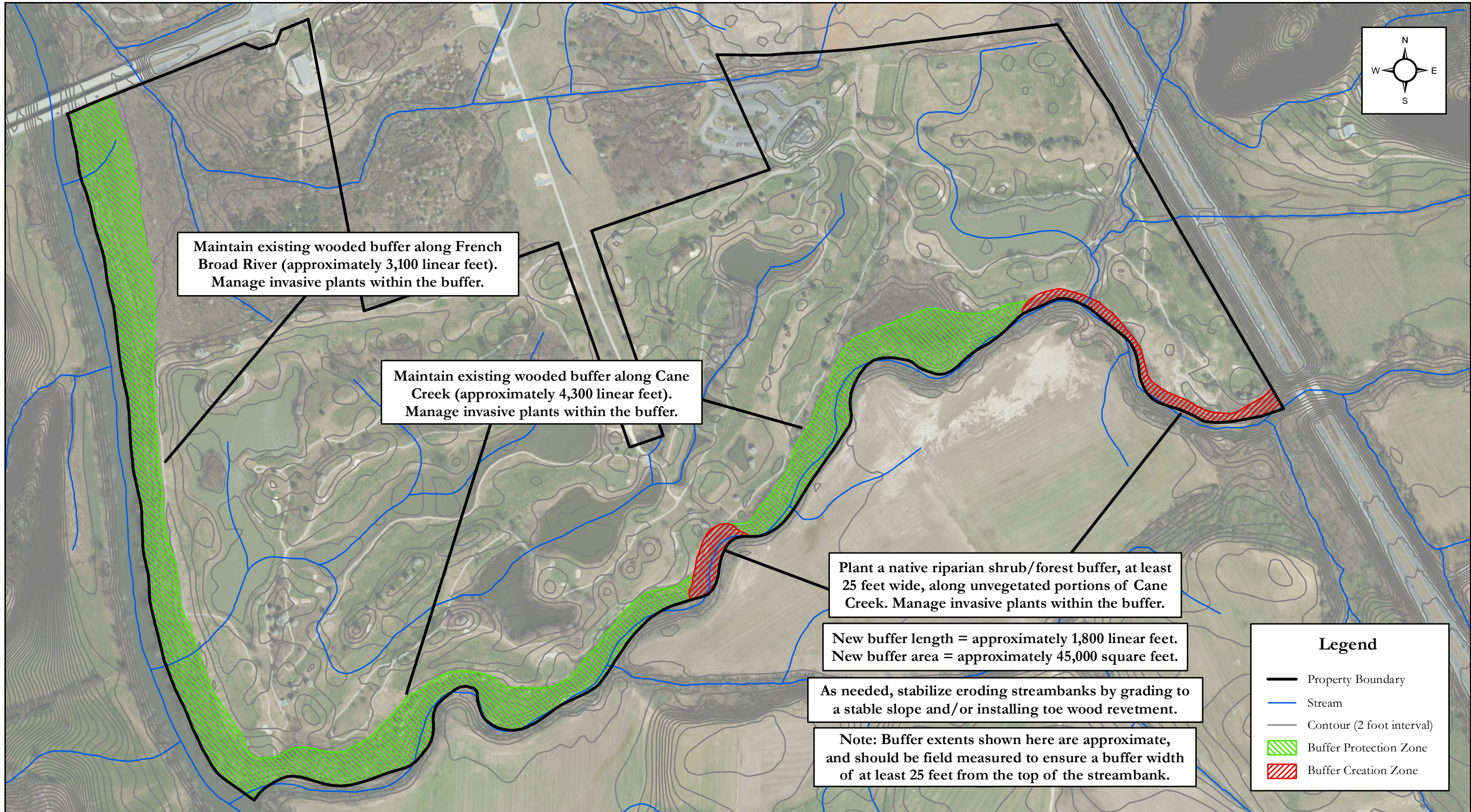
The Authority Board could elect not to proceed with the conservation easements.

## **FISCAL IMPACT**

The Authority will either receive an increase in revenues for the amount of the easement once determined or contribute the easement value to the improvements on the property.

## **RECOMMENDED ACTION**

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to (1) provide a letter of intent to Conserving Carolina to proceed with grant application submittals, and (2) authorize the Executive Director to execute all of the necessary documents.



Maintain existing wooded buffer along French Broad River (approximately 3,100 linear feet). Manage invasive plants within the buffer.

Maintain existing wooded buffer along Cane Creek (approximately 4,300 linear feet). Manage invasive plants within the buffer.

Plant a native riparian shrub/forest buffer, at least 25 feet wide, along unvegetated portions of Cane Creek. Manage invasive plants within the buffer.

New buffer length = approximately 1,800 linear feet.  
New buffer area = approximately 45,000 square feet.

As needed, stabilize eroding streambanks by grading to a stable slope and/or installing toe wood revetment.

Note: Buffer extents shown here are approximate, and should be field measured to ensure a buffer width of at least 25 feet from the top of the streambank.

**Legend**

- Property Boundary
- Stream
- Contour (2 foot interval)
- Buffer Protection Zone
- Buffer Creation Zone



---

## **MEMORANDUM**

TO: Members of the Airport Authority

FROM: Michael A. Reisman, A.A.E.  
Deputy Executive Director

DATE: November 12, 2021

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

Adoption of the Asheville Regional Airport Five-Year Capital Improvement Plan (CIP) for FY 2023-2027

### **BACKGROUND**

The Federal Aviation Administration (FAA) requires all airports to submit a Five-Year CIP to be eligible for federal project funding. The CIP is used to update the National Plan of Integrated Airport Systems (NPIAS) and allows the FAA to update the NPIAS program based upon available funding levels.

CIP priorities through FY 27 provide for the continuation of existing programs already underway or planned. This includes but is not limited to the terminal building modernization program, Air Traffic Control Tower project, various pavement rehabilitation programs and ARFF equipment replacement.

### **ISSUES**

None.

### **ALTERNATIVES**

None.



## **FISCAL IMPACT**

The Five-Year CIP is considered a planning and administrative tool for authority Staff, the FAA, and the NCDOT Division of Aviation. Adopting the CIP does not approve any contracts nor provide Staff with any authorization to award design or construction projects. Staff will present individual CIP projects to the Authority Board in accordance with all applicable Authority policies.

## **RECOMMENDED ACTION**

It is respectfully requested that the Authority Board resolve to adopt the Asheville Regional Airport Five-Year Capital Improvement Plan.

# GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

Airport Capital Improvement Program - Fiscal Years 2023-2027											
DRAFT											
Description					Pay-As-You-Go PFC		Other Local Funds				Total Funding
	Total Cost	** AIP Entitlements	AIP Discretionary	State Funds	Current Approval	Future Approvals	Airport Capital	Other	CFC		
<b>Current Year</b>											
<b>FY 2022 (Oct 1, 2021 - Sept 30, 2022)</b>											
Terminal Rehabilitation and Expansion - Phase III (Construction)	\$ 180,000,000	\$ 2,486,164	\$ -	\$ 4,750,000	\$ -	\$ 942,450	\$ -	\$ 171,821,386	\$ -	\$ -	\$ 180,000,000
**Airport Master Plan**	\$ 989,004	\$ 989,004	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 989,004
South GA Apron Reconstruction (Construction)	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Air Traffic Control Tower (Construction)	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000
Rental Car Facility Repairs and Replacement (Phase 1)	\$ 1,559,314	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,559,314	\$ -	\$ 1,559,314
<b>Subtotal FY 2022</b>	<b>\$ 212,548,318</b>	<b>\$ 3,475,168</b>	<b>\$ -</b>	<b>\$ 4,750,000</b>	<b>\$ -</b>	<b>\$ 942,450</b>	<b>\$ 5,000,000</b>	<b>\$ 196,821,386</b>	<b>\$ 1,559,314</b>	<b>\$ -</b>	<b>\$ 212,548,318</b>
<b>FY 2023 (Oct 1, 2022 - Sept 30, 2023)</b>											
Terminal Rehabilitation and Expansion (Phase IV - Construction)	\$ 30,000,000	\$ -	\$ -	\$ 4,750,000	\$ -	\$ -	\$ -	\$ 25,250,000	\$ -	\$ -	\$ 30,000,000
GA Apron / Taxilane Rehabilitation (Phase I)	\$ 3,275,648	\$ 2,475,168	\$ -	\$ -	\$ -	\$ -	\$ 800,480	\$ -	\$ -	\$ -	\$ 3,275,648
NW Development Site Utilities (Phase I)	\$ 1,500,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,500,000
Lower Parking Lot Rehabilitation	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000
Rental Car Facility Repairs and Replacement (Phase II)	\$ 623,344	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 623,344	\$ -	\$ 623,344
<b>Subtotal FY 2023</b>	<b>\$ 38,398,992</b>	<b>\$ 3,475,168</b>	<b>\$ -</b>	<b>\$ 4,750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,300,480</b>	<b>\$ 25,250,000</b>	<b>\$ 623,344</b>	<b>\$ -</b>	<b>\$ 38,398,992</b>
<b>FY 2024 (Oct 1, 2023 - Sept 30, 2024)</b>											
Terminal Rehabilitation & Expansion (Phase V)	\$ 4,750,000	\$ -	\$ -	\$ 4,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,750,000
GA Apron / Taxilane Rehabilitation (Phase II)	\$ 3,275,648	\$ 1,365,917	\$ -	\$ -	\$ -	\$ -	\$ 1,909,731	\$ -	\$ -	\$ -	\$ 3,275,648
New Garage Design	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
Westside Apron and Taxiway Improvements	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000
Wright Brothers Way Extension-Perimeter Rd/Fire Protection (All Phases)	\$ 4,000,000	\$ 2,109,251	\$ -	\$ -	\$ -	\$ -	\$ 1,890,749	\$ -	\$ -	\$ -	\$ 4,000,000
Rental Car Facility Repairs and Replacement (Phase III)	\$ 293,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 293,650	\$ -	\$ 293,650
<b>Subtotal FY 2024</b>	<b>\$ 31,319,298</b>	<b>\$ 3,475,168</b>	<b>\$ -</b>	<b>\$ 4,750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,800,480</b>	<b>\$ -</b>	<b>\$ 293,650</b>	<b>\$ -</b>	<b>\$ 31,319,298</b>
<b>FY 2025 (Oct 1, 2024 - Sept 30, 2025)</b>											
New Garage Construction	\$ 26,000,000	\$ -	\$ -	\$ 4,750,000	\$ -	\$ -	\$ -	\$ 21,250,000	\$ -	\$ -	\$ 26,000,000
Taxiway A Rehabilitation	\$ 5,000,000	\$ 3,475,168	\$ -	\$ -	\$ -	\$ -	\$ 1,524,832	\$ -	\$ -	\$ -	\$ 5,000,000
Runway/Taxiway Sealcoat	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Rental Car Facility Repairs and Replacement (Phase IV)	\$ 1,938,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,938,225	\$ -	\$ 1,938,225
Terminal Apron Improvements (Joint & Seal)	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal FY 2025</b>	<b>\$ 34,938,225</b>	<b>\$ 3,475,168</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,524,832</b>	<b>\$ 21,250,000</b>	<b>\$ 1,938,225</b>	<b>\$ -</b>	<b>\$ 34,938,225</b>
<b>FY 2026 (Oct 1, 2025 - Sept 30, 2026)</b>											
Roadway Improvements & Rehabilitation	\$ 4,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,750,000	\$ -	\$ -	\$ -	\$ 4,750,000
ARFF Vehicle	\$ 1,200,000	\$ 1,080,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ 1,200,000
Northwest Development Site Prep (Phase II)	\$ 2,395,168	\$ 2,395,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,395,168
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal FY 2026</b>	<b>\$ 8,345,168</b>	<b>\$ 3,475,168</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,870,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,345,168</b>
<b>FY 2027 (Oct 1, 2026 - Sept 30, 2027)</b>											
Northeast Development Site Prep	\$ 6,000,000	\$ 1,080,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,920,000	\$ -	\$ -	\$ 6,000,000
Southwest Development Site Prep	\$ 8,000,000	\$ 2,395,168	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,604,832	\$ -	\$ -	\$ 8,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal FY 2027</b>	<b>\$ 14,000,000</b>	<b>\$ 3,475,168</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14,000,000</b>
<b>Combined Totals - FY 2023 - FY 2027</b>	<b>\$ 339,550,001</b>	<b>\$ 20,851,008</b>	<b>\$ -</b>	<b>\$ 14,250,000</b>	<b>\$ -</b>	<b>\$ 942,450</b>	<b>\$ 40,495,792</b>	<b>\$ 243,321,386</b>	<b>\$ 4,414,533</b>	<b>\$ -</b>	<b>\$ 339,550,001</b>

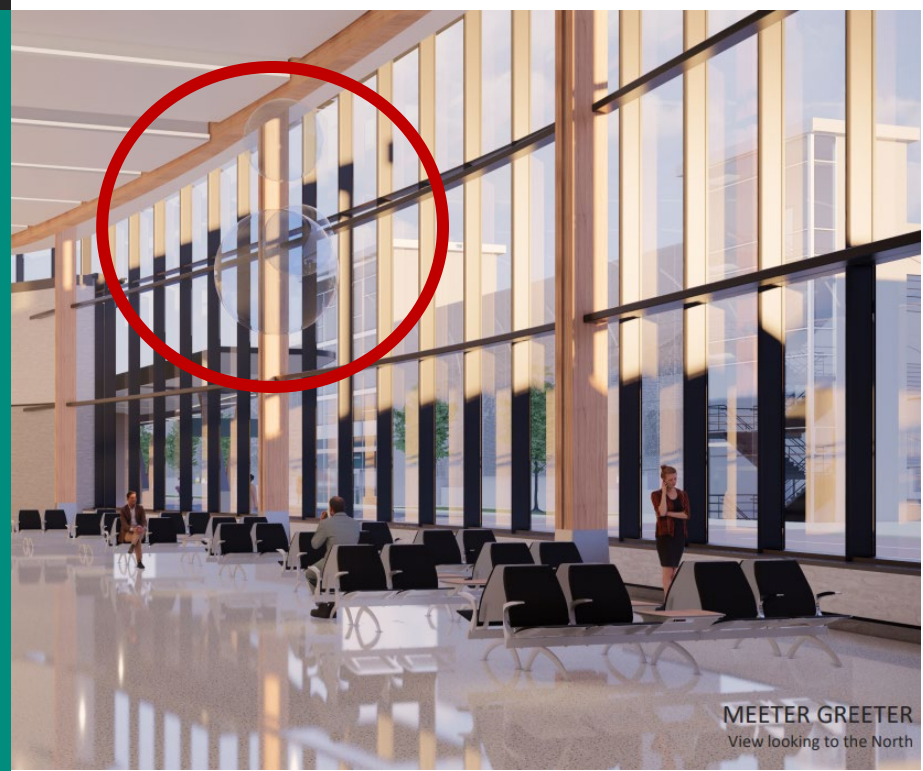
\*\* Project is funded by FAA Grant at 100%



---

# Art in the new terminal

Gresham Smith has identified possible locations for art in the new terminal



MEETER GREETER  
View looking to the North



# Questions to consider

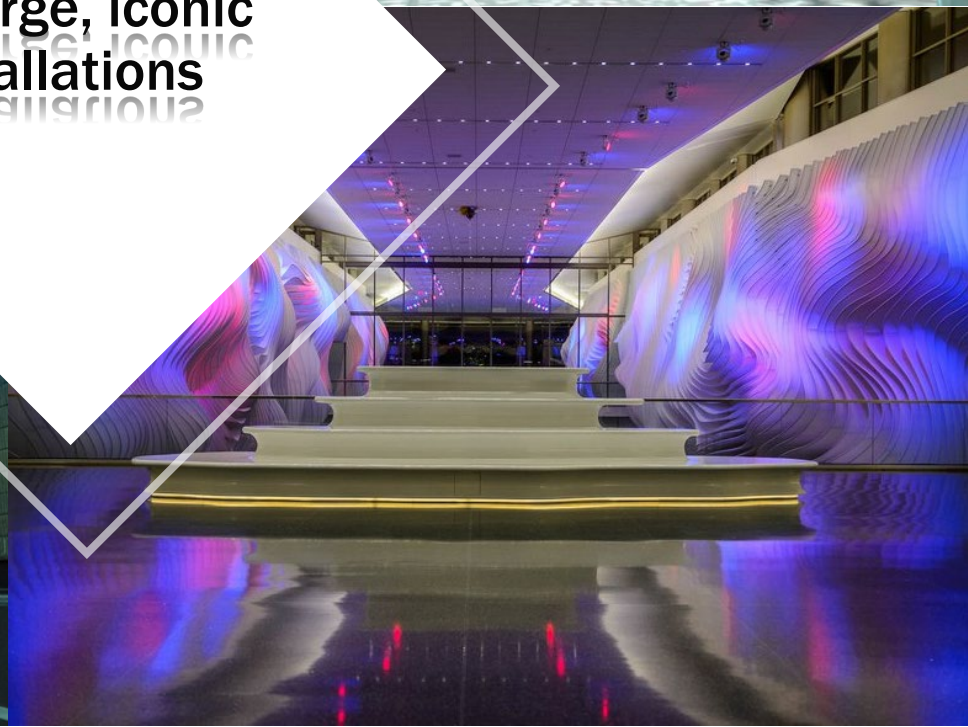
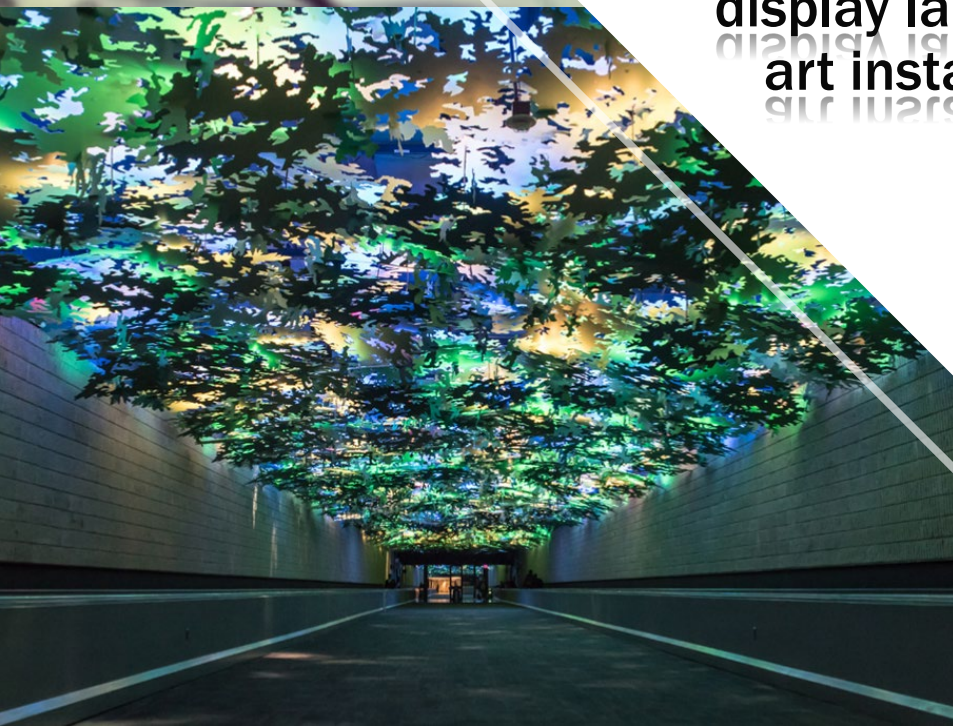
1. Does GARAA wish to pursue significant art installation(s)?
2. If an RFP is developed, what considerations are important to the board to include?
  - Call for artists
  - Theme/subject guidance, or open-ended?
  - Community involvement?
  - Other?
3. Funding – broad discussion
  - Budgeted
  - Contingent upon grant funding

**Our intent is to take your feedback and return with a proposal for approval.**





Many airports display large, iconic art installations





SACRAMENTO



TAMPA



ATLANTA



**SALT LAKE CITY**



BOISE



BOISE



ALBANY





---

## MEMORANDUM

TO: Members of the Airport Authority  
FROM: Lew Bleiweis, A.A.E., Executive Director  
DATE: November 12, 2021

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

September, 2021 Traffic Report – Asheville Regional Airport

### **SUMMARY**

September, 2021 overall passenger traffic numbers were up 162.4% compared to the same period last year. Passenger traffic numbers reflect a 158.9% increase in passenger enplanements from September, 2020. Enplanements for Fiscal Year to Date total 231,584, which is a 182.1% increase over the same period last year.

### **AIRLINE PERFORMANCE**

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in September 2021 were up by 176.7%. There were no flight cancellations for the month.

American Airlines: American's September 2021 passenger enplanements represent a 123.5% increase over the same period last year. There were three flight cancellations for the month.

Delta Airlines: Enplanements for Delta in September 2021 increased by 132.7%. There were no flight cancellations for the month.

United Airlines: In September 2021, United Airlines saw an increase in enplanements by 269.7% over the same period last year. There were three flight cancellations for the month.

# Monthly Traffic Report

## Asheville Regional Airport

### September 2021



Category	Sep 2021	Sep 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change	*MOV12-2021	*MOV12-2020	Percentage Change
<b>Passenger Traffic</b>									
Enplaned	65,120	25,151	158.9%	501,534	251,329	99.6%	604,613	472,719	27.9%
Deplaned	<u>66,902</u>	<u>25,169</u>	165.8%	<u>498,449</u>	<u>247,226</u>	101.6%	<u>601,787</u>	<u>471,558</u>	27.6%
<b>Total</b>	<b>132,022</b>	<b>50,320</b>	<b>162.4%</b>	<b>999,983</b>	<b>498,555</b>	<b>100.6%</b>	<b>1,206,400</b>	<b>944,277</b>	<b>27.8%</b>
<b>Aircraft Operations</b>									
Airlines	1,154	779	48.1%	10,679	6,360	67.9%	13,660	10,198	33.9%
Commuter/ Air Taxi	<u>1,337</u>	<u>725</u>	84.4%	9,260	5,364	72.6%	11,411	8,154	39.9%
<b>Subtotal</b>	<u>2,491</u>	<u>1,504</u>	65.6%	<u>19,939</u>	<u>11,724</u>	70.1%	<u>25,071</u>	<u>18,352</u>	36.6%
General Aviation	4,342	3,926	10.6%	33,773	28,611	18.0%	44,183	39,922	10.7%
Military	<u>336</u>	<u>346</u>	-2.9%	<u>2,989</u>	<u>1,449</u>	106.3%	<u>3,867</u>	<u>2,255</u>	71.5%
<b>Subtotal</b>	<u>4,678</u>	<u>4,272</u>	9.5%	<u>36,762</u>	<u>30,060</u>	22.3%	<u>48,050</u>	<u>42,177</u>	13.9%
<b>Total</b>	<b>7,169</b>	<b>5,776</b>	<b>24.1%</b>	<b>56,701</b>	<b>41,784</b>	<b>35.7%</b>	<b>73,121</b>	<b>60,529</b>	<b>20.8%</b>
<b>Fuel Gallons</b>									
100LL	14,392	15,835	-9.1%	135,986	104,000	30.8%	175,802	145,158	21.1%
Jet A (GA)	170,636	140,922	21.1%	1,331,208	799,254	66.6%	1,748,629	1,133,193	54.3%
<b>Subtotal</b>	<u>185,028</u>	<u>156,757</u>	18.0%	<u>1,467,194</u>	<u>903,254</u>	62.4%	<u>1,924,431</u>	<u>1,278,351</u>	50.5%
Jet A (A/L)	<u>709,678</u>	<u>352,451</u>	101.4%	<u>5,761,715</u>	<u>2,898,769</u>	98.8%	<u>7,011,391</u>	<u>4,907,569</u>	42.9%
<b>Total</b>	<b>894,706</b>	<b>509,208</b>	<b>75.7%</b>	<b>7,228,909</b>	<b>3,802,023</b>	<b>90.1%</b>	<b>8,935,822</b>	<b>6,185,920</b>	<b>44.5%</b>

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

Thursday, October 21, 2021

# Airline Enplanements, Seats, and Load Factors

## Asheville Regional Airport

September 2021



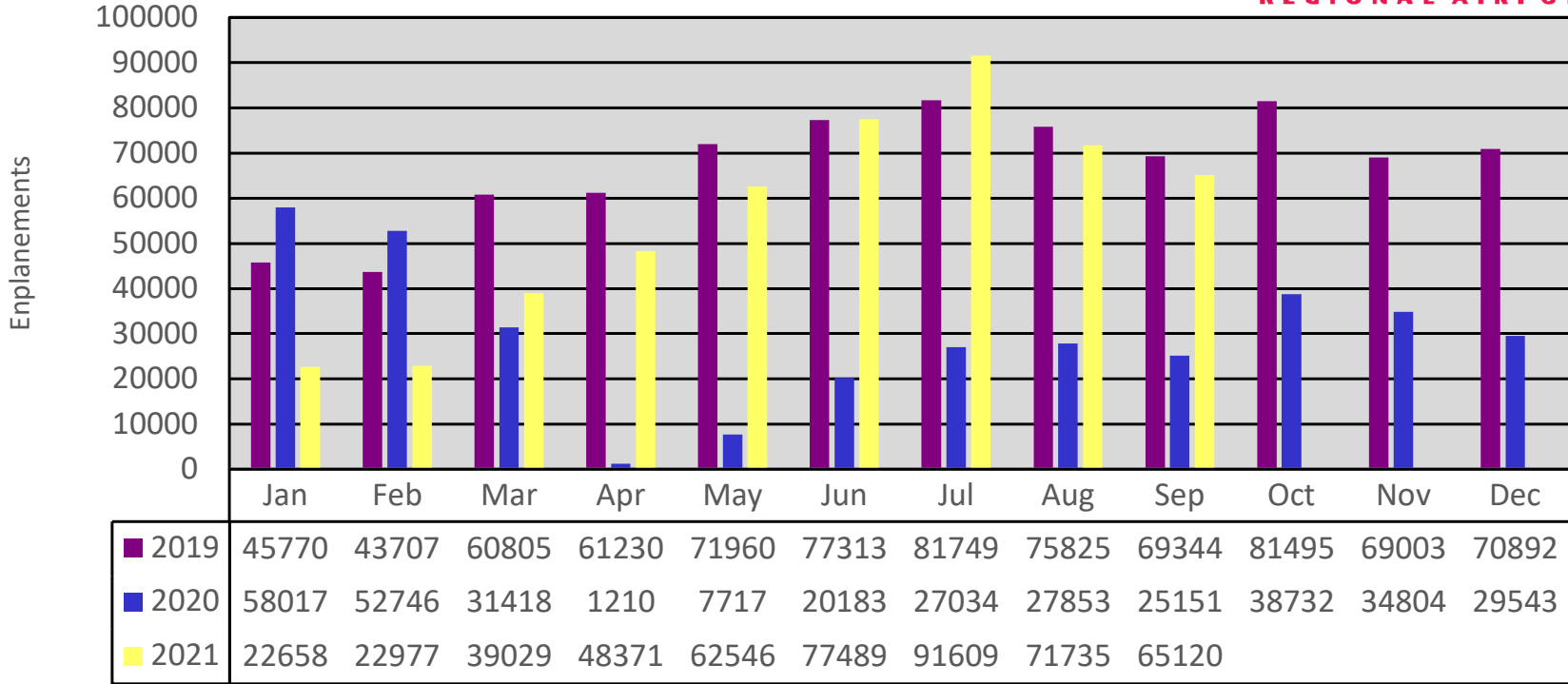
	Sep 2021	Sep 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change
<b>Allegiant Air</b>						
Enplanements	25,126	9,080	176.7%	232,857	117,262	98.6%
Seats	35,814	13,914	157.4%	345,981	193,923	78.4%
Load Factor	70.2%	65.3%	7.5%	67.3%	60.5%	11.3%
<b>American Airlines</b>						
Enplanements	18,892	8,453	123.5%	139,430	69,826	99.7%
Seats	24,081	13,094	83.9%	195,001	123,727	57.6%
Load Factor	78.5%	64.6%	21.5%	71.5%	56.4%	26.7%
<b>Delta Air Lines</b>						
Enplanements	12,000	5,156	132.7%	83,151	40,857	103.5%
Seats	14,644	11,898	23.1%	125,116	79,191	58.0%
Load Factor	81.9%	43.3%	89.1%	66.5%	51.6%	28.8%
<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	9,102	2,462	269.7%	46,096	17,879	157.8%
Seats	11,050	5,350	106.5%	60,976	39,308	55.1%
Load Factor	82.4%	46.0%	79.0%	75.6%	45.5%	66.2%
<b>Totals</b>						
Enplanements	65,120	25,151	158.9%	501,534	251,329	99.6%
Seats	85,589	44,256	93.4%	727,074	446,763	62.7%
Load Factor	76.1%	56.8%	33.9%	69.0%	56.3%	22.6%

# Airline Flight Completions Asheville Regional Airport September 2021

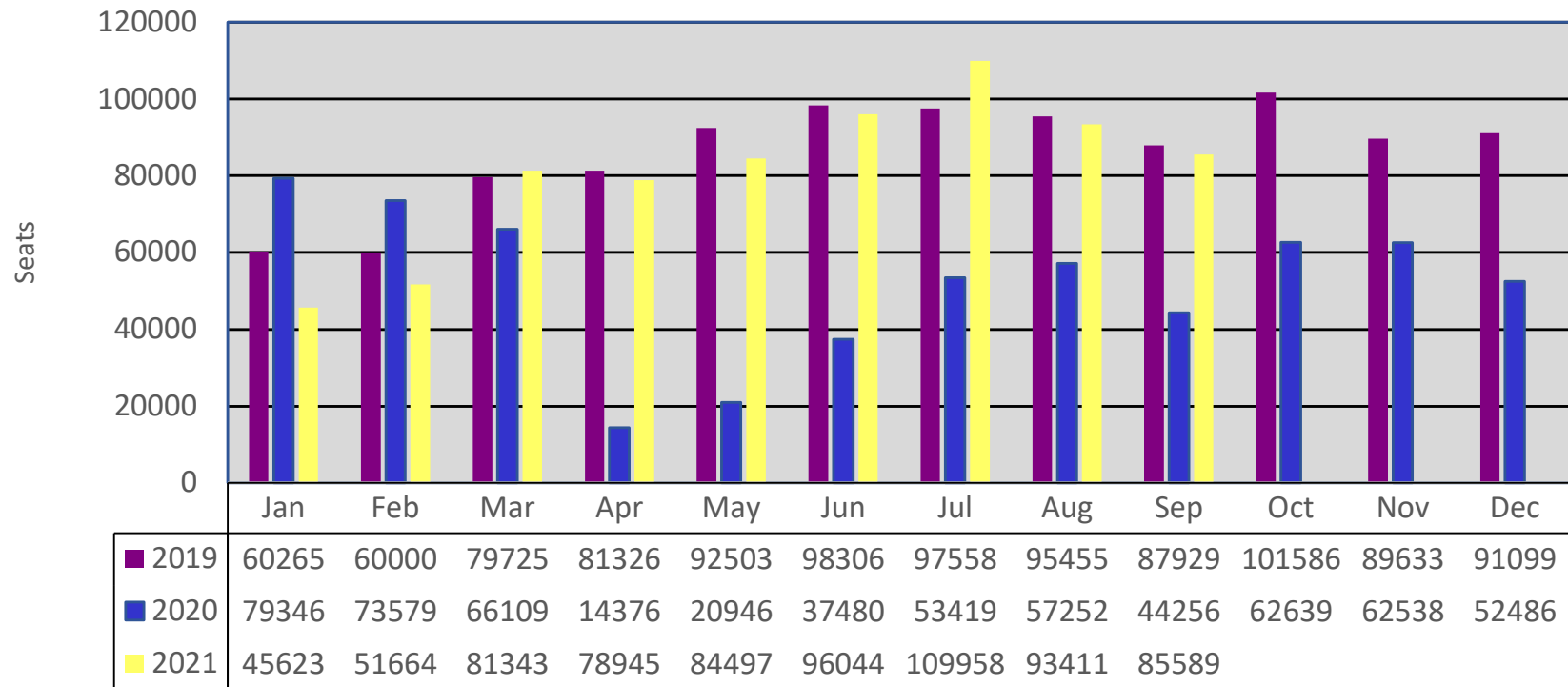


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Allegiant Air	196	0	0	0	0	0	100.0%
American Airlines	365	0	0	3	0	3	99.2%
Delta Air Lines	139	0	0	0	0	0	100.0%
United Airlines	223	0	3	0	0	3	98.7%
<b>Total</b>	<b>923</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>99.3%</b>

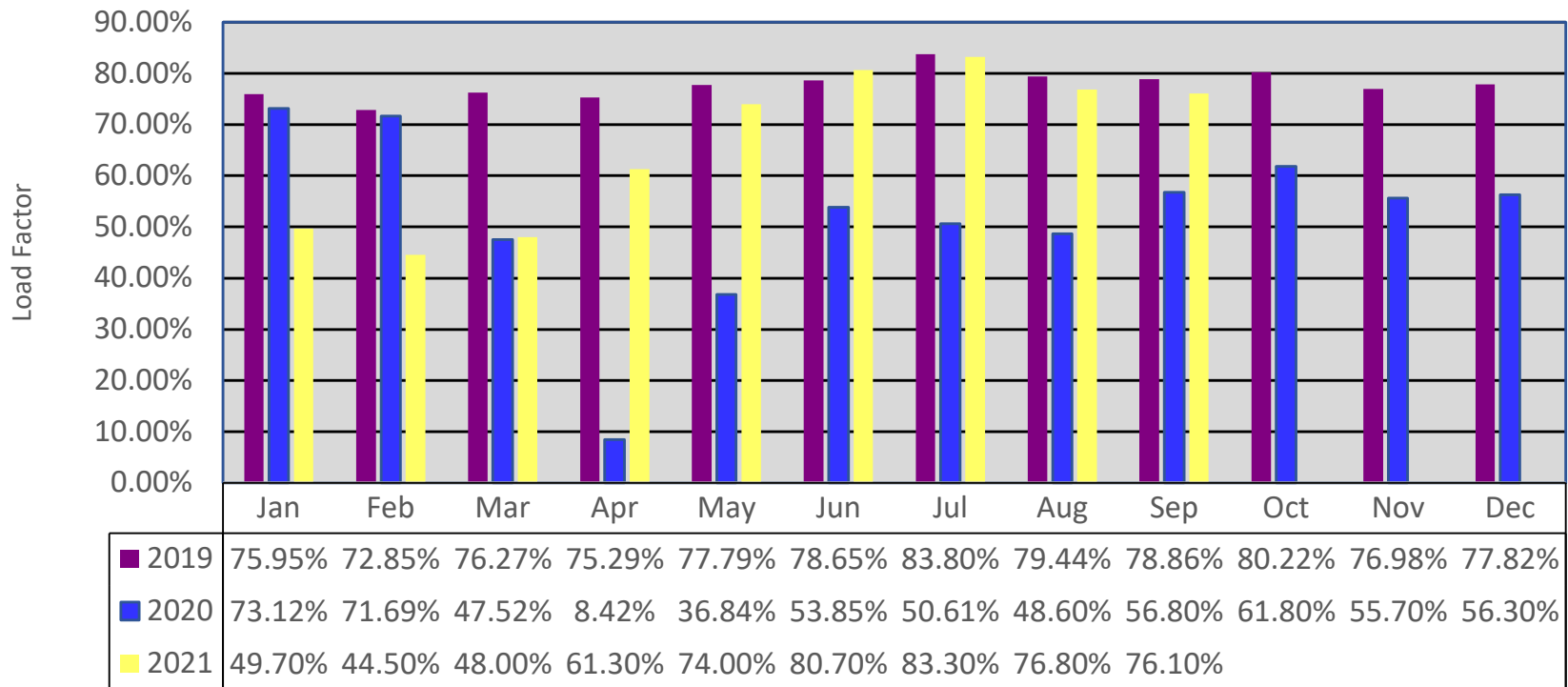
# Monthly Enplanements By Year Asheville Regional Airport



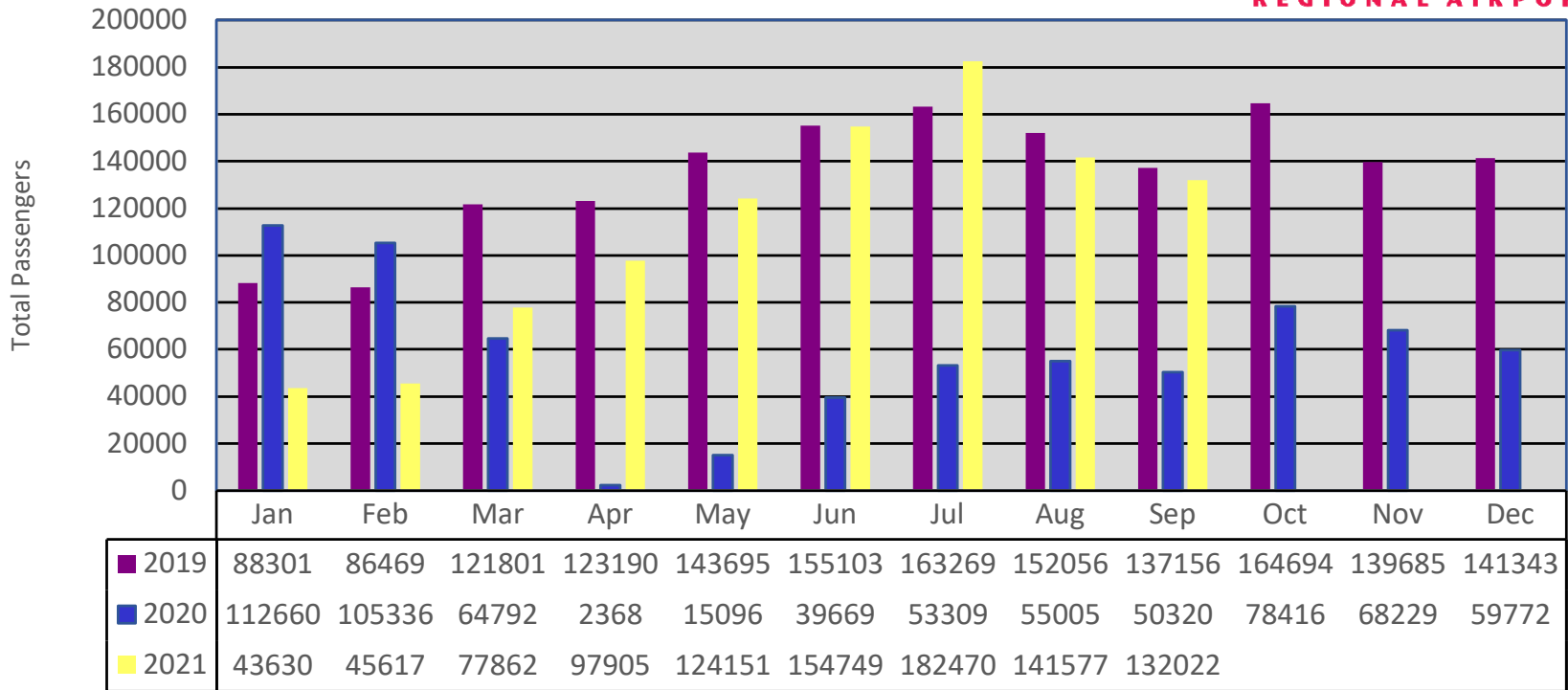
# Monthly Seats By Year Asheville Regional Airport



# Monthly Load Factors By Year Asheville Regional Airport



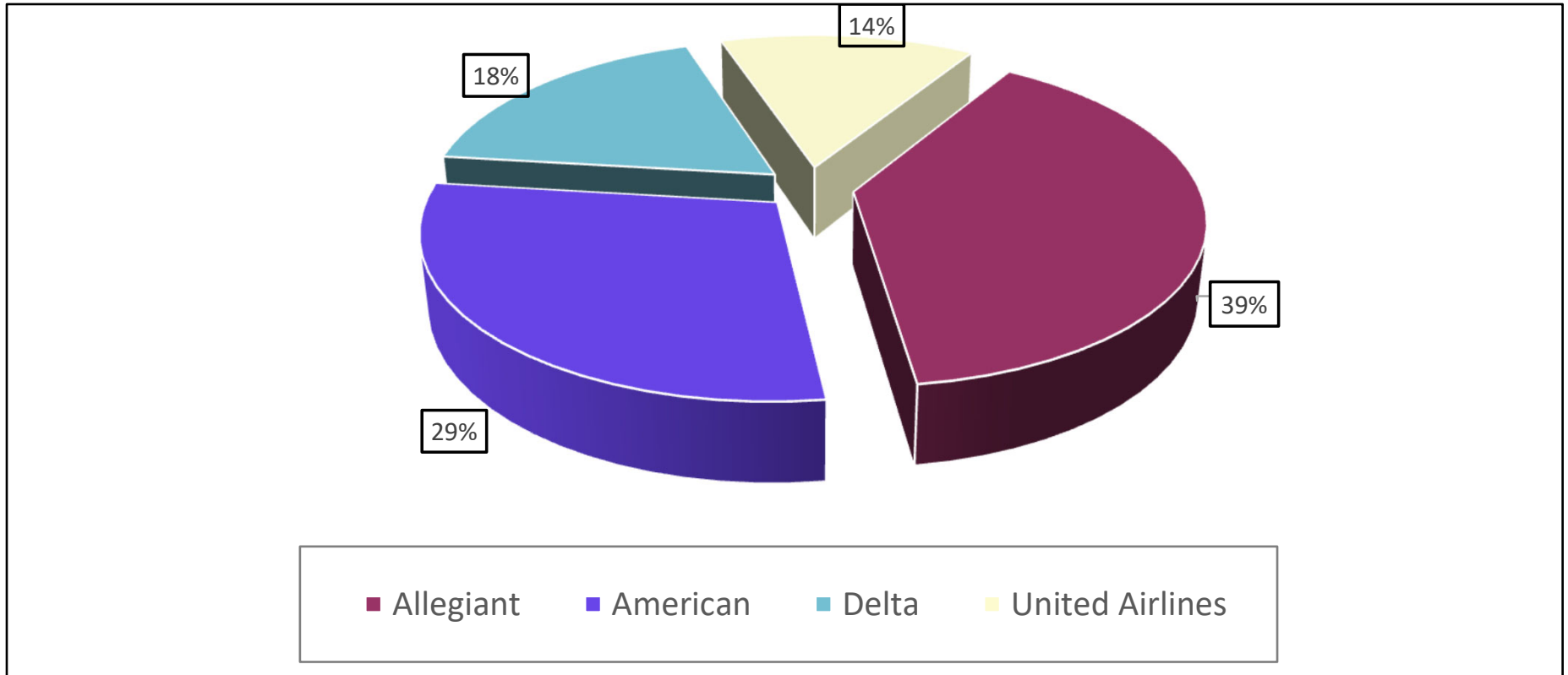
# Total Monthly Passengers By Year Asheville Regional Airport





# Airline Market Share Analysis (Enplanements) Asheville Regional Airport

Report Period From September 2021 Through September 2021



AVL - Three month schedule Summary Report

December 2021 to February 2022 vs. December 2020 to February 2021 vs. December 2019 to February 2020

1-Nov-21

Mkt AI	Travel Period		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	Ops/Week	Seats
AA	AVL-BOS	AVL BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
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-DCA	AVL DCA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	DCA-AVL	DCA AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
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-ORD	AVL ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD AVL	0	0	0	0	0	0	0	0	-	-	0	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	32	3,282	33	2,508	47	3,606	(1)	774	(3.0%)	30.9%	(15)	(324)	(31.9%)	(9.0%)
DL	AVL-ATL	AVL ATL	32	3,282	33	2,508	47	3,606	(1)	774	(3.0%)	30.9%	(15)	(324)	(31.9%)	(9.0%)
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	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%
G4	AVL-VPS	AVL VPS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	VPS-AVL	VPS AVL	0	0	0	0	0	0	0	0	-	-	0	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	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>320</b>	<b>34,734</b>	<b>234</b>	<b>21,038</b>	<b>408</b>	<b>39,088</b>	<b>86</b>	<b>13,696</b>	<b>36.8%</b>	<b>65.1%</b>	<b>(88)</b>	<b>(4,354)</b>	<b>(21.6%)</b>	<b>(11.1%)</b>

Mkt AI	Travel Period		Jan 2022		Jan 2021		Jan 2020		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	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-CLT	AVL CLT	56	4,025	39	2,821	54	3,358	17	1,204	43.6%	42.7%	2	667	3.7%	19.9%
AA	CLT-AVL	CLT AVL	56	4,025	39	2,832	53	3,325	17	1,193	43.6%	42.1%	3	700	5.7%	21.1%
AA	AVL-DCA	AVL DCA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	DCA-AVL	DCA AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-DFW	AVL DFW	14	1,064	7	532	9	684	7	532	100.0%	100.0%	5	380	55.6%	55.6%
AA	DFW-AVL	DFW AVL	14	1,064	7	532	9	652	7	532	100.0%	100.0%	5	412	55.6%	63.2%
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-ORD	AVL ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-PHL	AVL PHL	7	350	0	0	7	521	7	350	-	-	0	(171)	0.0%	(32.8%)
AA	PHL-AVL	PHL AVL	7	350	0	0	7	521	7	350	-	-	0	(171)	0.0%	(32.8%)
DL	ATL-AVL	ATL AVL	32	2,432	32	2,276	47	3,134	0	156	0.0%	6.9%	(15)	(702)	(31.9%)	(22.4%)
DL	AVL-ATL	AVL ATL	32	2,432	32	2,276	47	3,100	0	156	0.0%	6.9%	(15)	(668)	(31.9%)	(21.5%)
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	AVL AUS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-AUS	AVL AUS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-BOS	AVL BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	BOS-AVL	BOS AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-BWI	AVL BWI	0	0	0	0	1	177	0	0	-	-	(1)	(177)	(100.0%)	(100.0%)
G4	BWI-AVL	BWI AVL	0	0	0	0	1	177	0	0	-	-	(1)	(177)	(100.0%)	(100.0%)
G4	AVL-DEN	AVL DEN	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	DEN-AVL	DEN AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-EWR	AVL EWR	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	EWR-AVL	EWR AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	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	7	1,239	12	2,124	3	531	42.9%	42.9%	(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	FLL-AVL	FLL AVL	10	1,770	7	1,239	12	2,124	3	531	42.9%	42.9%	(2)	(354)	(16.7%)	(16.7%)
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	354	2	354	2	354	100.0%	100.0%	2	354	100.0%	100.0%
G4	PGD-AVL	PGD AVL	4	708	2	354	2	354	2	354	100.0%	100.0%	2	354	100.0%	100.0%
G4	AVL-PIE	AVL PIE	6	1,062	4	708	11	1,947	2	354	50.0%	50.0%	(5)	(885)	(45.5%)	(45.5%)
G4	PIE-AVL	PIE AVL	6	1,062	4	708	11	1,947	2	354	50.0%	50.0%	(5)	(885)	(45.5%)	(45.5%)
G4	AVL-SFB	AVL SFB	10	1,788	5	885	13	2,301	5	903	100.0%	102.0%	(3)	(513)	(23.1%)	(22.3%)
G4	SFB-AVL	SFB AVL	10	1,788	5	885	13	2,301	5	903	100.0%	102.0%	(3)	(513)	(23.1%)	(22.3%)
G4	AVL-SRQ	AVL SRQ	2	372	3	531	2	354	(1)	(159)	(33.3%)	(29.9%)	0	18	0.0%	5.1%
G4	SRQ-AVL	SRQ AVL	2	372	3	531	2	354	(1)	(159)	(33.3%)	(29.9%)	0	18	0.0%	5.1%
G4	AVL-VPS	AVL VPS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	VPS-AVL	VPS AVL	0	0	0	0	0	0	0	0	-	-	0	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	910	0	0	-	-	(5)	(910)	(100.0%)	(100.0%)
NK	MCO-AVL	MCO AVL	0	0	0	0	5	910	0	0	-	-	(5)	(910)	(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	7	350	11	550	14	700	(4)	(200)	(36.4%)	(36.4%)	(7)	(350)	(50.0%)	(50.0%)
UA	IAD-AVL	IAD AVL	7	350	12	600	14	700	(5)	(250)	(41.7%)	(41.7%)	(7)	(350)	(50.0%)	(50.0%)
UA	AVL-ORD	AVL ORD	14	700	7	350	14	700	7	350	100.0%	100.0%	0	0	0.0%	0.0%
UA	ORD-AVL	ORD AVL	14	700	7	350	14	700	7	350	100.0%	100.0%	0	0	0.0%	0.0%
Total			356	34,810	247	22,677	393	36,149	109	12,133	44.1%	53.5%	(37)	(1,339)	(9.4%)	(3.7%)

Mkt Al	Travel Period		Feb 2022		Feb 2021		Feb 2020		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	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-CLT	AVL CLT	56	4,025	39	2,865	54	3,342	17	1,160	43.6%	40.5%	2	683	3.7%	20.4%
AA	CLT-AVL	CLT AVL	56	4,025	39	2,865	54	3,342	17	1,160	43.6%	40.5%	2	683	3.7%	20.4%
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	DFW AVL	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	LGA AVL	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	AVL-ORD	AVL ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-PHL	AVL PHL	7	350	0	0	7	532	7	350	-	-	0	(182)	0.0%	(34.2%)
AA	PHL-AVL	PHL AVL	7	350	0	0	7	532	7	350	-	-	0	(182)	0.0%	(34.2%)
DL	ATL-AVL	ATL AVL	31	2,356	31	2,174	47	2,952	0	182	0.0%	8.4%	(16)	(596)	(34.0%)	(20.2%)
DL	AVL-ATL	AVL ATL	31	2,356	31	2,174	47	2,952	0	182	0.0%	8.4%	(16)	(596)	(34.0%)	(20.2%)
G4	AUS-AVL	AUS AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-AUS	AVL AUS	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-BOS	AVL BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	BOS-AVL	BOS AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-BWI	AVL BWI	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	BWI-AVL	BWI AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-DEN	AVL DEN	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	DEN-AVL	DEN AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-EWR	AVL EWR	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	EWR-AVL	EWR AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-EYW	AVL EYW	2	312	0	0	0	0	2	312	-	-	-	-	-	-
G4	EYW-AVL	EYW AVL	2	312	0	0	0	0	2	312	-	-	-	-	-	-
G4	AVL-FLL	AVL FLL	10	1,749	6	1,062	12	2,124	4	687	66.7%	64.7%	(2)	(375)	(16.7%)	(17.7%)
G4	FLL-AVL	FLL AVL	10	1,749	6	1,062	12	2,124	4	687	66.7%	64.7%	(2)	(375)	(16.7%)	(17.7%)
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	687	2	354	2	354	2	333	100.0%	94.1%	2	333	100.0%	94.1%
G4	PGD-AVL	PGD AVL	4	687	2	354	2	354	2	333	100.0%	94.1%	2	333	100.0%	94.1%
G4	AVL-PIE	AVL PIE	6	1,062	4	708	11	1,947	2	354	50.0%	50.0%	(5)	(885)	(45.5%)	(45.5%)
G4	PIE-AVL	PIE AVL	6	1,062	4	708	11	1,947	2	354	50.0%	50.0%	(5)	(885)	(45.5%)	(45.5%)
G4	AVL-SFB	AVL SFB	10	1,728	4	708	13	2,310	6	1,020	150.0%	144.1%	(3)	(582)	(23.1%)	(25.2%)
G4	SFB-AVL	SFB AVL	10	1,728	4	708	13	2,310	6	1,020	150.0%	144.1%	(3)	(582)	(23.1%)	(25.2%)
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%
G4	AVL-VPS	AVL VPS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	VPS-AVL	VPS AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL MCO	0	0	0	0	5	910	0	0	-	-	(5)	(910)	(100.0%)	(100.0%)
NK	MCO-AVL	MCO AVL	0	0	0	0	5	910	0	0	-	-	(5)	(910)	(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	10	500	12	600	14	700	(2)	(100)	(16.7%)	(16.7%)	(4)	(200)	(28.6%)	(28.6%)
UA	IAD-AVL	IAD AVL	10	500	12	600	14	700	(2)	(100)	(16.7%)	(16.7%)	(4)	(200)	(28.6%)	(28.6%)
UA	AVL-ORD	AVL ORD	17	850	7	350	14	700	10	500	142.9%	142.9%	3	150	21.4%	21.4%
UA	ORD-AVL	ORD AVL	17	850	7	350	14	700	10	500	142.9%	142.9%	3	150	21.4%	21.4%
<b>Total</b>			<b>366</b>	<b>35,034</b>	<b>240</b>	<b>21,538</b>	<b>388</b>	<b>35,234</b>	<b>126</b>	<b>13,516</b>	<b>52.5%</b>	<b>62.8%</b>	<b>(22)</b>	<b>(180)</b>	<b>(5.7%)</b>	<b>(0.5%)</b>



**MEMORANDUM**

TO: Members of the Airport Authority  
 FROM: Janet Burnette, Director of Finance & Accounting  
 DATE: November 12, 2021

**ITEM DESCRIPTION – Information Section Item B**

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

**SUMMARY**

Operating Revenues for the month of September were \$1,582,459, 66.6% over budget. Operating Expenses for the month were \$850,419, 4.2% under budget. As a result, Net Operating Revenues before Depreciation were \$732,040. Net Non-Operating Revenues were \$373,365, 22.4% over budget. CARES Act funding in the amount of \$982,205 was also received, bringing Net Non-Operating Revenues to a total of \$1,355,570, which is 344.4% over budget.

Year-to-date Operating Revenues were \$5,220,237, 83.3% over budget. Year-to-date Operating Expenses were \$1,982,009, 25.6% under budget. Year-to-date Net Operating Revenues before Depreciation were \$3,238,228. Net Non-Operating Revenues for the year were \$3,114,979, 240.4% over budget.

**REVENUES**

Significant variations to budget for September were:

Landing Fees	\$31,939	31.46%	Landings over budget
Term rentals – airlines	\$37,062	21.72%	Enplanements over budget
Concessions	\$18,780	52.23%	Enplanements over budget
Auto parking	\$305,734	104.82%	Enplanements over budget
Rental car-car rentals	\$183,951	147.16%	Enplanements over budget & increased rates
Land leases	\$23,406	139.04%	Golf course and FedEx leases
Other leases and fees	\$21,212	103.56%	Runway 5K and badge renewals



## **EXPENSES**

Significant variations to budget for September were:

Professional services	\$38,925	166.55%	Legal, bond issuance expenses
Contractual services	\$45,540	62.79%	Annual licensing fees
Utilities	\$9,382	23.48%	Invoiced for water usage
Insurance	(\$27,867)	(100.00%)	Insurance not invoiced
Promotional activities	(\$9,561)	(48.34%)	Limited activities for month

## **STATEMENT OF NET ASSETS**

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents increased by \$1,733K mostly due to receipt of grant funding.

Construction in Progress – Construction in Progress increased by \$1,599K mostly due to the runway, terminal design and south apron construction projects.

Property and Equipment, Net – Property and Equipment, Net decreased by \$452K due to depreciation.

**ASHEVILLE REGIONAL AIRPORT  
INVESTMENT AND INTEREST INCOME SUMMARY  
As of September 30, 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%	\$ 11,590,315	1,964
NC Capital Management Trust - Cash Portfolio		484,094	4
Bank of America - Broadmoor		293,159	
Petty Cash		200	
 <b><u>Restricted Cash:</u></b>			
BNY Mellon		425,815	
Bank of America - PFC Revenue Account	0.80%	11,314,802	1,860
 <b>Total</b>		 <b><u>\$ 24,108,385</u></b>	 <b><u>\$ 3,828</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 September 30, 2021**

	<u>Current Month</u>	<u>Prior Period</u>
<b>Cash and Investments Beginning of Period</b>	<b>\$ 22,375,652</b>	<b>\$ 19,922,287</b>
Net Income/(Loss) Before Capital Contributions	<b>1,635,329</b>	<b>1,886,464</b>
Depreciation	<b>452,281</b>	<b>452,281</b>
Decrease/(Increase) in Receivables	<b>964,446</b>	<b>388,871</b>
Increase/(Decrease) in Payables	<b>(16,497)</b>	<b>(652,856)</b>
Decrease/(Increase) in Prepaid Expenses	<b>(177,504)</b>	<b>-</b>
Decrease/(Increase) in Fixed Assets	<b>(1,598,874)</b>	<b>(712,939)</b>
Principal Payments of Bond Maturities	<b>-</b>	<b>-</b>
Capital Contributions	<b>296,188</b>	<b>1,091,544</b>
Fund Balance Adjustment - P/Y Adjustment	<b>177,364</b>	<b>-</b>
<b>Increase(Decrease) in Cash</b>	<b><u>1,732,733</u></b>	<b><u>2,453,365</u></b>
<b>Cash and Investments End of Period</b>	<b><u>\$ 24,108,385</u></b>	<b><u>\$ 22,375,652</u></b>



**ASHEVILLE REGIONAL AIRPORT  
STATEMENT OF FINANCIAL POSITION  
As of September 30, 2021**

	<b>Current Month</b>	<b>Last Month</b>
<b>ASSETS</b>		
<b>Current Assets:</b>		
<b>Unrestricted Net Assets:</b>		
Cash and Cash Equivalents	\$12,367,768	\$10,779,457
Investments	0	0
Accounts Receivable	1,094,550	1,148,453
Passenger Facility Charges Receivable	500,000	270,000
Refundable Sales Tax Receivable	16,013	165,921
Grants Receivable	1,565,098	2,555,733
Prepaid Expenses	1,373,057	1,195,553
Inventory - Broadmoor	18,444	18,444
Total Unrestricted Assets	16,934,930	16,133,561
<b>Restricted Assets:</b>		
Cash and Cash Equivalents	11,740,617	11,596,195
Total Restricted Assets	11,740,617	11,596,195
Total Current Assets	28,675,547	27,729,756
<b>Noncurrent Assets:</b>		
Construction in Progress	132,188,741	130,589,867
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	72,267,175	72,719,455
Total Noncurrent Assets	204,219,933	203,073,339
	\$232,895,480	\$230,803,095
<b>LIABILITIES AND NET ASSETS</b>		
<b>Current Liabilities:</b>		
<b>Payable from Unrestricted Assets:</b>		
Accounts Payable & Accrued Liabilities	(\$68,737)	(\$45,844)
Customer Deposits	64,954	64,954
Unearned Revenue	256,213	279,672
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	89,565	59,710
Total Payable from Unrestricted Assets	4,199,876	4,216,373
Total Current Liabilities	4,199,876	4,216,373
<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	20,529,821	20,546,318
<b>Net Assets:</b>		
Invested in Capital Assets	189,465,916	188,319,322
Restricted	11,740,617	11,596,195
Unrestricted	11,159,126	10,341,260
Total Net Assets	212,365,659	210,256,777
	\$232,895,480	\$230,803,095



# Income Statement

Through 09/30/21  
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	65,683.70	65,951.75	(268.05)	263,807.00	198,123.30
Terminal space rentals - airline	207,664.73	703,558.71	511,809.25	191,749.46	2,047,237.00	1,343,678.29
Landing fees	133,463.50	450,870.01	304,572.25	146,297.76	1,218,289.00	767,418.99
Concessions	54,738.66	210,742.16	107,875.00	102,867.16	431,500.00	220,757.84
Auto parking	597,401.11	1,887,721.38	875,000.00	1,012,721.38	3,500,000.00	1,612,278.62
Rental car - car rentals	308,951.32	1,150,967.79	375,000.00	775,967.79	1,500,000.00	349,032.21
Rental car - facility rent	59,394.95	178,184.85	178,038.75	146.10	712,155.00	533,970.15
Commerce ground transportation	17,234.79	60,656.32	32,500.00	28,156.32	130,000.00	69,343.68
FBOs	94,586.77	291,691.89	274,679.00	17,012.89	1,098,716.00	807,024.11
Building leases	5,189.75	25,210.20	11,278.50	13,931.70	45,114.00	19,903.80
Land leases	40,241.39	79,281.40	50,504.75	28,776.65	202,019.00	122,737.60
Other leases and fees	41,695.19	115,669.17	61,450.00	54,219.17	245,800.00	130,130.83
<i>Operating revenues Totals</i>	<b>\$1,582,459.42</b>	<b>\$5,220,237.58</b>	<b>\$2,848,659.25</b>	<b>\$2,371,578.33</b>	<b>\$11,394,637.00</b>	<b>\$6,174,399.42</b>
<i>Non-operating revenue and expense</i>						
Customer facility charges	168,767.50	563,048.50	350,000.00	213,048.50	1,400,000.00	836,951.50
Passenger facility charges	230,624.57	865,473.04	562,500.00	302,973.04	2,250,000.00	1,384,526.96
Broadmoor operating revenues	.00	.00	.00	.00	.00	.00
Broadmoor operating expenses	.00	.00	.00	.00	.00	.00
Cares Act grant	982,205.06	1,764,828.86	.00	1,764,828.86	.00	(1,764,828.86)
Interest revenue	3,827.75	11,195.02	2,500.00	8,695.02	10,000.00	(1,195.02)
Interest expense	(29,855.08)	(89,566.80)	.00	(89,566.80)	.00	89,566.80
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>	<b>\$1,355,569.80</b>	<b>\$3,114,978.62</b>	<b>\$915,000.00</b>	<b>\$2,199,978.62</b>	<b>\$3,660,000.00</b>	<b>\$545,021.38</b>

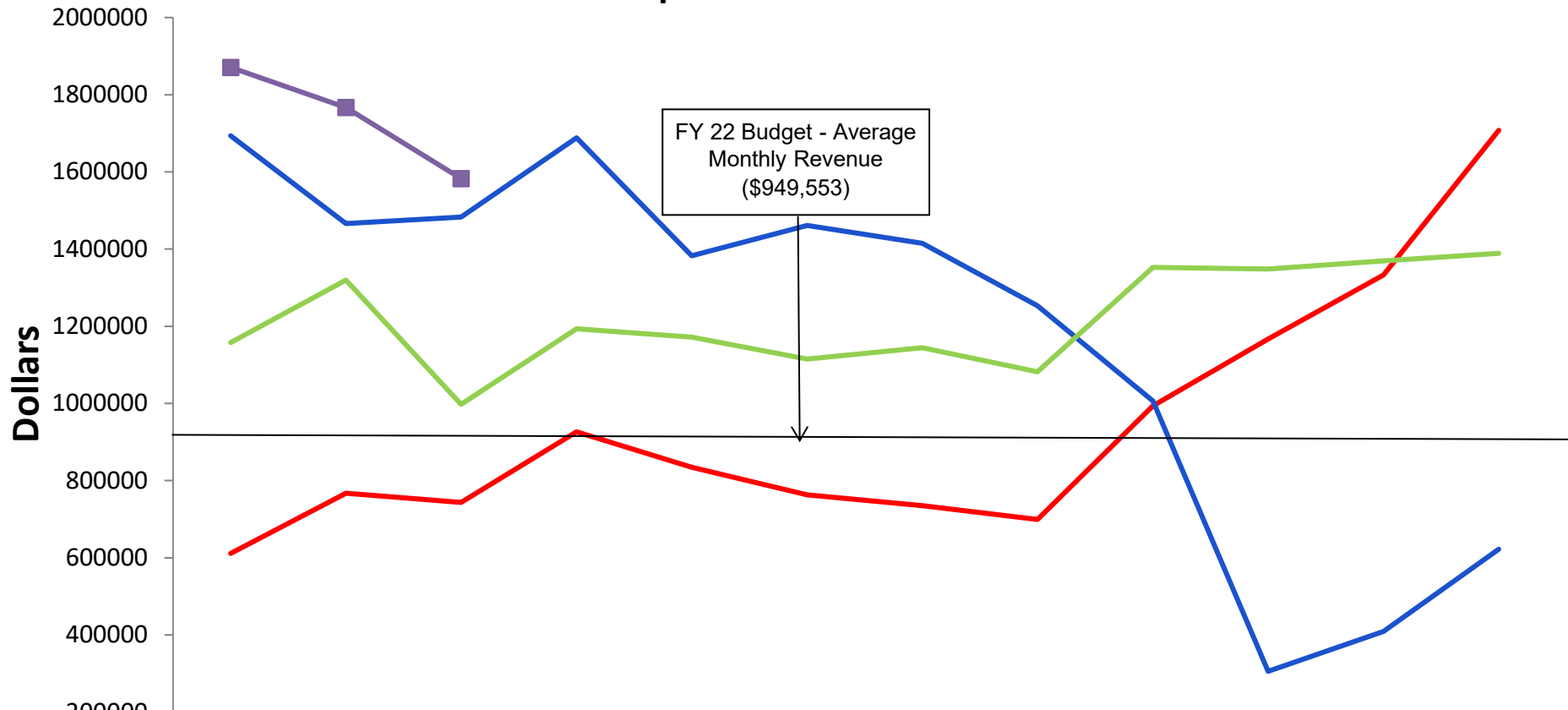


# Income Statement

Through 09/30/21  
Summary Listing

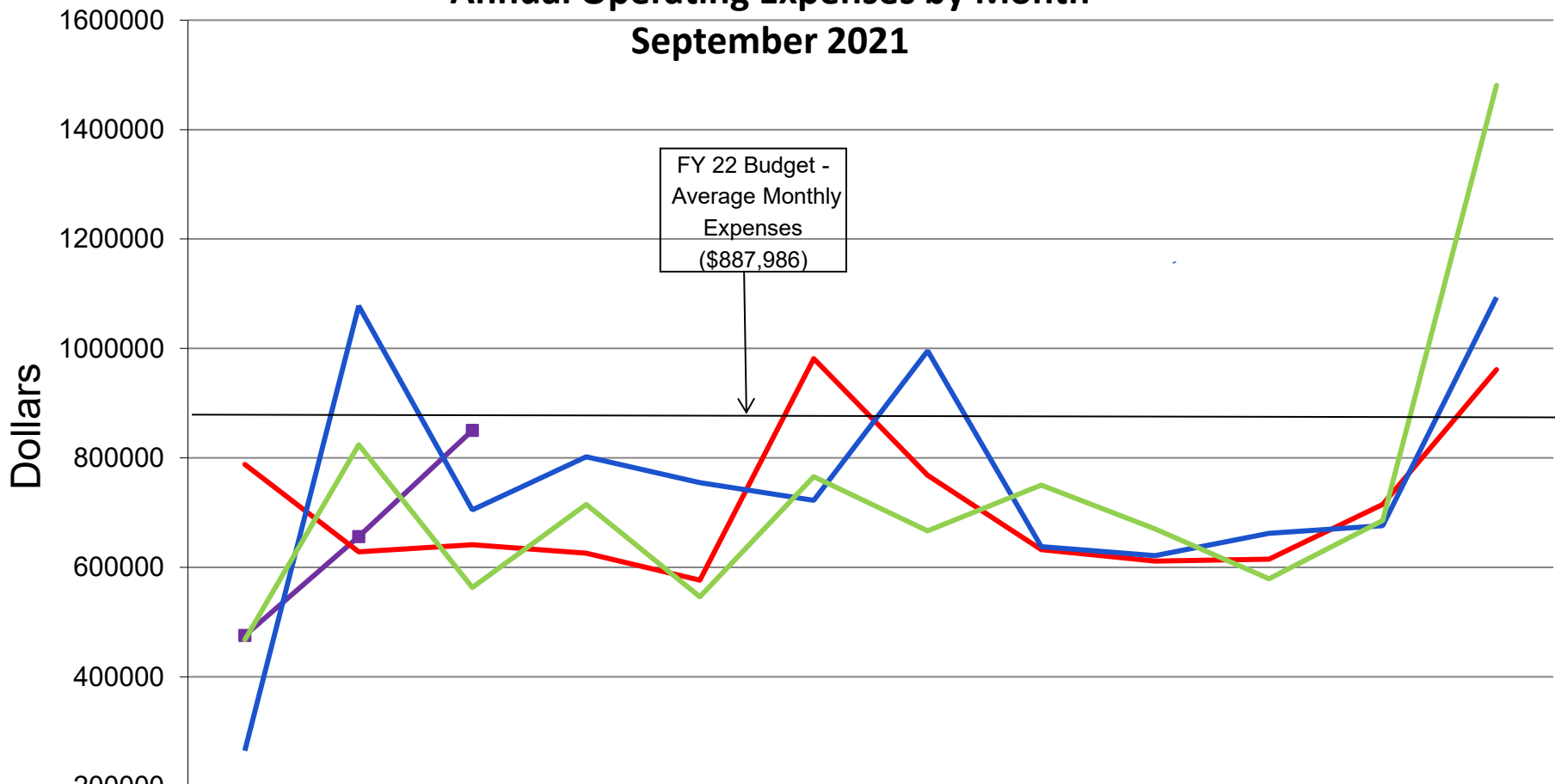
Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Capital contributions	296,188.28	1,387,732.23	.00	1,387,732.23	.00	(1,387,732.23)
<i>Operating expenses</i>						
Personnel services	523,467.68	1,382,578.20	1,758,135.00	(375,556.80)	7,032,540.00	5,649,961.80
Professional services	62,296.03	102,634.18	70,112.50	32,521.68	280,450.00	177,815.82
Other contractual services	118,064.67	235,327.58	217,574.00	17,753.58	870,296.00	634,968.42
Travel and training	12,344.43	22,787.54	34,137.50	(11,349.96)	136,550.00	113,762.46
Communications	3,267.25	10,981.04	15,310.00	(4,328.96)	61,240.00	50,258.96
Utility services	49,345.61	70,822.29	119,891.75	(49,069.46)	479,567.00	408,744.71
Rentals and leases	33.69	4,150.50	3,827.50	323.00	15,310.00	11,159.50
Insurance	.00	4,080.00	83,600.00	(79,520.00)	334,400.00	330,320.00
Advertising, printing and binding	.00	646.33	2,495.00	(1,848.67)	9,980.00	9,333.67
Promotional activities	10,216.30	26,064.22	59,331.25	(33,267.03)	237,325.00	211,260.78
Other current charges and obligations	8,195.04	18,229.34	14,287.50	3,941.84	57,150.00	38,920.66
Operating supplies	37,436.64	61,764.05	94,612.50	(32,848.45)	378,450.00	316,685.95
Publications, subscriptions, memberships, etc.	3,299.32	4,139.15	17,195.00	(13,055.85)	68,780.00	64,640.85
Repairs and maintenance	15,237.38	28,161.77	43,450.00	(15,288.23)	173,800.00	145,638.23
Small equipment	7,215.07	9,643.29	17,500.00	(7,856.71)	70,000.00	60,356.71
Contingency	.00	.00	25,000.00	(25,000.00)	100,000.00	100,000.00
Emergency repairs	.00	.00	12,500.00	(12,500.00)	50,000.00	50,000.00
Business development	.00	.00	75,000.00	(75,000.00)	300,000.00	300,000.00
<i>Operating expenses Totals</i>	<b>\$850,419.11</b>	<b>\$1,982,009.48</b>	<b>\$2,663,959.50</b>	<b>(\$681,950.02)</b>	<b>\$10,655,838.00</b>	<b>\$8,673,828.52</b>
<i>Depreciation</i>						
Depreciation	452,281.00	1,356,843.00	.00	1,356,843.00	.00	(1,356,843.00)
<i>Depreciation Totals</i>	<b>\$452,281.00</b>	<b>\$1,356,843.00</b>	<b>\$0.00</b>	<b>\$1,356,843.00</b>	<b>\$0.00</b>	<b>(\$1,356,843.00)</b>
Grand Totals						
<b>REVENUE TOTALS</b>	<b>3,234,217.50</b>	<b>9,722,948.43</b>	<b>3,763,659.25</b>	<b>5,959,289.18</b>	<b>15,054,637.00</b>	<b>5,331,688.57</b>
<b>EXPENSE TOTALS</b>	<b>1,302,700.11</b>	<b>3,338,852.48</b>	<b>2,663,959.50</b>	<b>674,892.98</b>	<b>10,655,838.00</b>	<b>7,316,985.52</b>
Grand Total Net Gain (Loss)	<b>\$1,931,517.39</b>	<b>\$6,384,095.95</b>	<b>\$1,099,699.75</b>	<b>\$5,284,396.20</b>	<b>\$4,398,799.00</b>	<b>\$1,985,296.95</b>

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



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
■ 2022	1870783	1766994	1582459									
— 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

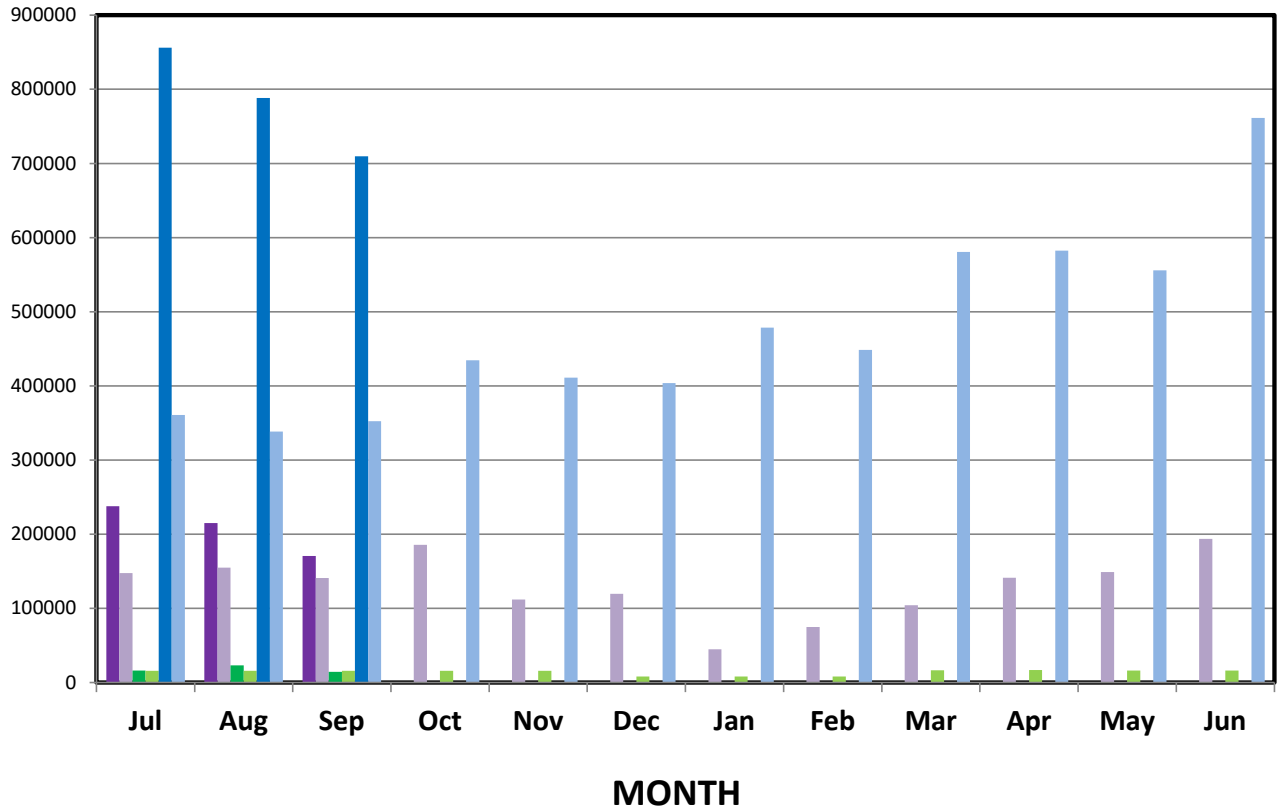
## ASHEVILLE REGIONAL AIRPORT Annual Operating Expenses by Month September 2021



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	475489	656101	850419									
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  
September 2021**

**G  
A  
L  
L  
O  
N  
S**

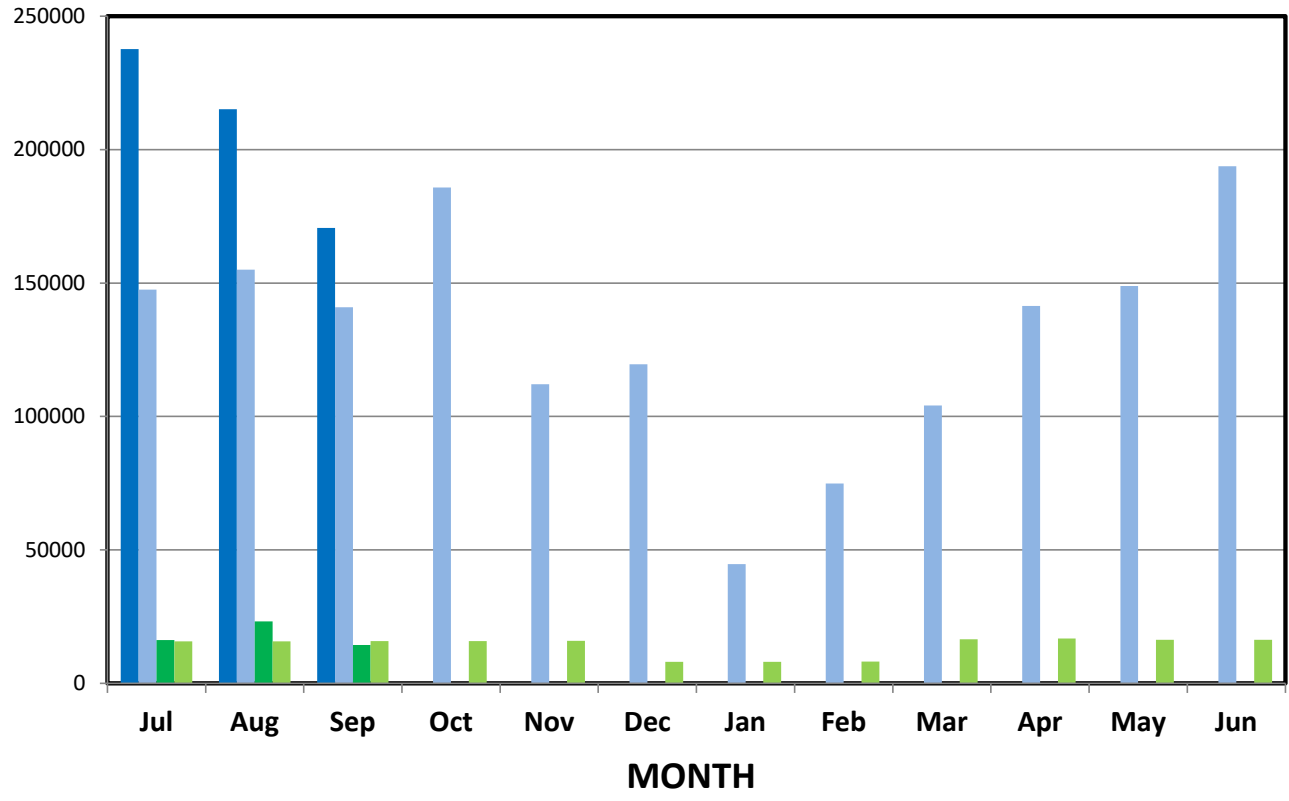


- Jet A FY22
- Jet A - FY21
- 100LL - FY22
- 100LL - FY21
- Airline - FY22
- Airline - FY21

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

**ASHEVILLE REGIONAL AIRPORT  
GENERAL AVIATION FUEL SALES - GALLONS  
September 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 11/01/2021)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 11/01/2021)	Start Date	End Date	Current Project Status (as of 11/01/2021)
1	Airfield Re-Development Project	Budget for the complete project				\$64,100,000.00	\$55,900,000.00		\$120,000,000	96.1%	\$115,333,708			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%	<i>(Overall total included in above number)</i>	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%	<i>(Overall total included in above number)</i>	94%	\$1,400,833	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%	<i>(Overall total included in above number)</i>	90.0%	\$89,344	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%	<i>(Overall total included in above number)</i>	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	90.7%	\$1,574,598	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	57.0%	\$7,185,943	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	71.2%	\$774,907	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	5.4%	\$224,127	Mar-21	Sep-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	24.7%	\$6,183	Jun-21	Dec-21	Awaiting 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	4.3%	\$24,343	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 11/01/2021)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 11/01/2021)	Start Date	End Date	Current Project Status (as of 11/01/2021)
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	Closeout documents are being assembled.
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	61.0%	\$5,730,278	Sep-19	Dec-21	Apron pavement is being placed, remaining work items to follow.
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	Apr-22	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