



AGENDA

Greater Asheville Regional Airport Authority Regular Meeting
Friday, August 12, 2022, 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. Members of the public may attend the Authority Board meeting at 8:30 a.m. on Friday, August 12, 2022 in person or via Webex: 1-844-621-3956; Meeting Number (access code): 2633 604 5232

- I. CALL TO ORDER
- II. PRESENTATIONS:
 - A. Master Plan Update – CHA ([document](#))
- III. FINANCIAL REPORT ([document](#))
- IV. CONSENT ITEMS:
 - A. Approval of the Greater Asheville Regional Airport Authority July 8, 2022 Regular Meeting Minutes ([document](#))
 - B. Ratify Approval of Grant of Easement to Duke Energy Progress, LLC. Inc. for Electric Service to Airport Terminal Building and Central Energy Plant ([document](#))
 - C. Approval of the Greater Asheville Regional Airport Authority July 8, 2022 Closed Session Minutes
- V. OLD BUSINESS: None
- VI. NEW BUSINESS:
 - A. Approval of Partnership to Apply for Port of Entry Designation ([document](#))



- B. Approval of Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration for Relocation of Airport-Owned Airport Traffic Control Tower Project ([document](#))
- C. Approval of Agreement Amendment No. 2 and a Memorandum of Understanding between Signature Flight Support Corporation and the Greater Asheville Regional Airport Authority ([document](#))
- D. Virtual Attendance of Authority Board Meetings

VII. PRESIDENT'S REPORT:

- A. Farnborough Air Show Update

VIII. INFORMATION SECTION:

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

- A. June 2022 Traffic Report ([document](#))
- B. June 2022 Monthly Financial Report ([document](#))
- C. August 2022 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:

- None identified at this time

IX. PUBLIC AND TENANTS' COMMENTS

Public and Tenant Comments will be heard in person or may be submitted 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, August 11, 2022
2. Comments received, as specified above, shall be read during this Agenda period

X. CALL FOR NEXT MEETING: September 9, 2022



XI. CLOSED SESSION:

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

XII. AUTHORITY MEMBER REPORTS:

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

XIII. ADJOURNMENT

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



Asheville Regional Airport Master Plan Update

Board Briefing #1

August 12, 2022





Agenda

- Project Background
- Inventory of Existing Conditions and Facilities
 - Background Airport Information
 - Identify Key Study Issues
- Forecast Overview
 - Historical Activity
 - Forecast (Enplanements, Operations, Based Aircraft)
- Next Steps



What Is An Airport Master Plan?

- Guides the airport's development and operational sustainability
- Two Parts
 - *Master Plan Report*
 - *Airport Layout Plan (ALP) (drawing set)*
- Covers 5, 10, and 20-year horizons
- Updated every 10 years
- Follows FAA guidance and standards



Public Participation

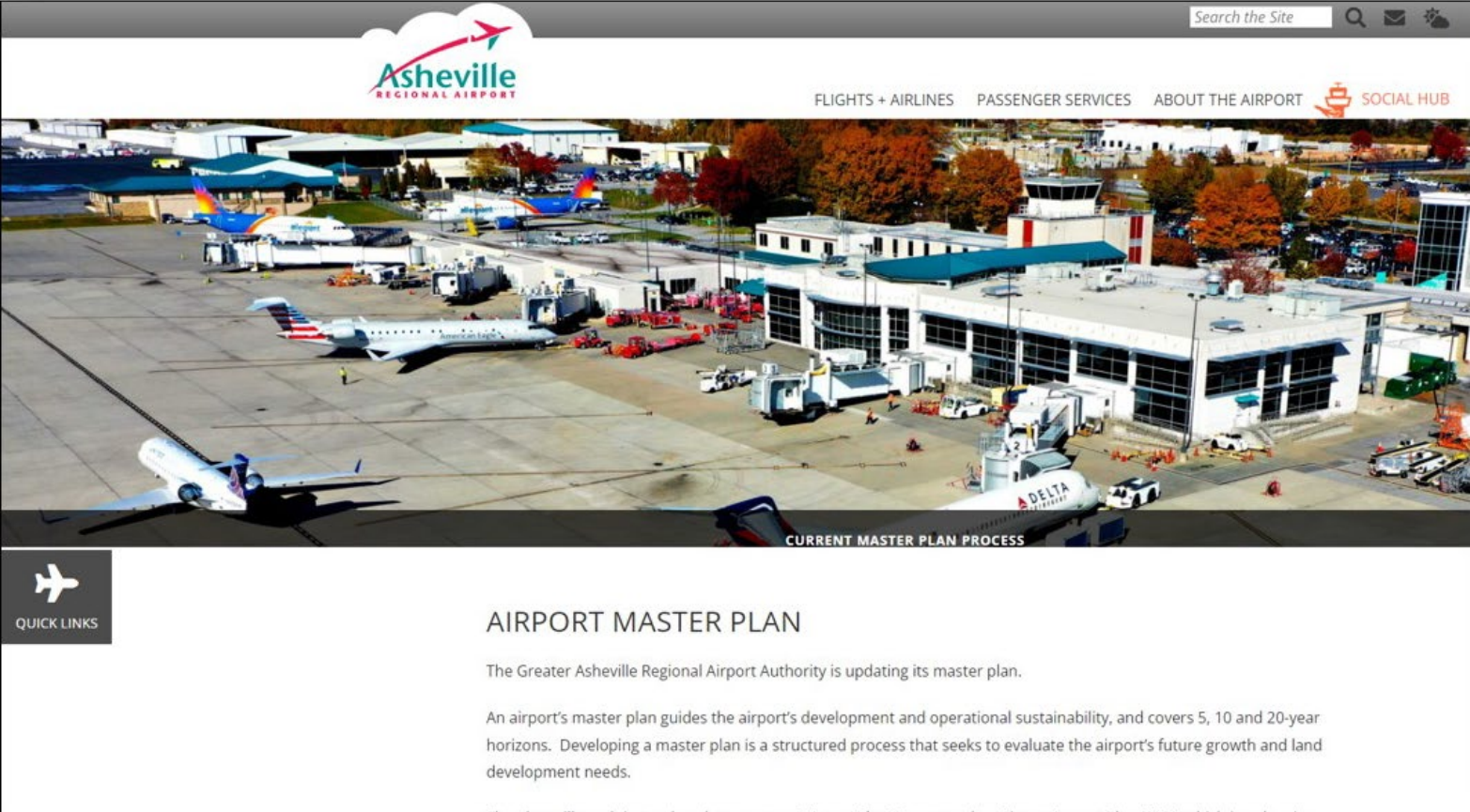
- Planning Advisory Committee (PAC)
 - Airport stakeholders (airlines, ground transportation operators, FBO, TSA concessionaires, etc.), local government, NCDOT, FAA
 - Meets three times to provide insight on airport, community and regional issues; and technical input on operational and facility matters
 - Review and comment on the Master Plan Update findings and recommendations
- Three Board Briefings
- Two Public Meeting/Workshops





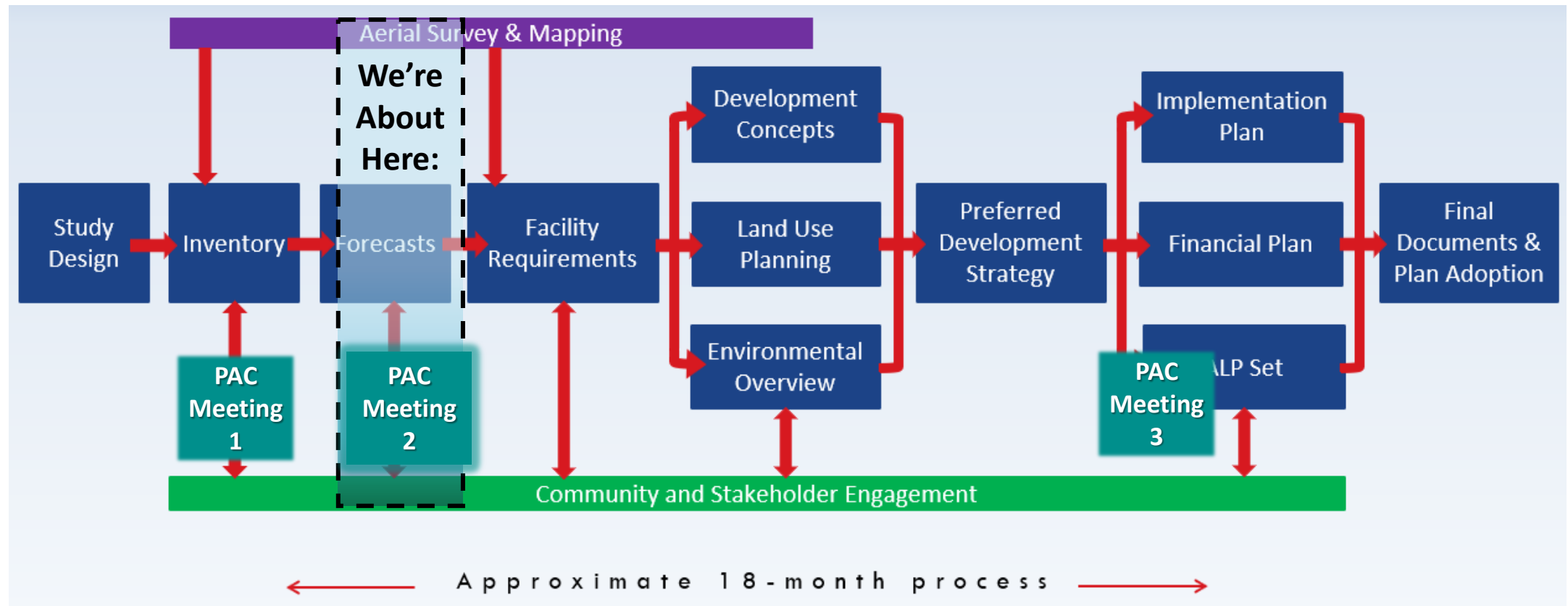
Public Participation

Master Plan information, meeting presentations, and documents will be posted to a new page on the Airport's website: flyavl.com/MasterPlan





Airport Master Planning Process





Airport Master Plan – Focus Areas

- Industry trends and regional changes since previous studies
- Specific focus areas
 - Recent airfield improvements
 - Recent activity growth and forecasts
 - New mapping and obstruction survey
 - Ongoing terminal reconstruction program
 - Ongoing ATCT relocation program
 - General Aviation development
 - Non-aeronautical land use considerations
 - Parking, access, wayfinding



An aerial photograph of an airport terminal and its surrounding infrastructure. The terminal building is a large, multi-story structure with a grey roof, located on the right side of the image. To its left is a large parking lot filled with cars. Further left is a taxi stand with several white taxis. In the center, there are several smaller buildings and a large paved area with many small white aircraft parked. The foreground shows a multi-lane highway with a white dashed line. The background features a large green field with a white circle in the center, and a dense forest of trees. The text "Inventory of Existing Conditions and Facilities" is overlaid in the center in a bold, red, sans-serif font.

Inventory of Existing Conditions and Facilities

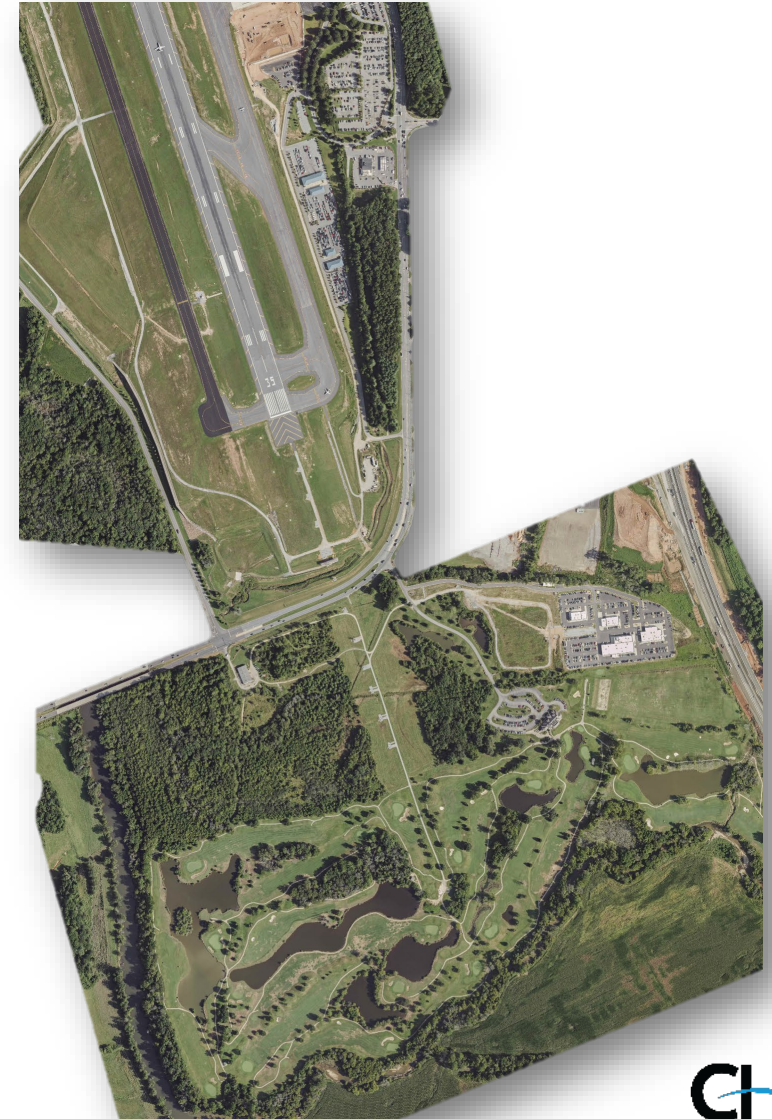
Key Airport Features

- 104th busiest airport (enplanements) in the country, out of 396 primary commercial service airports (2021)
- Primary airport serving Western North Carolina
- Currently served by six airlines
 - Non-stop service to 25 domestic destinations
- Recently rebuilt Runway 17-35
 - 8,001' x 150'
 - ILS capabilities on both ends
- Terminal building program & relocation of ATCT underway
- Recent acquisition of Broadmoor Golf Links



Land Use Considerations

- Completion of a Land Use Evaluation for land within airport boundaries
- Identify any existing and proposed land use regulations that could impact development standards
- Identify deficiencies and/or surpluses in the amount of developable land for each land use category
- Prepare conceptual land use plans based on established goals and objectives



Land Use Considerations





Forecast Overview



Historical Airport Activity (Past 10-Years)

AVL has largely recovered from industry impacts of COVID-19

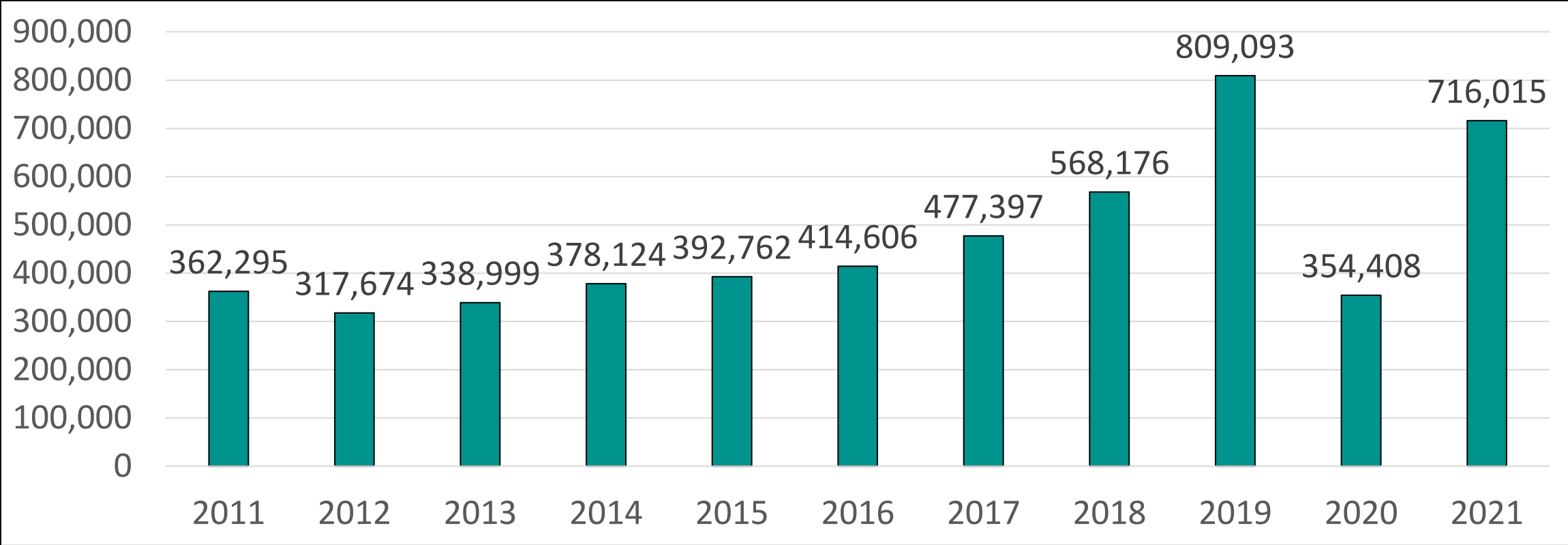
Enplanements Comparison (Year-Over-Year)

Month	2019	2020	2021	2022	% Difference		
					2019 vs. 2020	2020 vs. 2021	2021 vs. 2022
January	45,770	58,017	22,658	41,920	26.8%	-60.9%	85.0%
February	43,707	52,746	22,977	47,636	20.7%	-56.4%	107.3%
March	60,805	31,418	39,029	67,677	-48.3%	24.2%	73.4%
April	61,230	1,210	48,371	70,179	-98.0%	3897.6%	45.1%
May	71,960	7,717	62,546	79,946	-89.3%	710.5%	27.8%
June	77,313	20,183	77,489	-	-73.9%	283.9%	-
July	81,749	27,034	91,609	-	-66.9%	238.9%	-
August	75,825	27,853	71,735	-	-63.3%	157.5%	-
September	69,344	25,151	65,120	-	-63.7%	158.9%	-
October	81,495	38,732	85,762	-	-52.5%	121.4%	-
November	69,003	34,804	65,431	-	-49.6%	88.0%	-
December	70,892	29,543	63,288	-	-58.3%	114.2%	-
Total	809,093	354,408	716,015	307,358	-56.2%	102.0%	70.9%



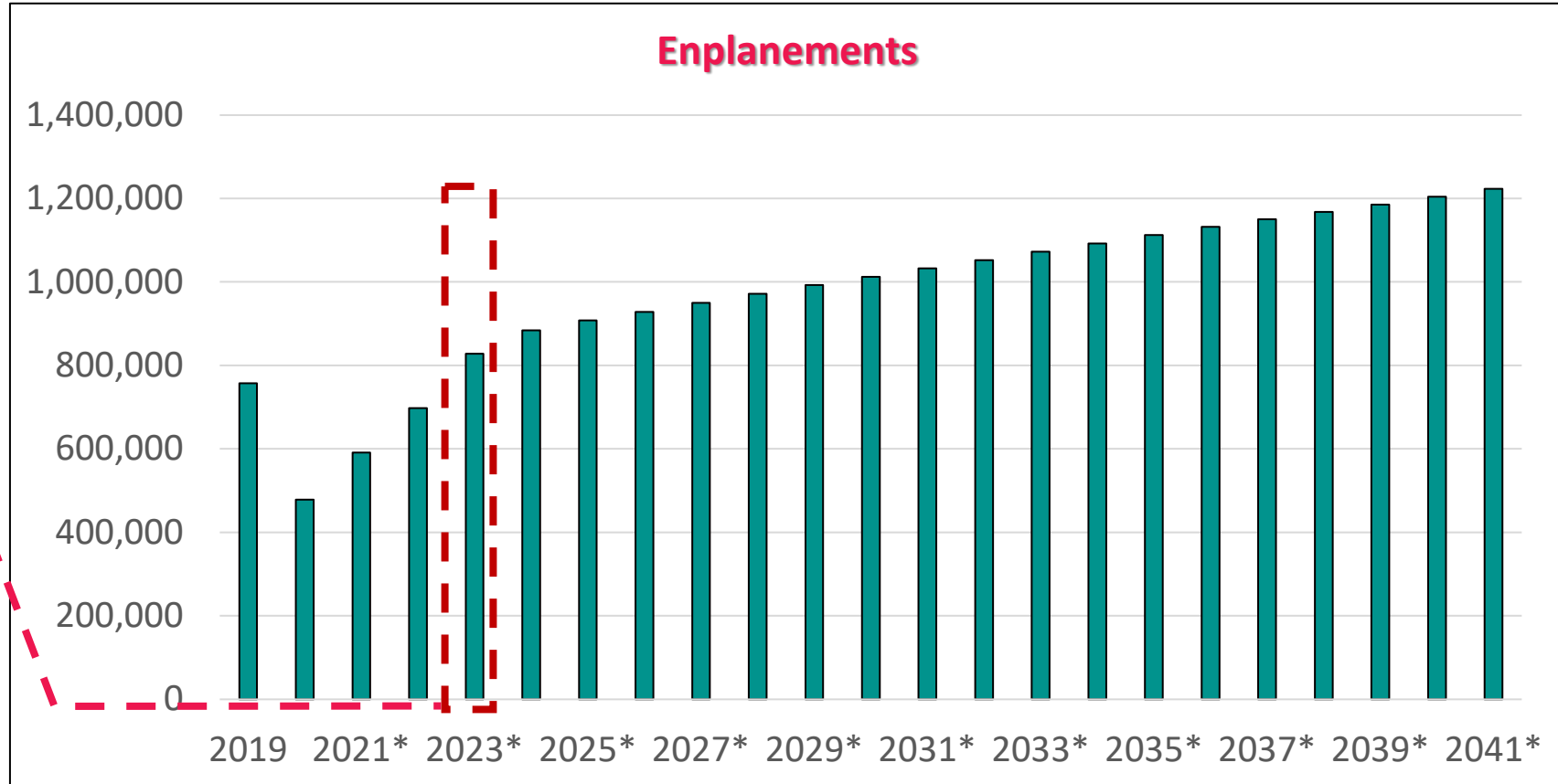
Historical Airport Activity (Past 10-Years)

Historical Passenger Enplanements





FAA Terminal Area Forecast (TAF)

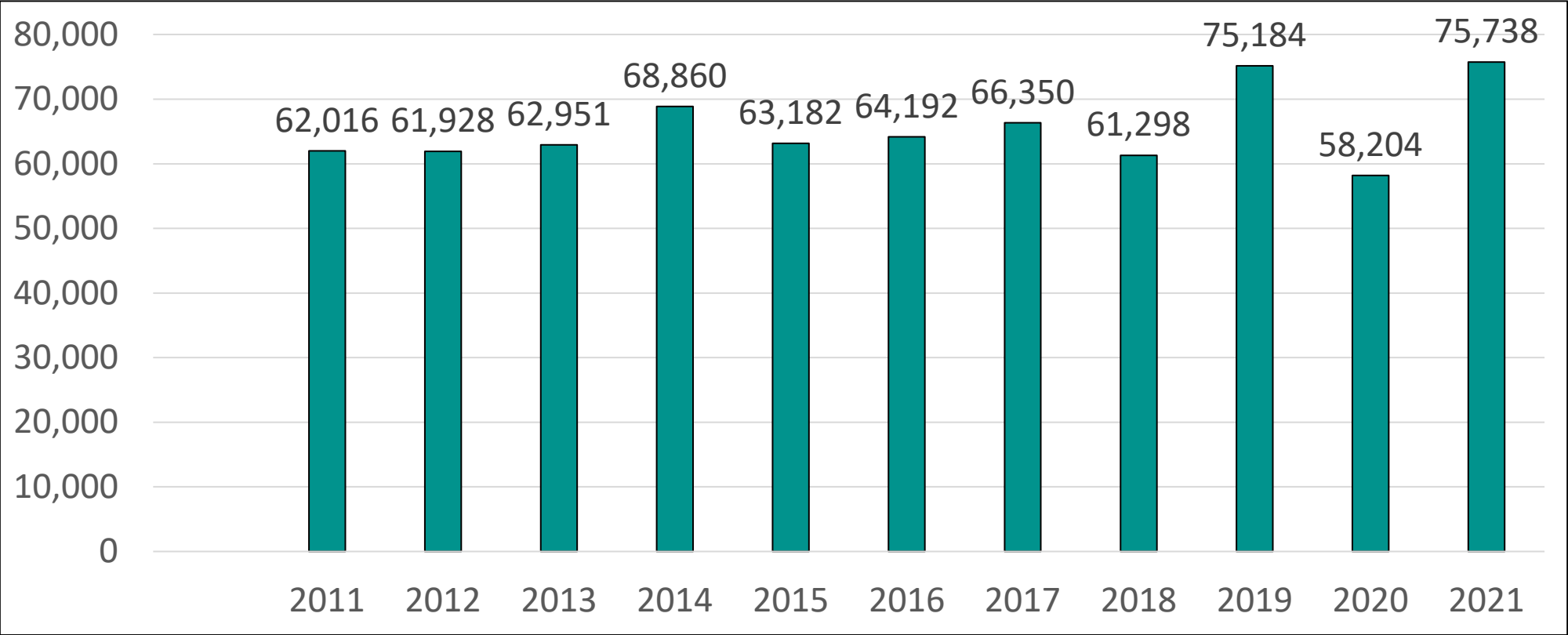


FAA Projected
2019 Recovery
2023



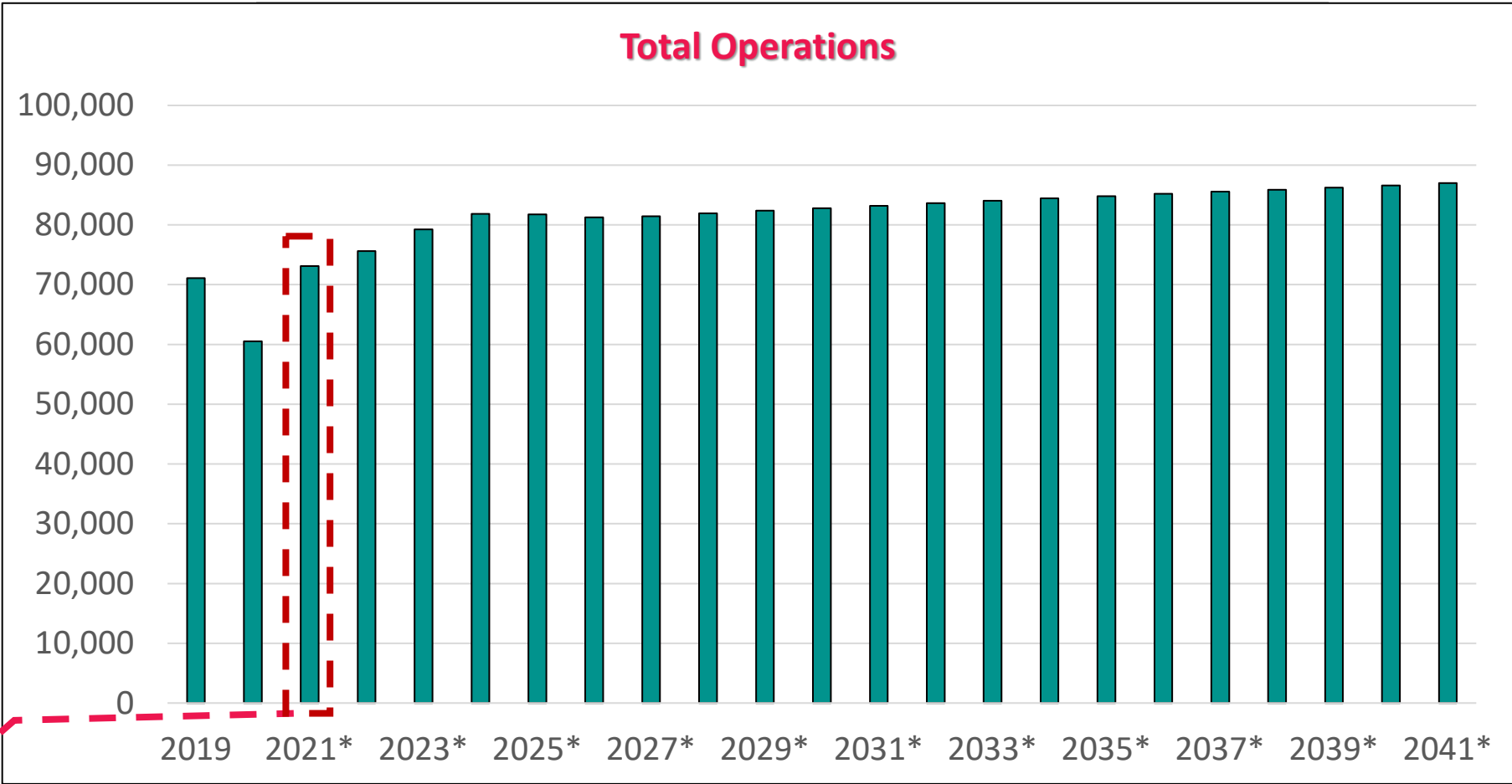
Historical Airport Activity (Past 10-Years)

Historical Aircraft Operations





FAA Terminal Area Forecast (TAF)



FAA Projected
2019 Recovery
2021



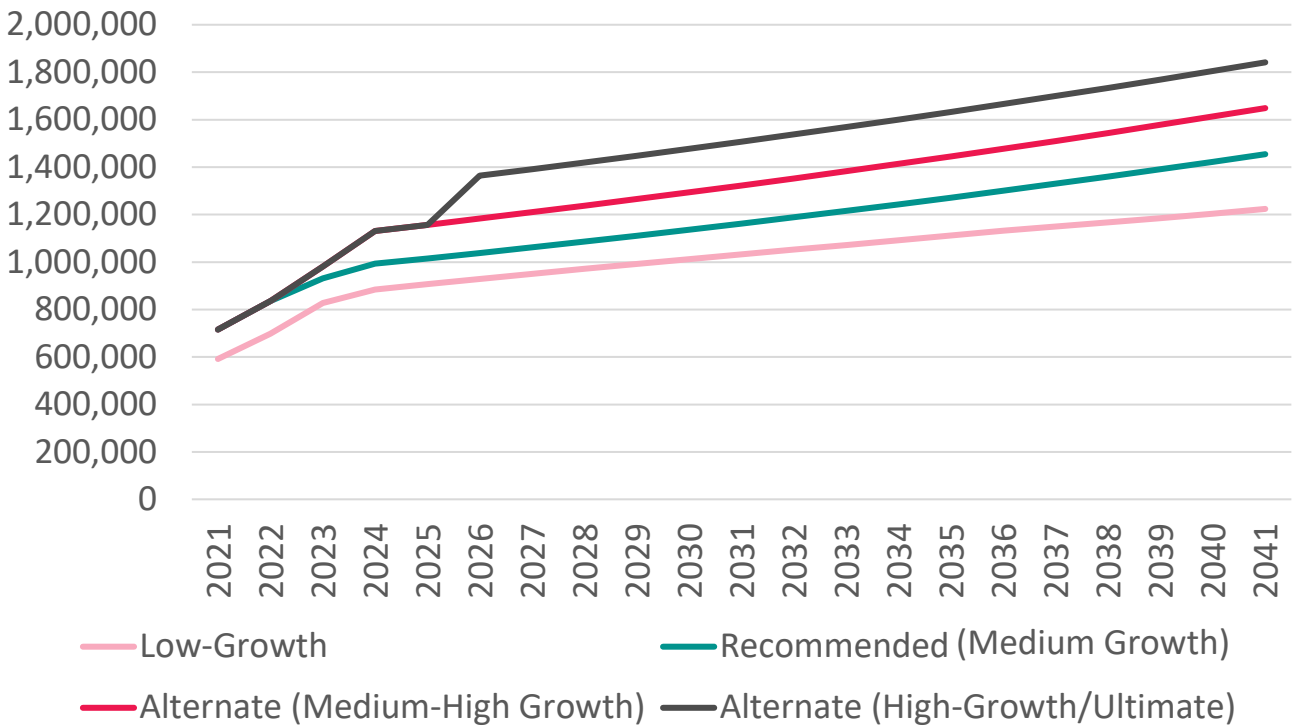
Planning Activity Levels (PALs)

- Provides the Airport Authority with a planning tool to accelerate or defer recommended improvements based on potential triggers
- PALs vs. Year: Anticipated Year activity is projected:
 - Base Year (2021)
 - PAL 1 (2026)
 - PAL 2 (2031)
 - PAL 3 (2036)
 - PAL 4 (2041)
 - PAL 5 (2041 - Medium-High Growth)
 - PAL 6 (2041 - High Growth)



Commercial Forecasts

Enplanements Forecasts



Enplanements Forecasts

Planning Activity Level	Low-Growth Enplanements	Recommended Enplanements	Alternate Forecasts	
	(FAA 2021 TAF)	(Medium-Growth)	(Medium-High Growth)	(High-Growth/Ultimate)
Base	591,035	716,015	716,015	716,015
PAL 1	928,427	1,038,576	1,183,319	1,364,356
PAL 2	1,032,306	1,162,182	1,322,750	1,507,559
PAL 3	1,131,805	1,300,499	1,477,394	1,665,974
PAL 4	1,223,464	1,455,279	1,649,002	1,841,354
AAGR	3.7%	3.6%	4.3%	4.8%
Growth Rate	107.0%	103.2%	130.3%	157.2%



Enplanements TAF Comparison

5- and 10-year period for FAA Review

Year	FAA TAF	Recommended Enplanements	% Difference
Base	591,035	716,015	21%
PAL 1	928,427	1,038,576	12%
PAL 2	1,032,306	1,162,182	13%
PAL 3	1,131,805	1,300,499	15%
PAL 4	1,223,464	1,455,279	19%
AAGR	3.70%	3.60%	
Growth Rate	107.00%	103.20%	

Due to variance (greater than 10% in 5-year forecast period), FAA headquarters approval will be required

Typical Fleet Mix

Activity Increasing

Recommended Critical Aircraft – Boeing 737-800



Existing and Future Critical Aircraft Remains the Same

Activity Decreasing

Narrowbody



Large Regional Jet



Small Regional Jet





General Aviation Forecasts

General Aviation Operations Forecast

Year	Itinerant	Local	Total
Base	34,665	16,343	51,008
PAL 1	36,193	17,063	53,256
PAL 2	37,701	17,774	55,475
PAL 3	39,209	18,485	57,694
PAL 4	40,932	19,298	60,230
AAGR	0.8%	0.8%	0.8%
Growth Rate	18.1%	18.1%	18.1%

Based Aircraft Forecast

Period	Single Engine	Multi Engine	Jet	Helo	Total
Base	144	9	5	3	161
PAL 1	147	9	9	3	168
PAL 2	150	10	12	3	175
PAL 3	154	10	15	3	182
PAL 4	157	11	19	3	190
AAGR	0.4%	1.0%	6.9%	0.0%	0.8%
Growth Rate	9.0%	22.2%	280%	0.0%	17.8%



Recommended Forecast Summary

Year	Based Aircraft	Enplanements	Operations					Total
			Commercial	General Aviation		Military		
				Itinerant	Local	Itinerant	Local	
Base	161	716,015	20,328	34,665	16,343	3,477	925	75,738
PAL 1	168	1,038,576	27,020	36,193	17,063	3,477	925	84,678
PAL 2	175	1,162,182	29,345	37,701	17,774	3,477	925	89,222
PAL 3	182	1,300,499	31,870	39,209	18,485	3,477	925	93,966
PAL 4	190	1,455,279	34,612	40,932	19,298	3,477	925	99,244
Average Annual Growth Rate	0.8%	3.6%	2.7%	0.8%	0.8%	0.0%	0.0%	1.4%
Total Growth Rate	18.0%	103.2%	70.3%	18.1%	18.1%	0.0%	0.0%	31.0%



Next Steps

- Working Paper #2 – Forecast
 - FAA Review and Comment Period
 - FAA Approval
- Facility Requirements Analysis
- Continue Sustainability/Environmental Analysis
- Next Board Briefing – Late 2022



**Asheville Regional Airport
Executive Summary
June-22**

AIRPORT ACTIVITY

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
Passenger Enplanements	90,410	16.7%	397,768	45.7%
Aircraft Operations				
Commercial	2,683	(2.2%)	11,415	(0.7%)
Scheduled Flights	1,114	8.3%		
Flight Cancellations	99			
Seats	104,873	9.2%	489,377	11.7%
Load Factor	86.2%	6.9%	81.3%	30.4%
General Aviation	4,819	6.1%	22,610	8.8%
Military	381	(8.4%)	2,766	49.3%

FINANCIAL RESULTS

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
Operating Revenues	\$ 2,079,519	60.4%	\$ 19,889,480	27.8%
Operating Expenses	1,705,678	64.1%	10,480,585	(16.0%)
Net Operating Revenues before Depreciation	<u>\$ 373,841</u>		<u>\$ 9,408,895</u>	
Net Non-Operating Revenues	<u>\$ 1,843,514</u> *	504.4%	<u>\$ 20,001,147</u>	446.5%
* Includes \$1,112,208 CRRSA funding				
Grants:				
FAA AIP Grants	\$ 2,231,623		\$ 8,639,188	
NC Dept of Transportation Grants	188,648		5,858,424	
Total	<u>\$ 2,420,271</u>		<u>\$ 14,497,612</u>	

CASH

Restricted - PFC Revenue Account	\$ 13,095,327
Restricted - BNY Mellon (Debt Service Series 2016)	\$ 1,524,130
Restricted - Bond Series 2022A	\$ 194,866,843
Designated for O&M Reserve	6,038,279
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	24,153,243
Total	<u>\$ 240,327,822</u>

RECEIVABLES PAST DUE

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	17,950	5,900	1,025	11,025
Allegiant	2,892	1,214	1,678	-
Delta	360	360	-	-
Elite	280	-	-	280
FAA	147	-	-	147
Signature	505	505	-	-
Spirit	341	-	-	341
Sun Country	2,340	2,340	-	-
TSA	11,440	9,920	780	740
World Fuel Services	1,758	-	-	1,758
Miscellaneous	3,456	125	125	3,206
Total	<u>\$ 41,469</u>	<u>\$ 20,364</u>	<u>\$ 3,608</u>	<u>\$ 17,497</u>
% of Total Receivables	4.14%			

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	\$ 51,144,549
Year-to-Date Spending	\$ 16,249,178

**REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
July 8, 2022**

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, July 8, 2022 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: Brad Galbraith, Chair; George H. Erwin, Jr., Vice-Chair; Carl H. Ricker, Jr.; Susan Russo Klein; Britt Lovin; and Nathan Kennedy

MEMBERS ABSENT: Matthew C. Burrell

STAFF AND LEGAL COUNSEL PRESENT: Cindy Rice, Authority Legal Counsel; Lew Bleiweis, President & CEO ("president"); Michael Reisman, Deputy Executive Director; Tina Kinsey, Director of Marketing, Public Relations & Air Service Development; 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; Samuel Sales, Chief of Public Safety; Angela Wagner, Director of Administration and Human Resources; Michael Merideth, Systems Administrator; and Ellen Heywood, Clerk to the Board

STAFF PRESENT VIA VIDEO: Jared Merrill, Airport Planning Manager

PRESENT IN PERSON: Vin Delnero, Parsons; Ben McMillan, Hensel Phelps; Amanda Sheridan, McFarland Johnson

ALSO PRESENT VIA TELEPHONE/VIDEO: Robby Russell; John Kasuda, Siemens; Jon McCalmont, Parrish and Partners; James Moose, Avcon; Jeff Kirby, Parrish and Partners

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

PRESENTATIONS: None

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

CONSENT ITEMS: The Chair stated that Consent Item D, Approval of the Greater Asheville Regional Airport Authority June 10, 2022 Closed Session Minutes, would be pulled for review in Closed Session.

A. Approval of the Greater Asheville Regional Airport Authority June 10, 2022 Regular Meeting Minutes:

B. Approval of the Greater Asheville Regional Airport Authority June 27, 2022 Special Meeting Minutes:

Mr. Lovin moved to approve Consent Items A and B. Ms. Russo Klein seconded the motion and it carried unanimously.

C. Approval of Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration for Relocation of Airport-Owned Airport Traffic Control Tower Design Project: Michael Reisman informed the Board that the FAA recently requested that an additional 3,000 square feet of space be added to the design of the air traffic control tower facility. The change will require additional design work as well as additional work by the FAA facilities and engineering group. Mr. Reisman stated that the additional cost of the work by the FAA totals \$85,296.17 and has been included in a modification to the Reimbursable Agreement with the FAA that the Board approved in August of 2021. This additional cost increases the total Reimbursable Agreement to a not to exceed cost of \$262,800.51. Another reimbursable agreement will be needed in the future to cover the FAA's expenses for construction administration. Mr. Reisman further stated that the Authority will pay the FAA for their facilities and engineering group to review the added design work, however, a different branch of the FAA will reimburse the Authority for these expenses.

Ms. Russo Klein moved to approve the Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration (FAA) for Relocation of Airport-Owned Airport Traffic Control Tower Design Project in the amount of \$85,296.17 and authorize the president and CEO to execute the necessary documents. Mr. Kennedy seconded the motion and it carried unanimously.

OLD BUSINESS: None

NEW BUSINESS:

A. Approve Guaranteed Maximum Price Amendment for Component Guaranteed Maximum Price No. 2 with Hensel Phelps Construction Company:

Mr. Reisman reminded the Board that a guaranteed maximum price amendment to the contract with Hensel Phelps for Component Guaranteed Maximum Price ("CGMP") No. 1

was approved in January. Since then, staff has been working with Hensel Phelps to price CGMP No. 2 which includes the construction of the central energy plant, all civil sitework for the project, and pre-ordering items with long lead times. The work was competitively bid in April and the total cost for the work has been negotiated with Hensel Phelps for a total of \$77,999,756.00. This amount includes a \$3.1 million potential economic escalation for potential price increases that may have been seen between the April bid date and the date staff is able to lock-in the price with Hensel Phelps. Michael Reisman called the Board's attention to the AIA Document A133 at their seats and advised the Board that some of the wording in the agreement with Hensel Phelps had changed slightly. Information was provided on what had transpired as well as a brief background on the AIA Document A133 with Hensel Phelps. Mr. Reisman stated that originally CGMP 2 had been anticipated to cost approximately \$65 million, however, some of the items from a later phase were advanced to CGMP 2 which brought the cost estimate to about \$70 million. Cost for the work in CGMP 2 will be paid for utilizing FAA and TSA fund and the remaining balance with Authority issued bonds. Mr. Reisman explained that staff was also recommending a 3% owners' allowance which will allow for staff to make changes that may be necessary during the project. Mr. Reisman further stated that the \$78 million amount also includes a 3% contractor's allowance which cannot be spent without the airport's approval.

Mr. Ricker moved to approve AIA Document A-133-2019, Exhibit A-2 (Guaranteed Maximum Price Amendment) in the amount of \$77,999,756.00; authorize an additional Owner's Allowance of 3% in the amount of \$2,339,993.00; and authorize the president & CEO to execute the necessary documents. Ms. Russo Klein seconded the motion and it carried unanimously.

B. Approve Amendment to Design Contract with Pond & Company, Inc. for the Air Traffic Control Tower and Associated Facilities Project: Michael Reisman advised the Board that this item was tied to the Reimbursable Agreement with the FAA that the Board approved earlier in the meeting. Mr. Reisman further stated that since the FAA requested an increase to the size of the base building of the air traffic control tower by approximately 3,000 square feet, the change in size was estimated to increase the project amount by approximately \$5.5 million. The FAA has agreed to fund this through grants or other reimbursements to the Authority. The contract with Pond & Company, Inc. needs amendment for the re-design of the base building. The contract amount of \$4,157,923.00 includes both design and resident project representative services during construction. The additional design services for the increase in size of the base building was a not-to-exceed amount of \$722,133.00. The additional cost will be paid for utilizing FAA funds in addition to any other federal funding that may be received for the project.

Mr. Lovin moved to approve the amendment to the design contract of the new Air Traffic Control Tower and Associated Facilities with Pond & Company, Inc. in the amount of \$722,123.00 and authorize the president & CEO to execute the necessary documents. Ms. Russo Klein seconded the motion and it carried unanimously.

DIRECTOR'S REPORT: The president stated that he had a couple of additional items to address that were not included on the agenda.

A. Airport Improvement Article: An Airport Improvement magazine article concerning the Airfield Re-development project was available at the Board Members' seats for their information.

B. Federal Grant: The president briefed the Board on two grants the airport would be awarded by the FAA. The first was a \$6.1 million grant which was part of the normal AIP entitlement funding and will be used for the general aviation ramp rehabilitation project. The second grant for \$15 million was part of the federal infrastructure bill that was passed the previous year and has been earmarked for the air traffic control tower project.

C. Update to State Commercial Funds: The president reminded the Board that the 10 commercial service airports in the state had worked together a few years ago with legislators to include funding in the state's budget for capital projects. The group was successful with \$75 million added to the state's budget on a recurring basis. Asheville receives just under \$5 million a year from the state. The group of commercial airports recently worked with the legislators to add an additional \$25 million in the budget for commercial service airports. Once the governor signs the budget into effect, staff anticipates receiving between \$1 to \$1.5 million in additional funding from the state each year.

D. State Treasurer Letter: The president reported that staff had received a letter from the state treasurer concerning financial calculations for the Authority in the state retirement system due to a significant increase in a particular employee's salary. The increase in salary would create a liability for the Authority in the retirement system if the employee were to retire within 12 months of the increase in salary. The president was required to provide notice to the Board on this matter.

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 August 12, 2022. It was mentioned that there was a possibility the August meeting could be cancelled if there were no items requiring Board action.

AUTHORITY MEMBER REPORTS: None

CLOSED SESSION: At 9:14 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 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 10:31 a.m.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY JULY 8, 2022 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. Lovin seconded the motion and it carried unanimously.

APPROVAL OF THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY JUNE 10, 2022 CLOSED SESSION MINUTES: Ms. Russo Klein moved to approve the minutes for the Greater Asheville Regional Airport Authority June 10, 2022 Closed Session and to seal and withhold the minutes for the June 10, 2022 Closed Session 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 10:33 a.m. Mr. Lovin seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Brad Galbraith
Chair



MEMORANDUM

TO: Members of the Airport Authority

FROM: Michael A. Reisman, A.A.E.
Chief Operating Officer

DATE: August 12, 2022

ITEM DESCRIPTION – Consent Item B

Ratify Approval of Grant of Easement to Duke Energy Progress, LLC Inc. (DEP) for Electric Service to Airport Terminal Building and Central Energy Plant

BACKGROUND

Electric service required to accommodate the Terminal Modernization Project is more extensive than is presently provided on the airport. A series of new transformers and underground cabling must be installed early in the project in order not to negatively affect the construction schedule of the program. Staff has been working with DEP for several months on this and was recently presented with the final document for an easement that covers a number of locations and routes for increased service. Waiting for its execution with DEP would have had impacts on the current work schedule for the start of the project. As the President and CEO was out of town on airport business, the document was executed on his behalf by the Chief Operating Officer with the intent on later ratification by the Board.

ISSUES

None.

ALTERNATIVES

None. DEP is the sole provider of commercial power on the airport.

Consent – Item B



FISCAL IMPACT

None directly associated with this action. Appropriate charges for service will be rate based by DEP to the new terminal facilities.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) ratify approval of the grant of an Easement to DEP for electric service to the Airport Terminal Building and Central Energy Plant.

Prepared by: Duke Energy Progress, LLC
Return to: Duke Energy Progress, LLC
Attn: Wendi McCrain
555-A Brevard Rd.
Asheville, NC 28806

Parcel # 964352328400000

EASEMENT

State of North Carolina

County of Buncombe

THIS EASEMENT (“**Easement**”) is made this 20th day of JULY 2022, from **GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY**, a body corporate and politic organized under the laws of the State of (“**Grantor**”, whether one or more), to **DUKE ENERGY PROGRESS, LLC**, a North Carolina limited liability company (“**Grantee**”).

Grantor, for and in consideration of the sum of One and 00/100 Dollar (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant unto Grantee a perpetual and non-exclusive easement, to construct, reconstruct, operate, patrol, maintain, repair, replace, relocate, add to, modify, and remove electric and communication lines including, but not limited to, all necessary supporting structures, and all other appurtenant apparatus and equipment for the transmission and distribution of electrical energy, and for technological purposes related to the operation of the electric facilities and for the communication purposes of Incumbent Local Exchange Carriers (collectively, “**Facilities**”).

Grantor is the owner of that certain property described in that instrument recorded in Deed Book 5565, Page 1196, Buncombe County Register of Deeds (“**Property**”).

The Facilities shall be underground, except as needed on or above the ground to support the underground Facilities, and located in, upon, along, under, through, and across a portion of the Property within an easement area described as follows:

A strip of land twenty feet (20’) in uniform width, lying equidistant on both sides of a centerline, which centerline shall be established by the center of the Facilities as installed, along with an area ten feet (10’) wide on all sides of the foundation of any Grantee enclosure/transformer, vault and/or manhole, (hereinafter referred to as the “**Easement Area**”).

The rights granted herein include, but are not limited to, the following:

1. Grantee shall have the right of ingress and egress over the Easement Area, Property, and any adjoining lands now owned or hereinafter acquired by Grantor (using lanes, driveways, and adjoining public roads where practical as determined by Grantee).
2. Grantee shall have the right to trim, cut down, and remove from the Easement Area, at any time or times and using safe and generally accepted arboricultural practices, trees, limbs, undergrowth, other vegetation, and obstructions.
3. Grantee shall have the right to trim, cut down, and remove from the Property, at any time or times and using safe and generally accepted arboricultural practices, dead, diseased, weak, dying, or leaning trees or limbs, which, in the opinion of Grantee, might fall upon the Easement Area or interfere with the safe and reliable operation of the Facilities.
4. Grantor shall not place, or permit the placement of, any structures, improvements, facilities, or obstructions, within or adjacent to the Easement Area, which may interfere with the exercise of the rights granted herein to Grantee. Grantee shall have the right to remove any such structure, improvement, facility, or obstruction at the expense of Grantor.
5. Excluding the removal of vegetation, structures, improvements, facilities, and obstructions as provided herein, Grantee shall promptly repair or cause to be repaired any physical damage to the surface area of the Easement Area and Property resulting from the exercise of the rights granted herein to Grantee. Such repair shall be to a condition which is reasonably close to the condition prior to the damage, and shall only be to the extent such damage was caused by Grantee or its contractors or employees.
6. Notwithstanding anything to the contrary above, the general location of the Facilities is shown on the sketch attached hereto as **Exhibit A** and incorporated herein by reference. The final and definitive location of the Easement Area shall become established by and upon the final installation and erection of the Facilities by Grantee in substantial compliance with **Exhibit A**.
7. DEP's access to secured portions of the Easement Area shall require the prior permission of Grantor and escort by an authorized representative of Grantor, in accordance with airport security regulation.
8. No above ground poles or wires shall be allowed within this easement area.
DEP must obtain written approval from the Grantor for any changes or construction upon the easement area.
9. DEP needs to comply with all Federal Aviation Regulations that might impact the airport, inclusive of FAR Part 77.
10. All other rights and privileges reasonably necessary, in Grantee's sole discretion, for the safe, reliable, and efficient installation, operation, and maintenance of the Facilities.

The terms Grantor and Grantee shall include the respective heirs, successors, and assigns of Grantor and Grantee.

The failure of Grantee to exercise or continue to exercise or enforce any of the rights herein granted shall not be construed as a waiver or abandonment of the right thereafter at any time, or from time to time, to exercise any and all such rights.

TO HAVE AND TO HOLD said rights, privilege, and easement unto Grantee, its successors, licensees, and assigns, forever. Grantor warrants and covenants that Grantor has the full right and authority to convey to Grantee this perpetual Easement, and that Grantee shall have quiet and peaceful possession, use and enjoyment of the same.

IN WITNESS WHEREOF, Grantor has signed this Easement under seal effective this 20th day of July, 20 22.

**GREATER ASHEVILLE REGIONAL AIRPORT
AUTHORITY**

a body corporate and politic organized under the laws of the State of
North Carolina

M. C. Reisman (SEAL)
for Low Bleiweis, President & CEO

STATE OF North Carolina
COUNTY OF Buncombe

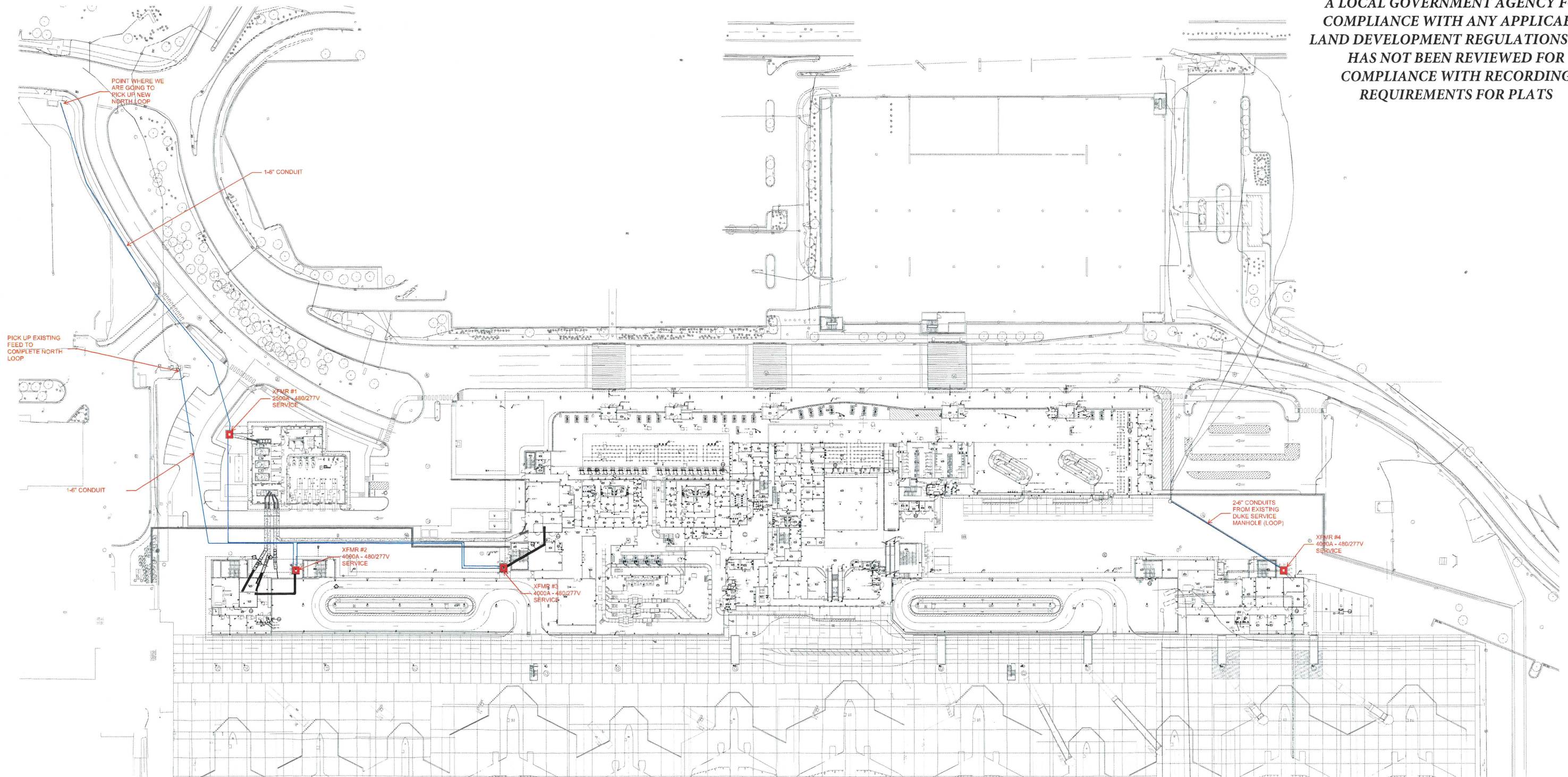
I, RITA YANZ, a Notary Public of Henderson County, State of North Carolina, certify that Michael Reisman on behalf of Low Bleiweis, as President & CEO of GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY, a body corporate and politic organized under the laws of the State of North Carolina, personally appeared before me this day and acknowledged the due execution of the foregoing EASEMENT.

Witness my hand and notarial seal, this 20 day of July, 2022.
Notary Public: Rita Yanz
Commission expires: October 11, 2025

RITA YANZ
NOTARY PUBLIC
Henderson County
North Carolina
My Commission Expires : October 11, 2025

EXHIBIT A

THIS MAP MAY NOT BE A CERTIFIED SURVEY AND HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS AND HAS NOT BEEN REVIEWED FOR COMPLIANCE WITH RECORDING REQUIREMENTS FOR PLATS





August 12, 2022

Mr. Nathan Ramsey
Executive Director
Land of Sky Regional Council
339 New Leicester Highway, Suite 140
Asheville, NC 28806

Dear Mr. Ramsey:

This letter is to confirm the Greater Asheville Regional Airport Authority's understanding, in principal, regarding the possibility of applying for a Port of Entry Designation at the Asheville Regional Airport ("Airport"). At this time, the Greater Asheville Regional Airport Authority ("the Authority") understands that:

- 1) The Land of Sky Regional Council has applied to the US Foreign-Trade Zones Board for the Grant of Authority to establish the Land of Sky Foreign Trade Zone to serve Western North Carolina; and
- 2) There is no Customs Port of Entry located in Western North Carolina; and
- 3) The Customs Port of Entry located in Greenville-Spartanburg, SC has agreed to provide service to the Land of Sky Foreign Trade Zone, when approved; and
- 4) A Customs Port of Entry located at the Airport would be of benefit to many residents and businesses across Western North Carolina, including allowing for the expansion of the Land of Sky Foreign Trade Zone service area; and
- 5) A Customs Port of Entry located at the Airport would support continued growth of the Airport and economic development in Western North Carolina; and
- 6) The establishment of a Customs Port of Entry located at the Airport would require a facility to support this operation, and the estimated cost of the facility would be approximately \$2 million; and

- 7) The Land of Sky Regional Council has applied for grants to be used for the cost of the facility; and
- 8) The Land of Sky Regional Council Board of Delegates supports the designation of the Airport as a Customs Port of Entry.

The Authority supports the Land of Sky Foreign Trade Zone effort, and based on the foregoing, and the information furnished to the Authority to date, the Authority is prepared to continue to explore the possibility of applying for a Custom Port of Entry Designation at the Airport.

Although no portion of this letter is intended to create any binding obligation or liability on the part of Land of Sky Regional Council or the Authority, the Authority Board, at their August 12, 2022 Regular Meeting, duly authorized its Administrative Staff to explore whether applying for a Custom Port of Entry Designation at the Airport is in the best interests of both the Authority and the Land of Sky Regional Council. The Authority Board has explicitly authorized the Land of Sky Regional Council to research the application process for a Custom Port of Entry Designation at the Airport, to develop and submit such application to the Authority for its consideration and for Authority Board approval, and to advocate for funding to support construction of the needed facilities to house a Custom Port of Entry at the Airport.

Sincerely,

Brad Galbraith, Board Chair

Lew Bleiweis, President & CEO



MEMORANDUM

TO: Members of the Airport Authority

FROM: Michael A. Reisman, A.A.E.
Chief Operating Officer

DATE: August 12, 2022

ITEM DESCRIPTION – New Business Item B

Approval of Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration (FAA) for Relocation of Airport-Owned Airport Traffic Control Tower Project

BACKGROUND

The Authority entered into a Reimbursable Agreement with the FAA on August 16, 2021 for sighting and other support services associated with the design of the new air traffic facility at the Asheville Regional Airport, in an amount not to exceed \$177,504.34. On July 8, 2022, the Airport Board approved an amendment to the Agreement for an additional \$85,296.17 of expenses for support services associated with an increase the size of the facility requested by FAA. This additional expense will be included in the overall reimbursement to the Authority by the FAA for the enlargement of the base building.

With design of the facility nearing completion, attention by the FAA is turning to electronic equipment acquisition, installation, inspection and administration services required during construction. With construction scheduled to begin by the end of CY 2022, the Reimbursable Agreement amendment for these additional services needs to be in place. Additionally, given national supply chain issues, the FAA is needing to start ordering certain electronics equipment soon in order to have it on hand when needed in 2023.

ISSUES

None.

New Business – Item B



ALTERNATIVES

The Board could elect to not move forward with this approval. However, this would cause delays in the completion of the tower construction project, which could also affect the terminal building construction schedule.

FISCAL IMPACT

The additional cost included in the modification to the Agreement is \$11,591,394.27. This expense is included in the overall cost of probable construction for the new air traffic facility and is also included in the FY 2022/2023 Authority Budget, which identifies \$261,800,000.00 on a combined line item for both the Terminal Building and Air Traffic Control Tower Construction projects. This increases the total modified Reimbursable Agreement not to exceed cost to \$11,854,194.78.

The provisions of this Amendment require payment in the amount of \$3,771,430.50 at document execution, with the remaining balance of \$7,819,963.77 due before October 1, 2023.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration (FAA) for Relocation of Airport-Owned Airport Traffic Control Tower Project in the amount of \$11,591,394.27; and (2) authorize the President and CEO to execute the necessary documents; and (3) to authorize the first payment of \$3,771,430.50 to be made by October 1, 2022, and the second payment of \$7,819,963.77 by October 1, 2023.

**AMENDMENT TO
NON-FEDERAL REIMBURSABLE AGREEMENT**

BETWEEN

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

AND

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
ASHEVILLE REGIONAL AIRPORT
ASHEVILLE, NORTH CAROLINA**

WHEREAS, Reimbursable Agreement AJW-FN-ESA-19-SO-003464, “**Relocation of Airport-Owned Airport Traffic Control Tower, Asheville Regional Airport, Asheville, North Carolina**”, was executed by the Federal Aviation Administration (FAA) and **Greater Asheville Regional Airport Authority** (Sponsor) effective **8/17/2021**;

WHEREAS, Article 10 requires that changes or modifications to the Agreement will be made by written modification signed by authorized representatives of each party;

NOW THEREFORE, the FAA and the Sponsor mutually agree that this Agreement be amended by modifying the article(s) of the existing Reimbursable Agreement as specifically stated herein. Other than the modified articles specified below, the original agreement remains unchanged. To the extent that there is any inconsistency between the original agreement and these modifications, the modifications shall take precedence.

ARTICLE 3. Scope

- A. The purpose of this Amendment Two to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 is to include the scope and cost of FAA support and equipment to construct the buildings and install FAA air traffic control systems. The Project Sponsor has determined that they need to relocate the Airport Traffic Control Tower (ATCT) /Terminal Radar Approach Control (TRACON) from the terminal building to allow unimpeded reconstruction of the terminal. The requirements underlying this agreement and all future amendments are outlined in Article 3.B in the original agreement and as revised in this amendment to change the ownership and maintenance of the engine generator and Uninterrupted Power Supply (UPS) from the Project Sponsor to the FAA. This agreement also contains supplemental scope (Article 3.C) and budget (Article 7) for construction quality assurance, electronics and materials procurement, and electronics installation. With that in mind, the project titled:

**“Relocation of Airport-Owned Airport Traffic Control Tower,
Asheville Regional Airport, Asheville, North Carolina”**

Is described below.

- B. The requirements underlying the original agreement are amended as follows;
1. The Sponsor currently owns and maintains the ATCT/TRACON facility, including environmental support systems; and leases the ATCT/TRACON to the FAA. The exception is that the FAA owns and maintains the existing engine generator and UPS providing back-up power.

 6. The FAA will:
 - c. After acceptance and occupancy of the new ATCT/TRACON, the FAA shall provide routine and corrective maintenance for all FAA-owned NAS operational equipment and systems, including the engine generator and UPS.

 7. The Sponsor will:
 - f. Own and maintain all aspects of the new ATCT/TRACON, with the exception of
 1. FAA-owned NAS operational electronic equipment and systems.
 2. FAA-owned and maintained Engine generator and UPS.
- C. The scope of work to be accomplished under the original agreement is supplemented as follows:
1. The FAA will perform the following services:
 - g. Develop Electronics installation design packages for performance by FAA Technical On-site Representatives (TORs).

 - h. Procure and arrange for delivery of the engine generator and UPS. These systems shall be installed by the Project Sponsor's ATCT construction contractor. Delivery of these items will be coordinated with the Project Sponsor for off-loading and installation.

 - i. Provide Resident Engineering (RE) Services for the construction of the ATCT to insure that the facility meets environmental and safety standards for their employees and meets operational and maintenance requirements for FAA-owned equipment and electronics. The REs will arrive on-site before the Notice to Proceed (to obtain security clearances) until all construction punch-list items are cleared. The REs will have no contractual relationship with the Project Sponsor's contractor. The REs will submit weekly reports documenting construction progress and be responsible for promptly identifying pertinent issues (such as lack of progress, safety/quality problems, etc) to the Project Sponsor. We estimate the duration to be fifteen months, based on the airport's construction contract estimate of one calendar year.

- j. Participate in the Project Sponsor's Contractor Acceptance Inspections and final contract release inspection. Note all exceptions that are considered a hazard to operation of the ATCT/TRACON.
- k. Provide engineering support to complete the electronics design, and manage the delivery and installation of the systems.
- l. Provide and arrange for air traffic control electronics and establishment equipment in accordance with the list outlined in appendix A. The estimated costs are included in this agreement. These materials will be delivered after the BOD since there are no climate controlled, on-airport storage facilities being provided by the Project Sponsor. The Beneficial Occupancy Date is the date when all environmental systems have been installed and certified for use.
- m. Provide Technical On-site Representatives (TORs) to perform installation and tune-up of FAA electronics equipment. The TORs will be on-site from before the BOD (to obtain airport security clearances and badging) until all joint acceptance inspection items are corrected. We estimate the total duration between BOD and commissioning to take up to 9 months, without complications. We typically take another 3 months to complete the installation and clear acceptance inspection items.
- n. Procure, arrange, and takeover the installation of Federal Telecommunications Infrastructure (FTI) per FAA Orders.
- o. Coordinate the commissioning date for the new ATCT with Asheville Air Traffic Management and the Project Sponsor. This coordination shall also include a projected date as to when electronics removal from the existing ATCT/TRACON will be completed. This coordination will also require written bi-weekly updates on electronics installation progress and actions.
- p. Conduct air traffic familiarization and training prior to commissioning the new ATCT.
- q. Archive as-built electronic file format drawings for future reference. These drawings must contain FAA determined numbering for cataloging. Where they concern the installation of FAA-owned and maintained equipment, they must also include FAA title block and conform to FAA-STD-002.

2. The Project Sponsor will:

- h. Arrange for and fund the installation of utilities to support the construction and operation of the new ATCT/TRACON facility.

- i. Accomplish contracting, construction and relocation of the ATCT/TRACON facility in accordance with plans and specifications approved by the FAA. Construction shall include, but not be limited to, installation of buildings, access roads, duct systems, cabling, slat walls, fencing, etc.
- j. Procure and install (before the BOD) the materials listed in Appendix "B." Typical lead times and budget estimates are included for reference but not guaranteed. The installation of the materials shall be included in the design reviews and submittals will require FAA approval. The slat wall superstructure should be installed at least 3 months before the BOD to allow FAA to perform STARS site prep in advance of electronics installation work.
- k. Provide a designated representative who will be readily available to the FAA during construction contract. This representative will be responsible for addressing FAA concerns to the Project Sponsor's contractor.
- l. Provide and arrange for the installation of the airfield lighting controls. The layout and installation activities must be coordinated with and approved by the FAA.
- m. Provide for construction quality assurance for the construction and installation of all systems that the airport shall own and maintain.
- n. Formally notify the FAA Engineering Services Terminal Implementation Team Manager as soon as possible in advance of major project milestones for coordination of activities. Major milestones shall include Notice to Proceed (NTP), changes to the project schedule, and formal inspections. A project schedule must be presented to the FAA in advance of the NTP for planning and tracking purposes. Any required outages of FAA facilities or interruption of air traffic services must be coordinated a minimum of 30 calendar days in advance.
- o. Participate in a Contractor's Acceptance Inspections and the final contract release inspection with FAA representatives and address FAA concerns. If exceptions are not corrected within 45 calendar days of the BOD, the FAA will clear exceptions deemed by the FAA as a hazard to ATCT/TRACON operations and charge the cost to the sponsor through the reimbursable agreement. All exceptions must be cleared or otherwise resolved before the agreement can be closed out.
- p. Provide "as-built" drawings to the FAA in paper (3 sets) and electronic file transfer form. The drawings should be updated within 30 calendar days of receipt of the red-line drawings for timely project close-out. Two sets of the as-built drawings will be provided to the facility maintenance technicians. The third set and electronic files will be provided to FAA Engineering Services for review, approval, and archiving. All field changes must be incorporated into the electronic files before submitting them to the FAA.

ARTICLE 4. Points of Contact

A. FAA:

1. The FAA Eastern Service Area, Planning and Requirements will provide administrative oversight of this Agreement. John Fowler is the Lead Planner and liaison with the Sponsor and can be reached at (404) 305-7326 or via email at john.fowler@faa.gov. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.

2. The FAA Eastern Service Area, Terminal Engineering Center will perform the scope of work included in this Agreement. Tom Oliver is the Terminal Engineering Center Manager and liaison with the Sponsor and can be reached at (404) 305-7279 or via email at Thomas.Oliver@faa.gov. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.

3. FAA Contracting Officer: The execution, amendment, and administration of this Agreement must be authorized and accomplished by the Contracting Officer, Brad Logan who can be reached at (817) 222-4395 or via email at Brad.Logan@faa.gov.

ARTICLE 7. Estimated Costs

The estimated FAA costs associated with this Agreement are as follows:

DESCRIPTION OF REIMBURSABLE ITEM	ORIGINAL ESTIMATE D COST	AMENDED ESTIMATED COST
Labor		
WB4020 Engineering	\$88,140.00	\$524,560.00
WB4030 Environmental and Occupational Safety Hazard review		\$13,560.00
WB4050 Construction		\$584,160.00
WB4060 Electronics Installation		\$1,819,072.00
WB4070 JAI/CX/Closeout		\$351,000.00
WB6050 Dismantle/Removal		\$116,480.00
Labor Subtotal	\$88,140.00	\$3,408,832.00
Labor Overhead	\$13,955.50	\$539,731.73
Total Labor	\$102,095.50	\$3,948,563.73

DESCRIPTION OF REIMBURSABLE ITEM	ORIGINAL ESTIMATE D COST	AMENDED ESTIMATED COST
Non-Labor		
WB4020 Travel	\$3,423.00	
Subcontract - Design ATCT Security System	\$66,400.00	
WB4020 Engineering		\$44,440.00
WB4030 Environmental and Occupational Safety Hazard review		\$4,570.00
WB4050 Construction		\$546,278.00
WB4060 Electronics Installation		\$6,343,137.34
WB4070 JAI/CX/Closeout		\$99,125.60
WB6050 Dismantle/Removal		\$39,144.00
Non-Labor Subtotal	\$69,823.00	\$7,076,694.94
Non-Labor Overhead	\$5,585.84	\$566,135.60
Total Non-Labor	\$75,408.84	\$7,642,830.54
TOTAL COST	\$177,504.34	\$11,591,394.27
ORIGINAL AGREEMENT AMOUNT plus \$85,296.17 from Modification Letter for Reimbursable Agreement AJW-FN-ESA- 19-SO-003464		\$262,800.51
TOTAL REVISED AGREEMENT AMOUNT		\$11,854,194.78
ADDITIONAL AMOUNT DUE		\$11,591,394.27
1st Payment Due at time of Execution AJW-FN-ESA-19-SO-003464-A1		\$3,771,430.50
2nd Payment Due 9/30/2023 AJW-FN-ESA-19-SO-003464-A1		\$7,819,963.77

ARTICLE 21. Entire Amendment

This document modifies the Agreement of the parties, who accept the terms of this Amendment as shown by their signatures below. Any further modification of the original agreement will be outlined in an additional Amendment. If this Amendment is not executed by the Sponsor within 60 calendar days after the FAA transmits it to the Sponsor, the terms contained and set forth in this Amendment shall be null and void.

AGREED:

**FEDERAL AVIATION
ADMINISTRATION**

**Greater Asheville Regional Airport
Authority**

SIGNATURE _____
NAME _____
TITLE Contracting Officer
DATE _____

SIGNATURE _____
NAME _____
TITLE _____
DATE _____

APPENDIX "A"

System	Procurement Strategy (Procure / Move Existing / FAA Replacement Program)
Terminal Automation Modernization and Replacement – Standard Terminal Automation Replacement System (TAMR-STARS) Cost	Procure via Reimbursable Agreement
Power Generation	Procure via Reimbursable Agreement
Terminal Voice Switch/Interim Voice Switch Replacement (TVS/IVSR)	Procure via Reimbursable Agreement
Voice Switch ByPass (VSBP)	Procure via Reimbursable Agreement
Facility Security Equipment	Procure via Reimbursable Agreement
Voice Recorder (NVR)	Procure via Reimbursable Agreement
Flight Data Input/Output (FDIO)	Procure via Reimbursable Agreement
Terminal Data Display System (IDS-4)	Procure via Reimbursable Agreement
Fiber Optics Telecommunications System (FOTS) Backroom	Procure via Reimbursable Agreement
Private Branch Exchange (PBX)	Procure via Reimbursable Agreement
VHF / UHF Transmitters (Radio Connectivity Equipment / Low Density Radio Communications Link)	FAA Replacement Program Funded
Radios (URC-300e) (Emergency Transceivers)	Procure via Reimbursable Agreement
Instrument Landing Systems (status and control)	Move Existing
Medium Intensity Approach Light Systems with Runway alignment indicator lights (status & control)	Move Existing

Non-Directional Beacon (Status & Control panel)	Move Existing
Precision Approach Path Indicators (Status & Control panel)	Move Existing
Runway Visual Range Displays	Move Existing
Remote Radio Control (RCS) for VISAIDS	Move Existing
Radar Inputs (ASR-8 / ARSR)	Move Existing
Airport Surveillance Radar (status and control panel)	Move Existing
Air Traffic Control Beacon Indicator (ATCBI 5)	Move Existing
Common Terminal Digitizer for ASR 8	Move Existing
Airport Surface Observation System	Move Existing
Automated Terminal Information System (ATIS)	Move Existing
Digital Altimeter Setting Indicator (DASI)	Move Existing
Low Level Wind shear Alert System (LLWAS)	Move Existing
Light Guns	Move Existing
Controller Chairs	Procure via Reimbursable Agreement
Schedule A/B and test equipment	Procure via Reimbursable Agreement

APPENDIX "B"

System	Estimated Cost	Anticipated Lead Time
Slat wall	\$392,000.00	12 months
Admin Furniture	\$188,630.00	6 months
Equipment Racks	\$60,000.00	3 to 4 months



MEMORANDUM

TO: Members of the Airport Authority

FROM: Christina M. Madsen, VP Business Development & Properties

DATE: August 12, 2022

ITEM DESCRIPTION – New Business Item C

Approval of an Agreement Amendment (“Amendment”) No. 2, and a Memorandum of Understanding (“MOU”) between Signature Flight Support Corporation, (“Signature”) and the Greater Asheville Regional Airport Authority (“Authority”).

BACKGROUND

Signature Flight Support Corporation (“Signature”) was assigned the Fixed Base Operator Lease Agreement at the Asheville Regional Airport (“Airport”) from Encore Asheville FBO, LLC., d/b/a, Landmark Aviation on December 14, 2017 (“Agreement”).

In February 2020, the parties agreed to remove aircraft parking ramp due to the growth and expansion of air carrier commercial services at the Airport, and Amendment No. 1 was executed.

As part of the new terminal construction project, an area that is no longer utilized by Signature is needed for construction lay down materials. This area is 64,915 square feet and is referred to as the former fuel farm used by Signature. This area will be removed from Signature’s leasehold effective July 1, 2022, to accommodate the new terminal project needs. An environmental Phase 1 and Phase 2 site assessment was conducted on the site and concluded no findings. The Amendment is attached which includes Exhibit A-2, which has removed the 64,915 square feet. Also attached is Exhibit A-1, showing the former fuel farm area that is being removed from the leasehold.

In addition, automobile parking is often at capacity during peak travel periods. To provide for temporary automobile parking, the Authority will enter into a Memorandum of Understanding with Signature to remove approximately 112,000 square feet of aircraft parking ramp from Signature’s leasehold temporarily, and the Authority will make improvements to provide private automobile parking area. The MOU is attached, along with Exhibit A which depicts the GARAA temporary area for automobile parking.

New Business Item - C



ISSUES

If this Amendment is not approved, the construction lay down area will not be located in close proximity to the project. If the MOU is not approved, the Authority will not have any additional parking alternatives for customers should the parking reach full capacity.

ALTERNATIVES

The Board could deny the requests to amend the Fixed Base Operator Lease Agreement and enter an MOU with Signature.

FISCAL IMPACT

This Amendment and the MOU will reduce the rent paid from Signature to the Authority by approximately \$51,000 per year. However, this amount will be recouped with additional parking fees paid to authority under the MOU.

RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to (1) approve the agreement amendment and the MOU as described above with Signature Flight Support Corporation, and (2) authorize the President & CEO to execute the necessary documents.

Attachments

AMENDMENT No. 2
TO FIXED BASE OPERATOR LEASE AGREEMENT
ASHEVILLE REGIONAL AIRPORT

This Amendment No. 2 to Fixed Base Operator Lease Agreement ("Amendment") is made and entered into on _____, 2022, ("Effective Date"), by and between the GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY, (the "Authority"), and SIGNATURE FLIGHT SUPPORT CORPORATION, a Delaware, corporation, authorized to do and conduct business in the State of North Carolina, (the "Lessee").

WITNESSETH:

WHEREAS, Authority and Lessee entered into that certain Fixed Base Operator Lease Assignment, Assumption, and Consent Agreement dated December 14, 2017, (the "Assignment"); and,

WHEREAS, Lessee assumed the Fixed Base Operator Lease Agreement between Landmark Aviation and the Authority, effective February 19, 2011 (the "Agreement"); and,

WHEREAS, The Greater Asheville Regional Airport Authority ("Authority") was created pursuant to Session Law 2012-121 by the General Assembly of North Carolina on June 28, 2012; and,

WHEREAS, Authority and Lessee entered into Amendment No. 1 to the Fixed Base Operator Lease Agreement, effective March 1, 2020, to modify the leased premises, and

WHEREAS, the parties desire to modify the leased premises in the Agreement as more particularly set forth herein.

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the parties hereby agree that the Fixed Based Operator Lease Agreement be amended, effective upon execution, as follows:

1. **ARTICLE I PREMISES AND PERMITTED USES**, Paragraph A is hereby amended to remove 64,915 square feet of leased premises from the total 1,915,355.56 square feet of Premises. The remaining Premises of 1,850,440.56 square feet shall remain and become the total Premises as shown on the attached Exhibit A-2.
2. **Exhibit A-1** is hereby deleted in its entirety and replaced with **Exhibit A-2** ("Premises") and made a part hereof.


All other terms of the Fixed Base Operator Lease Agreement not specifically amended shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized officers have caused this Amendment to be executed effective as of the day and year first above written.

**SIGNATURE FLIGHT SUPPORT
CORPORATION**

**GREATER ASHEVILLE REGIONAL AIRPORT
AUTHORITY**

BY:



Tony Lefevre
VP and Chief Operating Officer

BY:

Lew Bleiweis, A.A.E.
President & CEO




Approved as to Form:

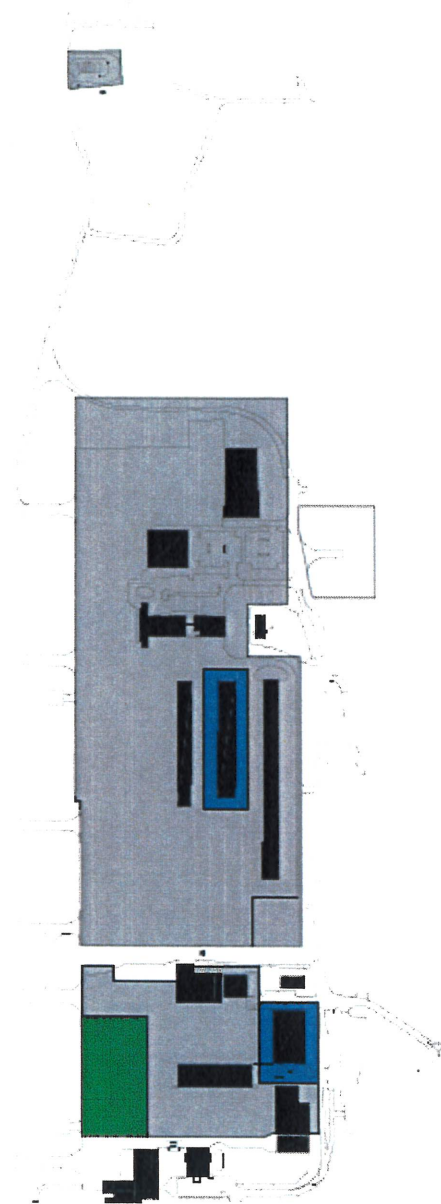


Signature Legal Department

7/1/2022

Exhibit A-2

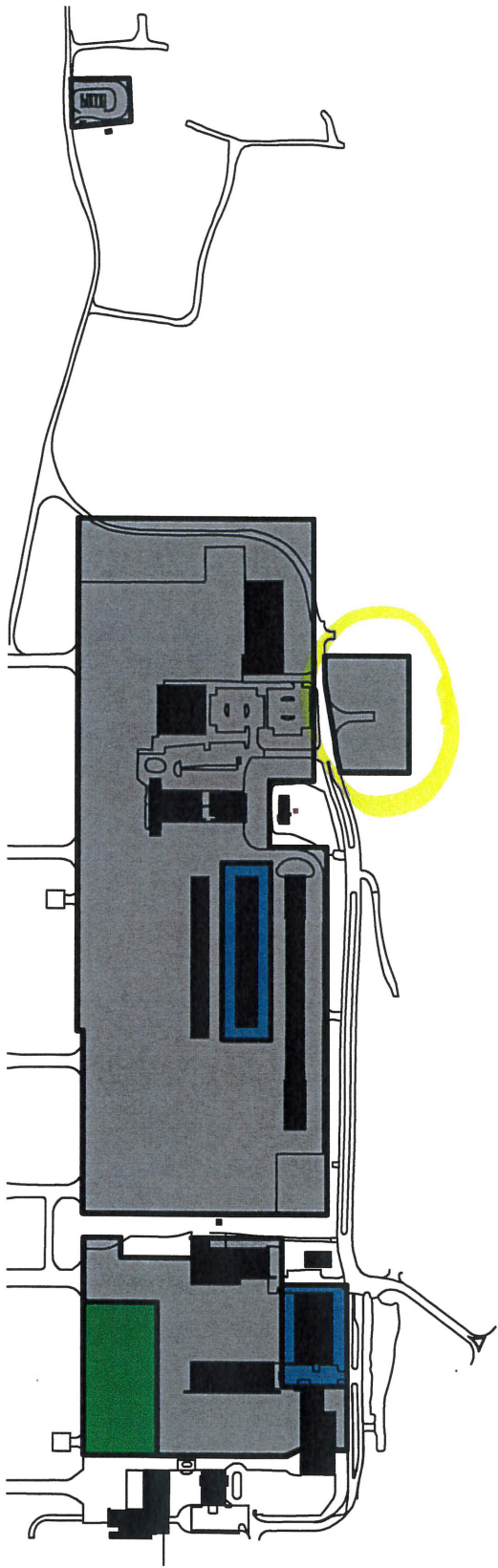
-  Premises = 42.48 AC (1,850,440.56 sqft.)
-  Aircraft Ramp Overflow Parking = 52,659 sqft.
-  Premises excluded through January 31st, 2021 = 129,795 sqft.



Effective Date: July 1st, 2022



Asheville Regional Airport
Signature Flight Support Corporation
EXHIBIT A-2

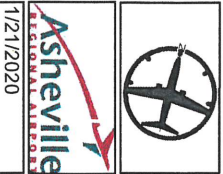


- Premises = 43,97 AC (1,915,355.56 sqft)
- Aircraft Ramp Overflow Parking = 52,659 sqft.
- Premises excluded through January 31st, 2021 = 129,795 sqft.

Effective Date: March 1st, 2020

Asheville Regional Airport

Signature Flight Support Corporation
EXHIBIT A-1



MEMORANDUM OF UNDERSTANDING

BETWEEN THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY AND SIGNATURE FLIGHT SUPPORT CORPORATION FOR TEMPORARY ACCESS

This Memorandum of Understanding (MOU) is among the following parties, hereinafter called (“Parties”): **Greater Asheville Regional Airport Authority (“Authority”)** and **Signature Flight Support Corporation (“Signature”)**.

IT IS HEREBY AGREED BY MUTUAL UNDERSTANDING:

1. For the purposes of this MOU, the Parties agree that the Authority requires additional space for airport operations.
2. Signature agrees to allow the Authority to remove approximately 111,806 square feet, from its leasehold on a temporary basis to allow the Authority to make improvements including but not limited to fencing, lighting, pavement, etc., to allow automobile parking, hereinafter referred to “GARAA Parking”, as shown on the attached Exhibit A, attached hereto and made a part hereof.
3. The Authority will make improvements to the GARAA Parking at its sole cost and expense, and Signature will not be required to pay rent for the GARAA Parking area during the temporary access period. The temporary access period shall begin within 30 days written notification to Signature by the Authority, but no earlier than September 30, 2022, and shall continue through June 30, 2023. In the event the GARAA Parking area is no longer needed or shall be required to extend beyond June 30, 2023, the Authority will notify Signature in advance of any change to the temporary access period.
4. Authority will maintain the GARAA Parking at its sole cost and expense from the effective date of the temporary access period until terminated in writing by the Authority.
5. This MOU summarizes the activities and responsibilities of the Parties and will be reviewed prior to May 15, 2023, to determine whether any changes are necessary or required.

The Parties both acknowledge, understand, and consent to the terms of this Agreement.

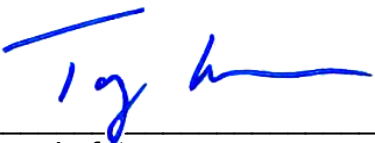
IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Understanding.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

By _____
Lew Bleiweis A.A.E.
President & CEO

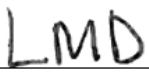
_____ Date

SIGNATURE FLIGHT SUPPORT CORPORATION

By  _____
Tony Lefebvre
VP and Chief Operating Officer

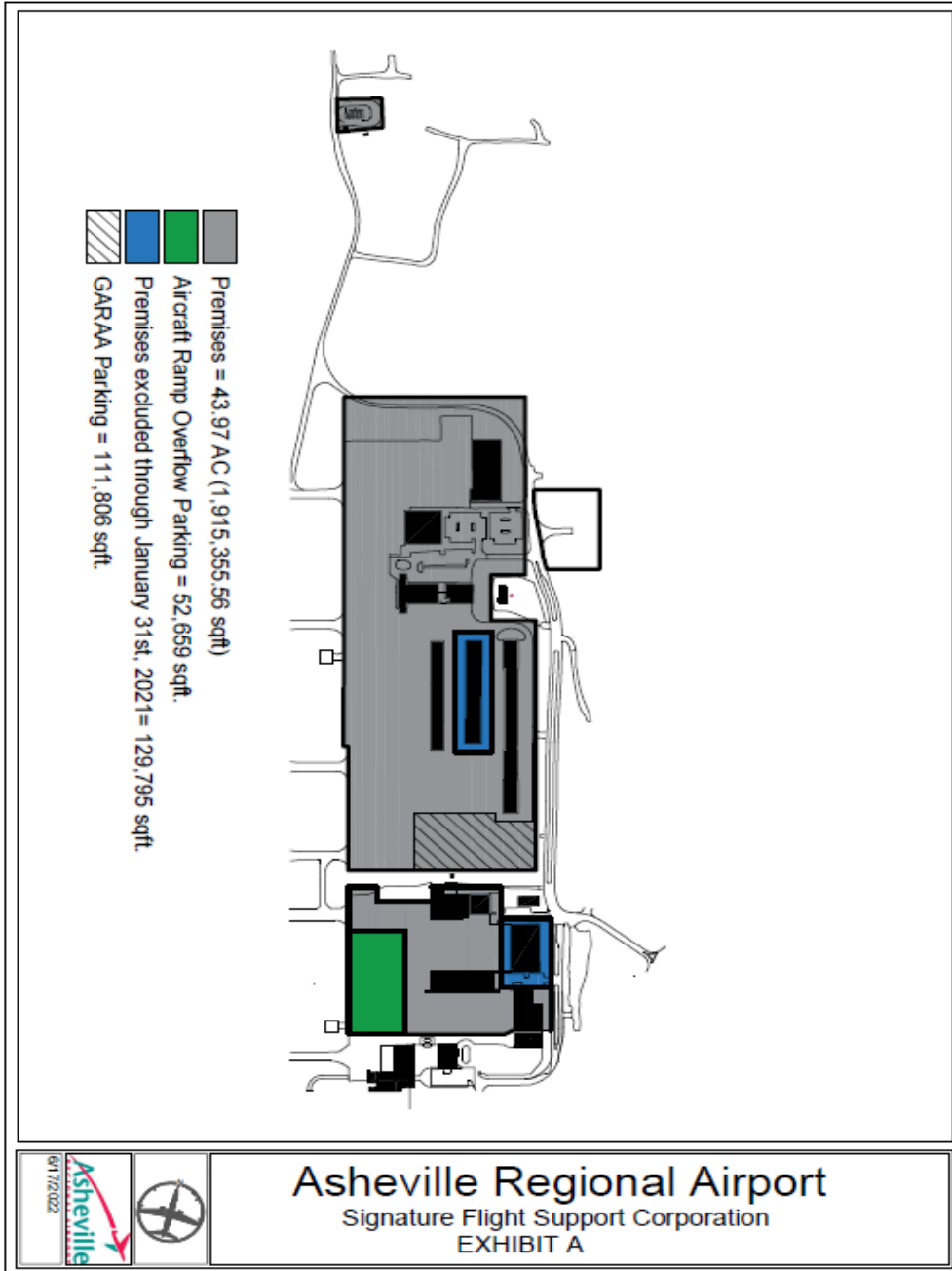
_____ August 4, 2022
Date

APPROVED AS TO FORM:

 08-04-2022

LEGAL DEPARTMENT

EXHIBIT "A" GARAA Parking





MEMORANDUM

TO: Members of the Airport Authority
FROM: Lew Bleiweis, A.A.E., President & CEO
DATE: August 12, 2022

ITEM DESCRIPTION – Information Section Item A

June, 2022 Traffic Report – Asheville Regional Airport

SUMMARY

June, 2022 overall passenger traffic numbers were up 17.4% compared to the same period last year. Passenger traffic numbers reflect a 16.7% increase in passenger enplanements from June, 2021. Enplanements for Fiscal Year to Date total 850,418, which is an 82.6% increase over the same period last year.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in June 2022 were up by 9.9%. There were 74 flight cancellations for the month.

American Airlines: American's June 2022 passenger enplanements represent a 15.3% increase over the same period last year. There were 10 flight cancellations for the month.

Delta Airlines: Enplanements for Delta in June 2022 increased by 36.4%. There were 10 flight cancellations for the month.

United Airlines: In June 2022, United Airlines saw a decrease in enplanements by 10.9% over the same period last year. There were 5 flight cancellations for the month.

Monthly Traffic Report Asheville Regional Airport

June 2022



Category	Jun 2022	Jun 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change	*MOV12-2022	*MOV12-2021	Percentage Change
Passenger Traffic									
Enplaned	90,410	77,489	16.7%	397,768	273,070	45.7%	840,713	456,187	84.3%
Deplaned	<u>91,205</u>	<u>77,260</u>	18.0%	<u>395,500</u>	<u>270,844</u>	46.0%	<u>836,907</u>	<u>452,778</u>	84.8%
Total	181,615	154,749	17.4%	793,268	543,914	45.8%	1,677,620	908,965	84.6%
Aircraft Operations									
Airlines	1,640	1,304	25.8%	7,313	6,725	8.7%	14,691	12,178	20.6%
Commuter/ Air Taxi	<u>1,043</u>	<u>1,438</u>	-27.5%	4,102	4,768	-14.0%	11,922	9,059	31.6%
Subtotal	<u>2,683</u>	<u>2,742</u>	-2.2%	<u>11,415</u>	<u>11,493</u>	-0.7%	<u>26,613</u>	<u>21,237</u>	25.3%
General Aviation	4,819	4,541	6.1%	22,610	20,774	8.8%	46,481	42,562	9.2%
Military	<u>381</u>	<u>416</u>	-8.4%	<u>2,766</u>	<u>1,853</u>	49.3%	<u>5,315</u>	<u>3,358</u>	58.3%
Subtotal	<u>5,200</u>	<u>4,957</u>	4.9%	<u>25,376</u>	<u>22,627</u>	12.1%	<u>51,796</u>	<u>45,920</u>	12.8%
Total	7,883	7,699	2.4%	36,791	34,120	7.8%	78,409	67,157	16.8%
Fuel Gallons									
100LL	23,511	16,296	44.3%	83,484	82,176	1.6%	184,818	169,305	9.2%
Jet A (GA)	237,222	193,732	22.4%	810,108	707,800	14.5%	1,955,310	1,568,677	24.6%
Subtotal	<u>260,733</u>	<u>210,028</u>	24.1%	<u>893,592</u>	<u>789,976</u>	13.1%	<u>2,140,128</u>	<u>1,737,982</u>	23.1%
Jet A (A/L)	<u>838,002</u>	<u>761,400</u>	10.1%	<u>3,773,402</u>	<u>3,407,740</u>	10.7%	<u>8,284,593</u>	<u>5,708,952</u>	45.1%
Total	1,098,735	971,428	13.1%	4,666,994	4,197,716	11.2%	10,424,721	7,446,934	40.0%

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

Monday, July 25, 2022

Airline Enplanements, Seats, and Load Factors

Asheville Regional Airport

June 2022



	Jun 2022	Jun 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change
Allegiant Air						
Enplanements	40,165	36,549	9.9%	188,868	133,462	41.5%
Seats	44,676	45,948	-2.8%	232,833	217,512	7.0%
Load Factor	89.9%	79.5%	13.0%	81.1%	61.4%	32.2%
American Airlines						
Enplanements	25,544	22,159	15.3%	91,715	74,403	23.3%
Seats	31,043	26,703	16.3%	111,249	113,165	-1.7%
Load Factor	82.3%	83.0%	-0.8%	82.4%	65.7%	25.4%
Delta Air Lines						
Enplanements	16,983	12,450	36.4%	85,882	44,858	91.5%
Seats	20,416	16,143	26.5%	106,953	76,813	39.2%
Load Factor	83.2%	77.1%	7.9%	80.3%	58.4%	37.5%
JetBlue						
Enplanements	747	0	#Div/0!	747	0	#Div/0!
Seats	900	0	#Div/0!	900	0	#Div/0!
Load Factor	83.0%	#Num!	#Type!	83.0%	#Num!	#Type!
Sun Country						
Enplanements	1,328	0	#Div/0!	7,005	0	#Div/0!
Seats	1,488	0	#Div/0!	9,672	0	#Div/0!
Load Factor	89.2%	#Num!	#Type!	72.4%	#Num!	#Type!
United Airlines						
Enplanements	5,643	6,331	-10.9%	23,551	20,347	15.7%
Seats	6,350	7,250	-12.4%	27,770	30,626	-9.3%
Load Factor	88.9%	87.3%	1.8%	84.8%	66.4%	27.7%

Monday, July 25, 2022

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

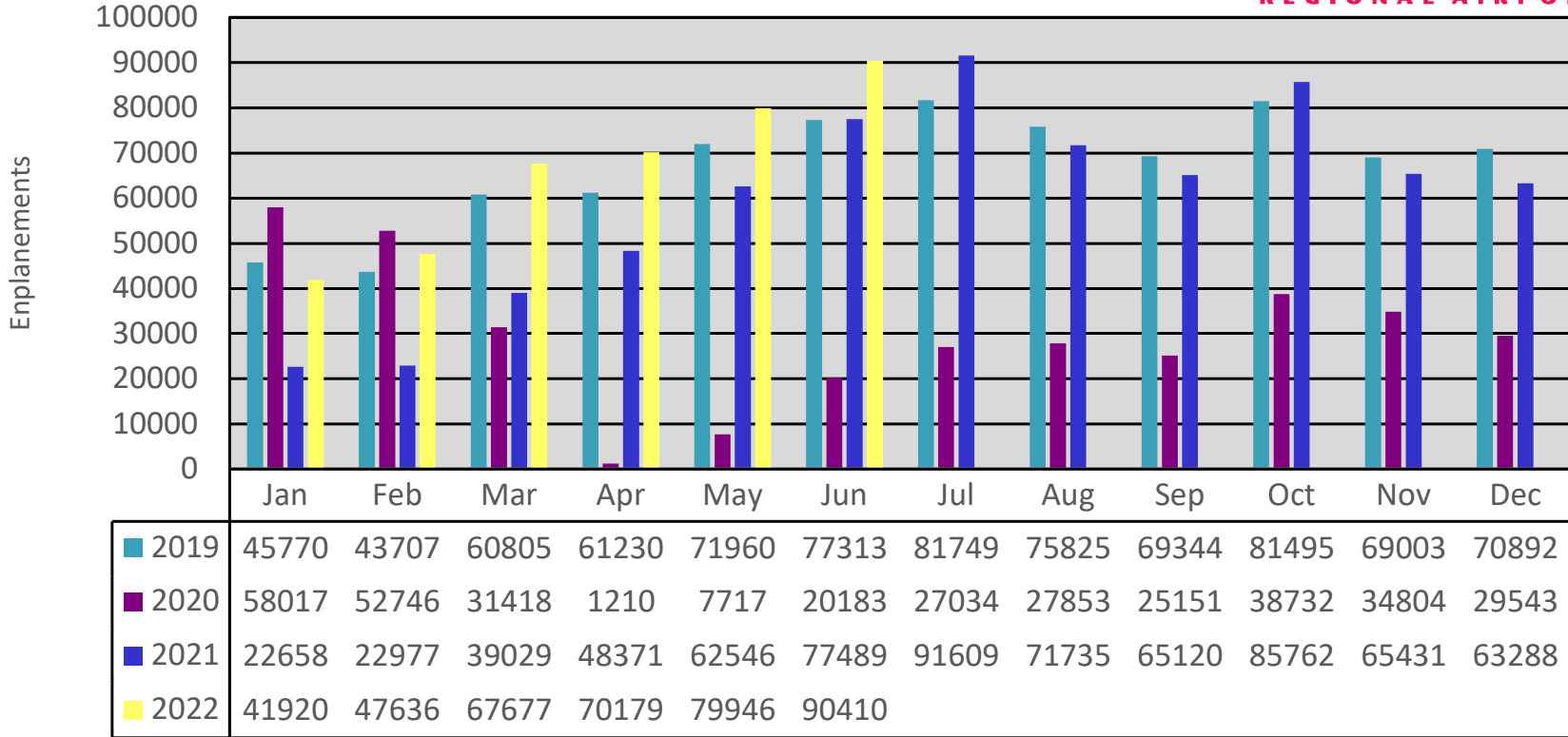
	Jun 2022	Jun 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change
Totals						
Enplanements	90,410	77,489	16.7%	397,768	273,070	45.7%
Seats	104,873	96,044	9.2%	489,377	438,116	11.7%
Load Factor	86.2%	80.7%	6.9%	81.3%	62.3%	30.4%

Airline Flight Completions Asheville Regional Airport June 2022

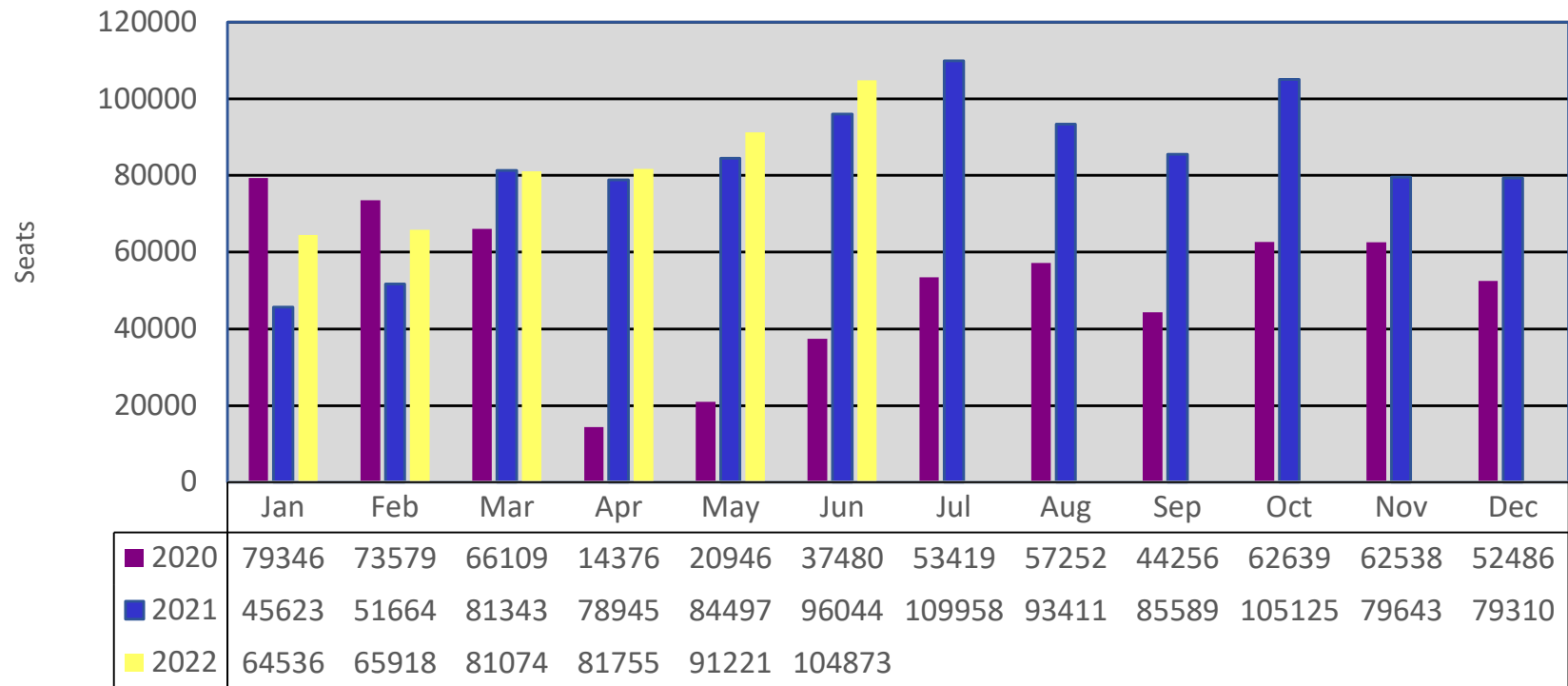


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Allegiant Air	333	0	0	0	74	74	77.8%
American Airlines	432	0	0	10	0	10	97.7%
Delta Air Lines	201	0	0	0	10	10	95.0%
JetBlue	9	0	0	0	0	0	100.0%
Sun Country	8	0	0	0	0	0	100.0%
United Airlines	131	0	3	0	2	5	96.2%
Total	1,114	0	3	10	86	99	91.1%

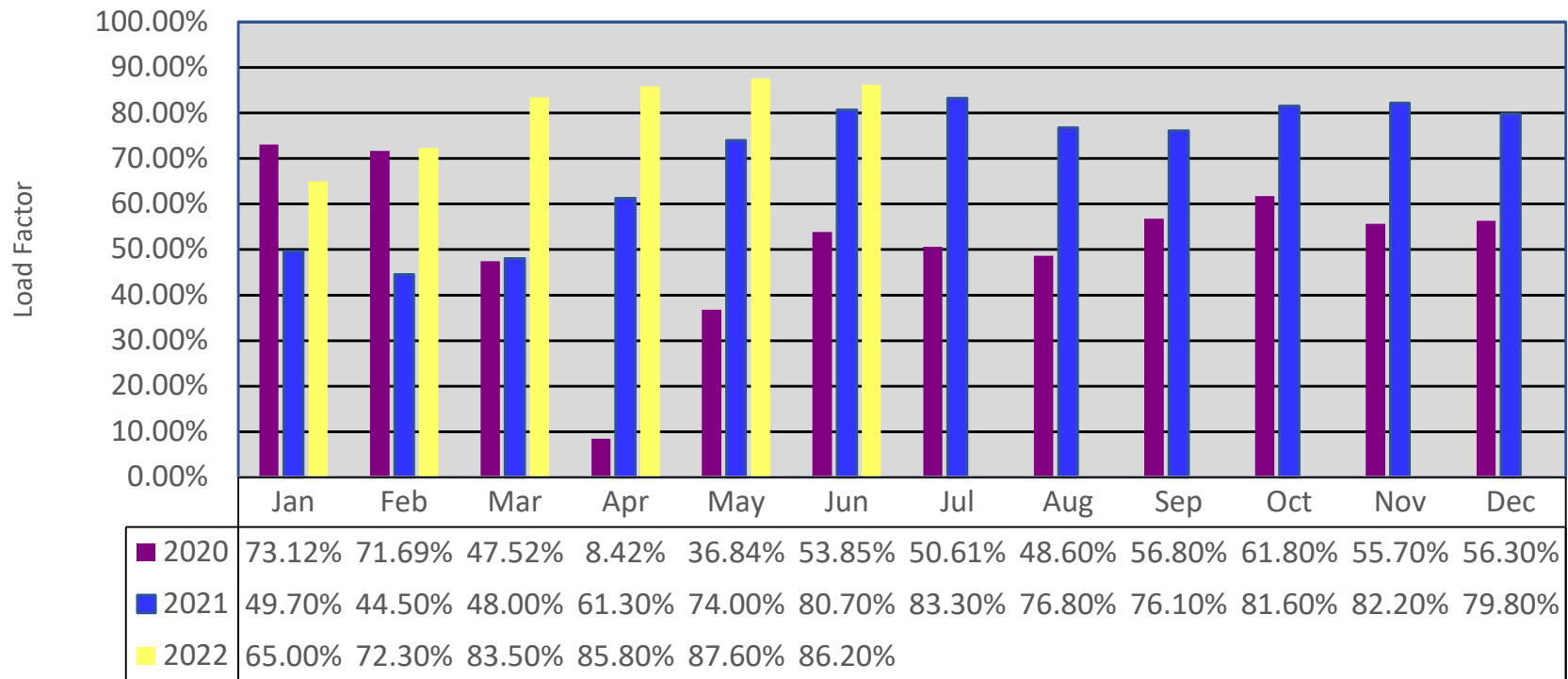
Monthly Enplanements By Year Asheville Regional Airport



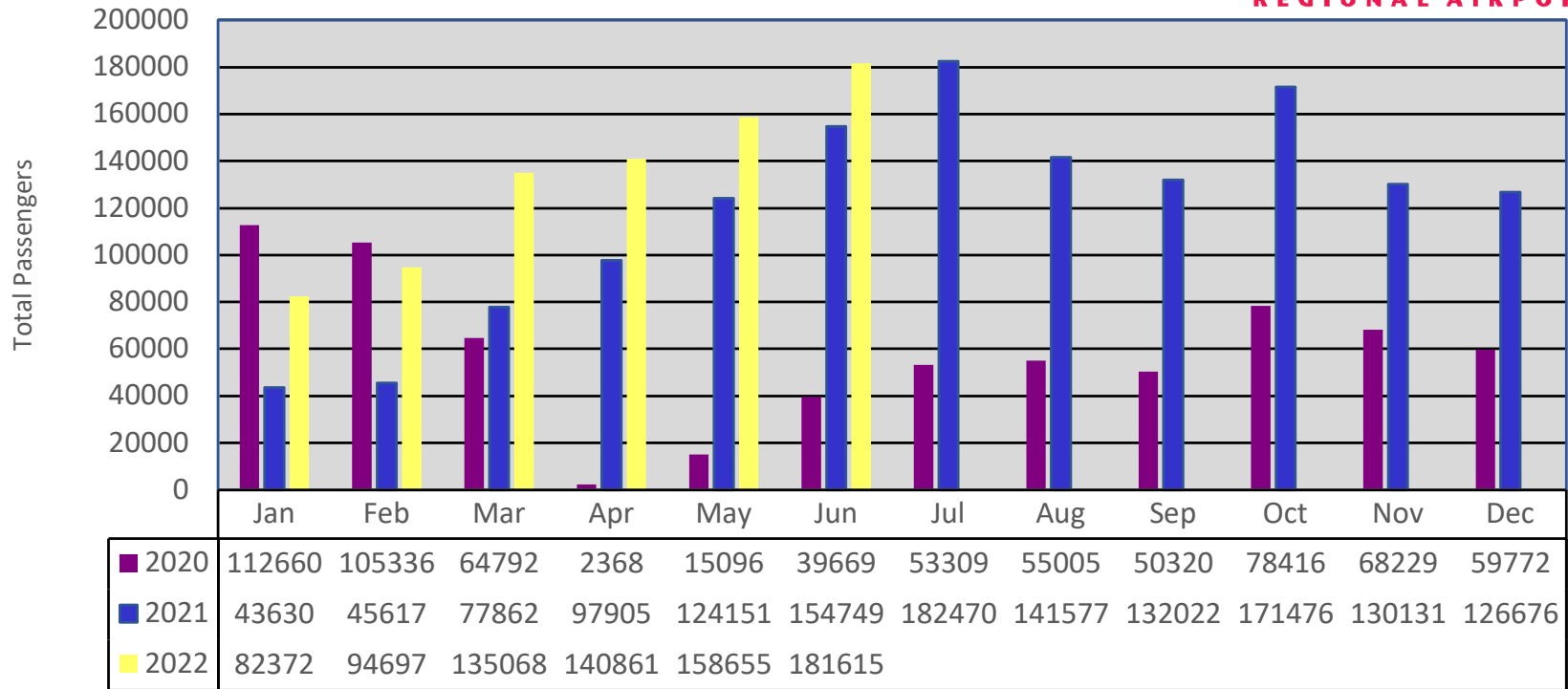
Monthly Seats By Year Asheville Regional Airport



Monthly Load Factors By Year Asheville Regional Airport

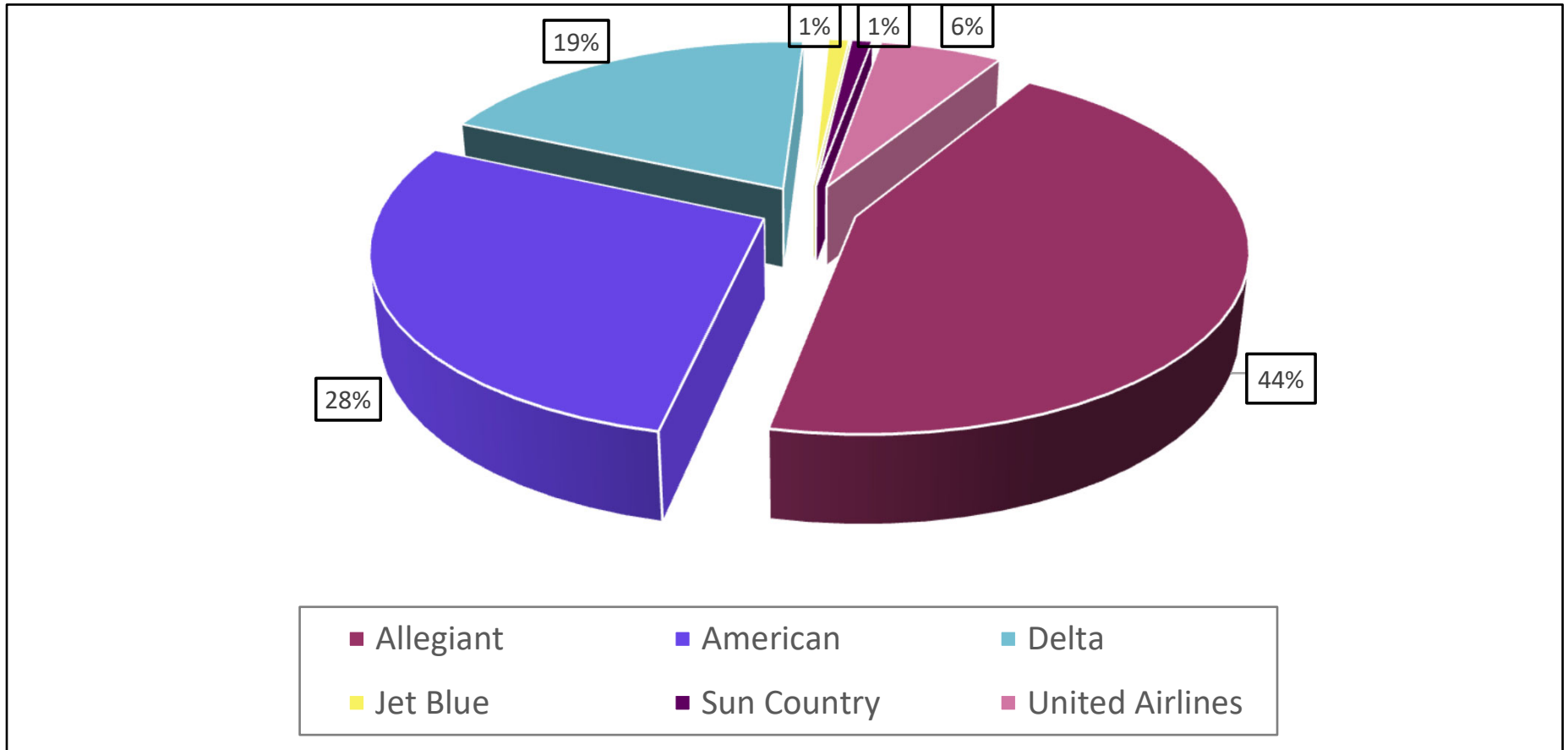


Total Monthly Passengers By Year Asheville Regional Airport



Airline Market Share Analysis (Enplanements) Asheville Regional Airport

Report Period From June 2022 Through June 2022



AVL - Three month schedule Summary Report
September 2022 to November 2022 vs. September 2021 to November 2021 vs. September 2020 to November 2020
25-Jul-22

Mkt AI	Travel Period		Sep 2022		Sep 2021		Sep 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	AUS-AVL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-AUS	AUS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-BOS	AVL	1	76	1	76	0	0	0	0	0.0%	0.0%	1	76	-	-
AA	BOS-AVL	BOS	1	76	1	76	0	0	0	0	0.0%	0.0%	1	76	-	-
AA	AVL-CLT	AVL	43	3,633	43	2,879	35	2,660	0	754	0.0%	26.2%	8	973	22.9%	36.6%
AA	CLT-AVL	CLT	43	3,633	43	2,879	35	2,660	0	754	0.0%	26.2%	8	973	22.9%	36.6%
AA	AVL-DCA	AVL	8	608	7	521	0	0	1	87	14.3%	16.7%	8	608	-	-
AA	DCA-AVL	DCA	8	608	7	521	0	0	1	87	14.3%	16.7%	8	608	-	-
AA	AVL-DFW	AVL	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100.0%	100.0%
AA	DFW-AVL	DFW	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100.0%	100.0%
AA	AVL-LGA	AVL	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	LGA-AVL	LGA	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	AVL-MIA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	MIA-AVL	MIA	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-ORD	AVL	5	325	6	456	0	0	(1)	(131)	(16.7%)	(28.7%)	5	325	-	-
AA	ORD-AVL	ORD	5	325	6	456	0	0	(1)	(131)	(16.7%)	(28.7%)	5	325	-	-
AA	AVL-PHL	AVL	7	455	13	650	0	0	(6)	(195)	(46.2%)	(30.0%)	7	455	-	-
AA	PHL-AVL	PHL	7	455	13	650	0	0	(6)	(195)	(46.2%)	(30.0%)	7	455	-	-
B6	AVL-BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
B6	BOS-AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	AVL-ATL	AVL	34	3,740	34	3,536	33	2,746	0	204	0.0%	5.8%	1	994	3.0%	36.2%
DL	ATL-AVL	ATL	34	3,740	34	3,536	33	2,746	0	204	0.0%	5.8%	1	994	3.0%	36.2%
DL	AVL-DTW	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	DTW-AVL	DTW	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	AVL-LGA	AVL	13	982	0	0	0	0	13	982	-	-	13	982	-	-
DL	LGA-AVL	LGA	13	982	0	0	0	0	13	982	-	-	13	982	-	-
DL	AVL-MSP	AVL	1	76	0	0	0	0	1	76	-	-	1	76	-	-
DL	MSP-AVL	MSP	1	76	0	0	0	0	1	76	-	-	1	76	-	-
G4	AVL-AUS	AVL	2	354	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	AUS-AVL	AUS	2	354	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	AVL-BOS	AVL	3	558	2	372	2	372	1	186	50.0%	50.0%	1	186	50.0%	50.0%
G4	BOS-AVL	BOS	3	558	2	372	2	372	1	186	50.0%	50.0%	1	186	50.0%	50.0%
G4	AVL-BWI	AVL	2	312	2	312	2	312	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	2	312	2	312	2	312	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	DEN-AVL	DEN	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-EWR	AVL	6	1,056	2	372	2	372	4	684	200.0%	183.9%	4	684	200.0%	183.9%
G4	EWR-AVL	EWR	6	1,056	2	372	2	372	4	684	200.0%	183.9%	4	684	200.0%	183.9%
G4	AVL-EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	12	2,148	10	1,788	4	708	2	360	20.0%	20.1%	8	1,440	200.0%	203.4%
G4	FLL-AVL	FLL	12	2,148	10	1,788	4	708	2	360	20.0%	20.1%	8	1,440	200.0%	203.4%
G4	AVL-HOU	AVL	0	0	2	372	2	372	(2)	(372)	(100.0%)	(100.0%)	(2)	(372)	(100.0%)	(100.0%)
G4	HOU-AVL	HOU	0	0	2	372	2	372	(2)	(372)	(100.0%)	(100.0%)	(2)	(372)	(100.0%)	(100.0%)
G4	AVL-LAS	AVL	2	312	2	372	0	0	0	(60)	0.0%	(18.1%)	2	312	-	-
G4	LAS-AVL	LAS	2	312	2	372	0	0	0	(60)	0.0%	(18.1%)	2	312	-	-
G4	AVL-MDW	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	MDW-AVL	MDW	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	MSP-AVL	MSP	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-PBI	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	PBI-AVL	PBI	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	4	735	2	372	2	372	2	363	100.0%	97.6%	2	363	100.0%	97.6%
G4	PGD-AVL	PGD	4	735	2	372	2	372	2	363	100.0%	97.6%	2	363	100.0%	97.6%
G4	AVL-PIE	AVL	8	1,398	4	744	4	708	4	654	100.0%	87.9%	4	690	100.0%	97.5%
G4	PIE-AVL	PIE	8	1,398	4	744	4	708	4	654	100.0%	87.9%	4	690	100.0%	97.5%
G4	AVL-SFB	AVL	8	1,398	5	921	4	654	3	477	60.0%	51.8%	4	744	100.0%	113.8%
G4	SFB-AVL	SFB	8	1,398	5	921	4	654	3	477	60.0%	51.8%	4	744	100.0%	113.8%
G4	AVL-SRQ	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	SRQ-AVL	SRQ	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-VPS	AVL	0	0	2	372	0	0	(2)	(372)	(100.0%)	(100.0%)	0	0	-	-
G4	VPS-AVL	VPS	0	0	2	372	0	0	(2)	(372)	(100.0%)	(100.0%)	0	0	-	-
NK	AVL-FLL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	FLL-AVL	FLL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-GSO	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	GSO-AVL	GSO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	MCO-AVL	MCO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-TPA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	TPA-AVL	TPA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
SY	AVL-MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	14	1,052	7	350	0	0	7	702	100.0%	200.6%	14	1,052	-	-
UA	EWR-AVL	EWR	14	1,052	7	350	0	0	7	702	100.0%	200.6%	14	1,052	-	-
UA	AVL-IAD	AVL	0	0	21	1,050	13	650	(21)	(1,050)	(100.0%)	(100.0%)	(13)	(650)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	0	0	21	1,050	13	650	(21)	(1,050)	(100.0%)	(100.0%)	(13)	(650)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	21	1,232	28	1,400	14	700	(7)	(188)	(25.0%)	(12.0%)	7	532	50.0%	76.0%
UA	ORD-AVL	ORD	21	1,232	28	1,400	14	700	(7)	(188)	(25.0%)	(12.0%)	7	532	50.0%	76.0%
Total			456	48,624	430	38,898	256	23,804	26	9,726	6.0%	25.0%	200	24,820	78.1%	104.3%

Mkt AI	Travel Period		Oct 2022		Oct 2021		Oct 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	AUS-AVL	AUS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-AUS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-BOS	AVL	0	0	0	0	0	0	(1)	(76)	(100.0%)	(100.0%)	0	0	-	-
AA	BOS-AVL	BOS	0	0	0	0	0	0	(1)	(76)	(100.0%)	(100.0%)	0	0	-	-
AA	AVL-CLT	AVL	44	3,973	47	3,390	36	2,725	(3)	583	(6.4%)	17.2%	8	1,248	22%	46%
AA	CLT-AVL	CLT	44	3,973	47	3,390	36	2,725	(3)	583	(6.4%)	17.2%	8	1,248	22%	46%
AA	AVL-DCA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	DCA-AVL	DCA	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-DFW	AVL	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100%	100%
AA	DFW-AVL	DFW	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100%	100%
AA	AVL-LGA	AVL	1	65	0	0	0	0	1	65	-	-	1	65	-	-
AA	LGA-AVL	LGA	1	65	0	0	0	0	1	65	-	-	1	65	-	-
AA	AVL-MIA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	MIA-AVL	MIA	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-ORD	AVL	7	455	7	532	0	0	0	(77)	0.0%	(14.5%)	7	455	-	-
AA	ORD-AVL	ORD	7	455	7	532	0	0	0	(77)	0.0%	(14.5%)	7	455	-	-
AA	AVL-PHL	AVL	7	532	14	700	0	0	(7)	(168)	(50.0%)	(24.0%)	7	532	-	-
AA	PHL-AVL	PHL	7	532	14	700	0	0	(7)	(168)	(50.0%)	(24.0%)	7	532	-	-
BB	AVL-BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
BB	BOS-AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	ATL-AVL	ATL	34	3,536	34	3,502	33	2,508	0	34	0.0%	1.0%	1	1,028	3%	41%
DL	AVL-ATL	AVL	34	3,536	34	3,502	33	2,508	0	34	0.0%	1.0%	1	1,028	3%	41%
DL	AVL-LGA	AVL	13	976	0	0	0	0	13	976	-	-	13	976	-	-
DL	LGA-AVL	LGA	13	976	0	0	0	0	13	976	-	-	13	976	-	-
DL	AVL-MSP	AVL	1	76	0	0	0	0	1	76	-	-	1	76	-	-
DL	MSP-AVL	MSP	1	76	0	0	0	0	1	76	-	-	1	76	-	-
G4	AUS-AVL	AUS	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-AUS	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-BOS	AVL	4	744	2	372	2	372	2	372	100.0%	100.0%	2	372	100.0%	100.0%
G4	BOS-AVL	BOS	4	744	2	372	2	372	2	372	100.0%	100.0%	2	372	100.0%	100.0%
G4	AVL-BWI	AVL	2	312	2	312	2	372	0	0	0.0%	0.0%	0	(60)	0.0%	(16.1%)
G4	BWI-AVL	BWI	2	312	2	312	2	372	0	0	0.0%	0.0%	0	(60)	0.0%	(16.1%)
G4	AVL-DEN	AVL	2	342	2	372	2	372	0	(30)	0.0%	(8.1%)	0	(30)	0.0%	(8.1%)
G4	DEN-AVL	DEN	2	342	2	372	2	372	0	(30)	0.0%	(8.1%)	0	(30)	0.0%	(8.1%)
G4	AVL-EWR	AVL	7	1,182	4	744	2	372	3	438	75.0%	58.9%	5	810	250.0%	217.7%
G4	EWR-AVL	EWR	7	1,182	4	744	2	372	3	438	75.0%	58.9%	5	810	250.0%	217.7%
G4	AVL-EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	12	2,028	13	2,373	6	1,071	(1)	(324)	(7.7%)	(14.5%)	6	957	100.0%	89.4%
G4	FLL-AVL	FLL	12	2,028	13	2,373	6	1,071	(1)	(324)	(7.7%)	(14.5%)	6	957	100.0%	89.4%
G4	AVL-HOU	AVL	2	312	2	372	2	372	0	(60)	0.0%	(16.1%)	0	(60)	0.0%	(16.1%)
G4	HOU-AVL	HOU	2	312	2	372	2	372	0	(60)	0.0%	(16.1%)	0	(60)	0.0%	(16.1%)
G4	AVL-LAS	AVL	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	LAS-AVL	LAS	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-MDW	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	MDW-AVL	MDW	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	4	744	2	372	0	0	2	372	100.0%	100.0%	4	744	-	-
G4	MSP-AVL	MSP	4	744	2	372	0	0	2	372	100.0%	100.0%	4	744	-	-
G4	AVL-PBI	AVL	2	312	2	372	0	0	2	312	100.0%	83.9%	4	684	-	-
G4	PBI-AVL	PBI	2	312	2	372	0	0	2	312	100.0%	83.9%	4	684	-	-
G4	AVL-PGD	AVL	7	1,302	4	744	4	744	3	558	75.0%	75.0%	3	558	75.0%	75.0%
G4	PGD-AVL	PGD	7	1,302	4	744	4	744	3	558	75.0%	75.0%	3	558	75.0%	75.0%
G4	AVL-PIE	AVL	12	2,016	11	2,019	6	1,041	1	183	9.1%	9.1%	6	1,161	100.0%	111.5%
G4	PIE-AVL	PIE	12	2,016	11	2,019	6	1,041	1	183	9.1%	9.1%	6	1,161	100.0%	111.5%
G4	AVL-SFB	AVL	12	2,184	12	2,214	6	1,086	0	(30)	0.0%	(1.4%)	6	1,098	100.0%	101.1%
G4	SFB-AVL	SFB	12	2,184	12	2,214	6	1,086	0	(30)	0.0%	(1.4%)	6	1,098	100.0%	101.1%
G4	AVL-SRQ	AVL	3	558	2	354	2	354	1	204	50.0%	57.6%	1	204	50.0%	57.6%
G4	SRQ-AVL	SRQ	3	558	2	354	2	354	1	204	50.0%	57.6%	1	204	50.0%	57.6%
G4	AVL-VPS	AVL	0	0	2	372	0	0	(2)	(372)	(100.0%)	(100.0%)	0	0	-	-
G4	VPS-AVL	VPS	0	0	2	372	0	0	(2)	(372)	(100.0%)	(100.0%)	0	0	-	-
SY	AVL-MSP	AVL	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
SY	MSP-AVL	MSP	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
UA	AVL-EWR	AVL	14	1,058	7	350	0	0	7	708	100.0%	202.3%	14	1,058	-	-
UA	EWR-AVL	EWR	14	1,058	7	350	0	0	7	708	100.0%	202.3%	14	1,058	-	-
UA	AVL-IAD	AVL	0	0	21	1,050	12	600	(21)	(1,050)	(100.0%)	(100.0%)	(12)	(600)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	0	0	21	1,050	12	600	(21)	(1,050)	(100.0%)	(100.0%)	(12)	(600)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	21	1,414	21	1,050	14	700	0	364	0.0%	34.7%	7	714	50.0%	102.0%
UA	ORD-AVL	ORD	21	1,414	21	1,050	14	700	0	364	0.0%	34.7%	7	714	50.0%	102.0%
Total			498	56,470	468	48,388	284	28,674	30	8,082	6.4%	16.7%	214	27,796	75.4%	96.9%

Mkt AI	Travel Period		Nov 2022		Nov 2021		Nov 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	AUS-AVL	AUS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-AUS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-CLT	AVL	42	3,920	41	3,050	38	2,811	1	870	2.4%	28.5%	4	1,109	10.5%	39.5%
AA	CLT-AVL	CLT	42	3,920	41	3,050	38	2,811	1	870	2.4%	28.5%	4	1,109	10.5%	39.5%
AA	AVL-DCA	AVL	7	455	0	0	0	0	7	455	-	-	7	455	-	-
AA	DCA-AVL	DCA	7	455	0	0	0	0	7	455	-	-	7	455	-	-
AA	AVL-DFW	AVL	7	532	7	532	7	532	0	0	0.0%	0.0%	0	0	0.0%	0.0%
AA	DFW-AVL	DFW	7	532	7	532	7	532	0	0	0.0%	0.0%	0	0	0.0%	0.0%
AA	AVL-LGA	AVL	7	455	0	0	0	0	7	455	-	-	7	455	-	-
AA	LGA-AVL	LGA	7	455	0	0	0	0	7	455	-	-	7	455	-	-
AA	AVL-MIA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	MIA-AVL	MIA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-ORD	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-PHL	AVL	0	0	7	350	0	0	(7)	(350)	(100.0%)	(100.0%)	0	0	-	-
AA	PHL-AVL	PHL	0	0	7	350	0	0	(7)	(350)	(100.0%)	(100.0%)	0	0	-	-
BB	AVL-BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
BB	BOS-AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	ATL-AVL	ATL	42	4,620	34	3,740	33	2,508	8	880	23.5%	23.5%	9	2,112	27.3%	84.2%
DL	AVL-ATL	AVL	42	4,620	34	3,740	33	2,508	8	880	23.5%	23.5%	9	2,112	27.3%	84.2%
DL	AVL-LGA	AVL	14	986	0	0	0	0	14	986	-	-	14	986	-	-
DL	LGA-AVL	LGA	14	986	0	0	0	0	14	986	-	-	14	986	-	-
DL	AVL-MSP	AVL	1	110	0	0	0	0	1	110	-	-	1	110	-	-
DL	MSP-AVL	MSP	1	110	0	0	0	0	1	110	-	-	1	110	-	-
G4	AUS-AVL	AUS	2													



MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Chief Financial Officer

DATE: August 12, 2022

ITEM DESCRIPTION – Information Section Item B

Greater Asheville Regional Airport – Explanation of Extraordinary Variances
Month of June 2022

SUMMARY

Operating Revenues for the month of June were \$2,079,519, 60.4% over budget. Operating Expenses for the month were \$1,705,678, 64.1% over budget. As a result, Net Operating Revenues before Depreciation were \$373,841. Net Non-Operating Revenues were \$1,843,514, 504.4% over budget, which includes \$1,112,208 in federal CRRSA funding.

Year-to-date Operating Revenues were \$19,889,480, 27.8% over budget. Year-to-date Operating Expenses were \$10,480,585, 16.0% under budget. Year-to-date Net Operating Revenues before Depreciation were \$9,408,895. Net Non-Operating Revenues for the year were \$20,001,147, 446.5% over budget.

REVENUES

Significant variations to budget for June were:

Term rentals – airlines	\$81,345	44.47%	Enplanements over budget
Landing fees	\$33,096	26.48%	Landings over budget
Rental car-car rentals	\$189,520	81.22%	Enplanements over budget
Concessions	\$74,872	159.83%	Enplanements over budget
Auto parking	\$369,776	80.68%	Enplanements over budget
FBOs	\$27,463	29.99%	Rent increase
Ground transportation	(\$11,304)	(41.11%)	Tenant refunds-loss of parking space

Information Section – Item B



EXPENSES

Significant variations to budget for June were:

Personnel services	\$409,015	65.44%	3 payrolls during month
Professional services	(\$92,882)	(171.55%)	Transferred expenses to terminal project
Other contractual services	\$50,488	38.36%	Temp help & IT service agreements
Utilities	\$36,284	90.79%	Water invoicing & higher electric
Insurance	\$203,747	731.15%	Recorded balance of insurance costs
Promotional activities	\$11,431	46.55%	Web advertising & promotional items
Operating supplies	\$21,043	53.28%	Laptop & desktop computers
Repairs & maintenance	\$16,781	94.85%	Security systems repairs
Business development	\$21,002	84.01%	Allegiant – Key West route

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents increased by \$196.8M mostly due to receipt of bond funding.

Grants Receivable – Grants Receivable increased by \$1.8M mostly due to terminal design and south general aviation apron construction projects.

Construction in Progress – Construction in Progress increased by \$2.5M mostly due to the terminal design and south general aviation 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 June 30, 2022**

<u>Institution:</u>	<u>Interest Rate</u>	<u>Investment Amount</u>	<u>Monthly Interest</u>
Bank of America - Operating Account	0.20%	\$ 30,356,463	4,790
NC Capital Management Trust - Cash Portfolio		484,859	390
Petty Cash		200	
 <u>Restricted Cash:</u>			
Bank of America - PFC Revenue Account	0.20%	13,095,327	2,093
BNY Mellon		1,524,130	
NC Capital mgt Trust - 2022A Construction		151,110,686	106,703
NC Capital mgt Trust - 2022A Parity Reserve		13,398,536	9,461
NC Capital mgt Trust - 2022A Capitalized Interest		30,357,621	21,436
 Total		<u>\$ 240,327,822</u>	<u>\$ 144,873</u>

Investment Diversification:

Banks	19%
NC Capital Management Trust	81%
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 June 30, 2022**

	Current Month	Prior Period
Cash and Investments Beginning of Period	\$ 43,492,095	\$ 42,282,966
Net Income/(Loss) Before Capital Contributions	1,765,074	941,983
Depreciation	452,282	452,280
Decrease/(Increase) in Receivables	(1,820,708)	(883,180)
Increase/(Decrease) in Payables	2,257,090	163,401
Decrease/(Increase) in Prepaid Expenses	(72,318)	25,735
Decrease/(Increase) in Fixed Assets	(2,557,504)	(2,115,680)
Principal Payments of Bond Maturities	-	-
Capital Contributions	2,420,271	2,624,960
Addition of Revenue Bond Payable	194,729,242	-
Decrease in Non-Current Liabilities	(337,702)	-
Increase(Decrease) in Cash	196,835,727	1,209,499
Cash and Investments End of Period	\$ 240,327,822	\$ 43,492,095

**ASHEVILLE REGIONAL AIRPORT
STATEMENT OF FINANCIAL POSITION
As of June 30, 2022**

	<u>Current Month</u>	<u>Last Month</u>
<u>ASSETS</u>		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	\$30,841,522	\$29,409,258
Investments	0	0
Accounts Receivable	1,002,630	1,021,934
Passenger Facility Charges Receivable	385,000	350,000
Refundable Sales Tax Receivable	140,451	128,116
Grants Receivable	4,439,107	2,646,430
Prepaid Expenses	1,368,170	1,295,852
Inventory - Broadmoor	0	0
Total Unrestricted Assets	<u>38,176,880</u>	<u>34,851,590</u>
Restricted Assets:		
Cash and Cash Equivalents	209,486,300	14,082,838
Total Restricted Assets	<u>209,486,300</u>	<u>14,082,838</u>
Total Current Assets	<u>247,663,180</u>	<u>48,934,428</u>
Noncurrent Assets:		
Construction in Progress	146,154,211	143,596,707
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	68,161,645	68,613,926
Total Noncurrent Assets	<u>214,079,873</u>	<u>211,974,650</u>
	<u>\$461,743,053</u>	<u>\$260,909,078</u>
<u>LIABILITIES AND NET ASSETS</u>		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	\$2,340,351	(\$52,573)
Customer Deposits	85,518	85,518
Unearned Revenue	156,844	322,533
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	179,130	149,275
Total Payable from Unrestricted Assets	<u>6,619,724</u>	<u>4,362,634</u>
Total Current Liabilities	<u>6,619,724</u>	<u>4,362,634</u>
Noncurrent Liabilities:		
Pension Deferrals - OPED	229,725	229,725
Other Postemployment Benefits	1,316,093	1,316,093
Compensated Absences	655,090	524,744
Net Pension Obligation-LEO Special Separation Allowance	614,383	614,383
Revenue Bond Payable - 2016 - Noncurrent	13,645,000	13,645,000
Revenue Bond Payable - 2022A - Noncurrent	194,729,242	
Revenue Bond 2022A Issue Costs	(528,048)	(60,000)
Total Noncurrent Liabilities	<u>210,661,485</u>	<u>16,269,945</u>
Total Liabilities	<u>217,281,209</u>	<u>20,632,579</u>
Net Assets:		
Invested in Capital Assets	199,325,856	197,220,633
Restricted	209,486,300	14,082,838
Unrestricted	(164,350,312)	28,973,028
Total Net Assets	<u>244,461,844</u>	<u>240,276,499</u>
	<u>\$461,743,053</u>	<u>\$260,909,078</u>



Income Statement

Through 06/30/22

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Fund Category Governmental Funds						
Fund Type General Fund						
Fund 10 - General Fund						
<i>Operating revenues</i>						
Terminal space rentals - non airline	24,853.57	289,118.03	289,028.00	90.03	289,028.00	(90.03)
Terminal space rentals - airline	264,283.68	2,627,107.81	2,195,258.00	431,849.81	2,195,258.00	(431,849.81)
Landing fees	158,095.97	1,591,394.28	1,500,000.00	91,394.28	1,500,000.00	(91,394.28)
Concessions	121,717.79	917,353.77	562,150.00	355,203.77	562,150.00	(355,203.77)
Auto parking	828,109.69	7,700,375.46	5,500,000.00	2,200,375.46	5,500,000.00	(2,200,375.46)
Rental car - car rentals	422,853.47	3,927,115.44	2,800,000.00	1,127,115.44	2,800,000.00	(1,127,115.44)
Rental car - facility rent	59,394.95	712,739.40	712,755.00	(15.60)	712,755.00	15.60
Commerce ground transportation	16,195.54	256,175.76	330,000.00	(73,824.24)	330,000.00	73,824.24
FBOs	119,022.61	1,213,868.40	1,098,716.00	115,152.40	1,098,716.00	(115,152.40)
Building leases	3,998.77	62,255.13	52,114.00	10,141.13	52,114.00	(10,141.13)
Land leases	27,849.85	271,503.54	275,459.00	(3,955.46)	275,459.00	3,955.46
Other leases and fees	33,143.44	320,472.57	245,800.00	74,672.57	245,800.00	(74,672.57)
<i>Operating revenues Totals</i>	\$2,079,519.33	\$19,889,479.59	\$15,561,280.00	\$4,328,199.59	\$15,561,280.00	(\$4,328,199.59)
<i>Non-operating revenue and expense</i>						
Customer facility charges	188,700.00	1,932,908.51	1,400,000.00	532,908.51	1,400,000.00	(532,908.51)
Passenger facility charges	427,587.54	3,781,512.43	2,250,000.00	1,531,512.43	2,250,000.00	(1,531,512.43)
Broadmoor operating revenues	.00	293,179.23	.00	293,179.23	.00	(293,179.23)
Broadmoor operating expenses	.00	(172,652.00)	.00	(172,652.00)	.00	172,652.00
Cares Act grant	.00	3,257,883.04	.00	3,257,883.04	.00	(3,257,883.04)
CRRSA grant	1,112,208.03	4,060,238.00	.00	4,060,238.00	.00	(4,060,238.00)
Interest revenue	144,873.55	202,339.10	10,000.00	192,339.10	10,000.00	(192,339.10)
Interest expense	(29,855.08)	(358,262.52)	.00	(358,262.52)	.00	358,262.52
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	4,001.57	.00	4,001.57	.00	(4,001.57)
Miscellaneous	.00	7,000,000.00	.00	7,000,000.00	.00	(7,000,000.00)
<i>Non-operating revenue and expense Totals</i>	\$1,843,514.04	\$20,001,147.36	\$3,660,000.00	\$16,341,147.36	\$3,660,000.00	(\$16,341,147.36)



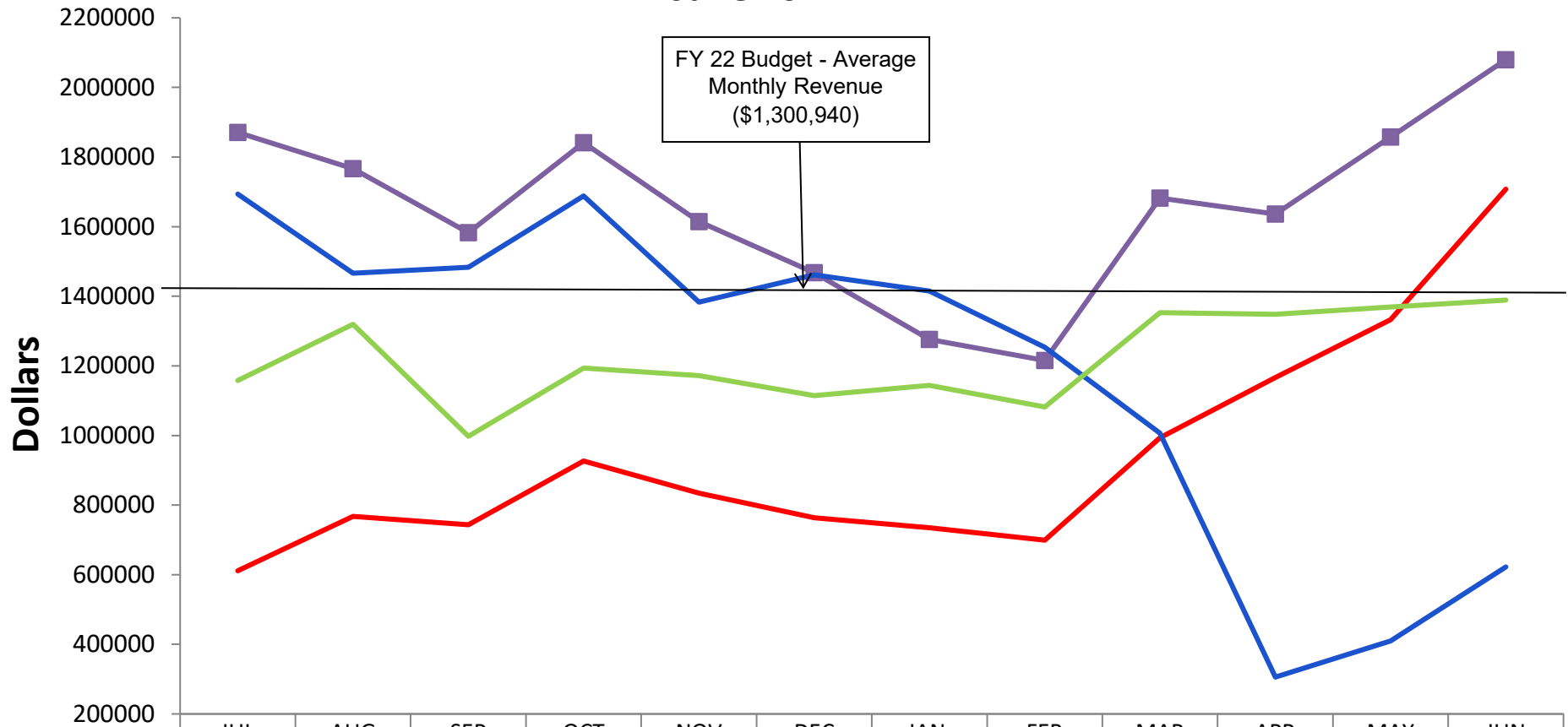
Income Statement

Through 06/30/22

Summary Listing

Classification	MTD	YTD	YTD	YTD	Annual	Budget Less
	Actual Amount	Actual Amount	Budget Amount	Variance	Budget Amount	YTD Actual
Capital contributions	2,420,271.09	14,497,612.47	.00	14,497,612.47	.00	(14,497,612.47)
<i>Operating expenses</i>						
Personnel services	1,034,015.62	6,682,502.90	7,500,013.00	(817,510.10)	7,500,013.00	817,510.10
Professional services	(38,740.13)	401,233.08	649,700.00	(248,466.92)	649,700.00	248,466.92
Other contractual services	182,118.15	1,271,600.84	1,579,558.00	(307,957.16)	1,579,558.00	307,957.16
Travel and training	13,377.31	148,112.39	176,650.00	(28,537.61)	176,650.00	28,537.61
Communiations	4,363.34	43,441.29	61,240.00	(17,798.71)	61,240.00	17,798.71
Utility services	76,247.59	407,863.80	479,567.00	(71,703.20)	479,567.00	71,703.20
Rentals and leases	3,917.34	20,871.81	15,310.00	5,561.81	15,310.00	(5,561.81)
Insurance	231,613.79	319,604.40	334,400.00	(14,795.60)	334,400.00	14,795.60
Advertising, printing and binding	815.74	5,742.12	15,980.00	(10,237.88)	15,980.00	10,237.88
Promotional activities	35,987.07	193,056.09	294,675.00	(101,618.91)	294,675.00	101,618.91
Other current charges and obligations	7,686.61	74,796.37	79,150.00	(4,353.63)	79,150.00	4,353.63
Operating supplies	60,538.05	335,407.17	473,935.00	(138,527.83)	473,935.00	138,527.83
Publications, subscriptions, memberships, etc.	1,108.71	50,412.60	59,580.00	(9,167.40)	59,580.00	9,167.40
Repairs and maintenance	34,472.62	211,530.00	212,300.00	(770.00)	212,300.00	770.00
Small equipment	12,155.05	90,560.98	94,500.00	(3,939.02)	94,500.00	3,939.02
Contingency	.00	.00	100,000.00	(100,000.00)	100,000.00	100,000.00
Emergency repairs	.00	.00	50,000.00	(50,000.00)	50,000.00	50,000.00
Business development	46,001.65	223,849.67	300,000.00	(76,150.33)	300,000.00	76,150.33
<i>Operating expenses Totals</i>	\$1,705,678.51	\$10,480,585.51	\$12,476,558.00	(\$1,995,972.49)	\$12,476,558.00	\$1,995,972.49
<i>Depreciation</i>						
Depreciation	452,281.00	5,427,372.00	.00	5,427,372.00	.00	(5,427,372.00)
<i>Depreciation Totals</i>	\$452,281.00	\$5,427,372.00	\$0.00	\$5,427,372.00	\$0.00	(\$5,427,372.00)
Grand Totals						
REVENUE TOTALS	6,343,304.46	54,388,239.42	19,221,280.00	35,166,959.42	19,221,280.00	(35,166,959.42)
EXPENSE TOTALS	2,157,959.51	15,907,957.51	12,476,558.00	3,431,399.51	12,476,558.00	(3,431,399.51)
Grand Total Net Gain (Loss)	\$4,185,344.95	\$38,480,281.91	\$6,744,722.00	\$31,735,559.91	\$6,744,722.00	\$31,735,559.91

ASHEVILLE REGIONAL AIRPORT Annual Operating Revenue by Month June 2022



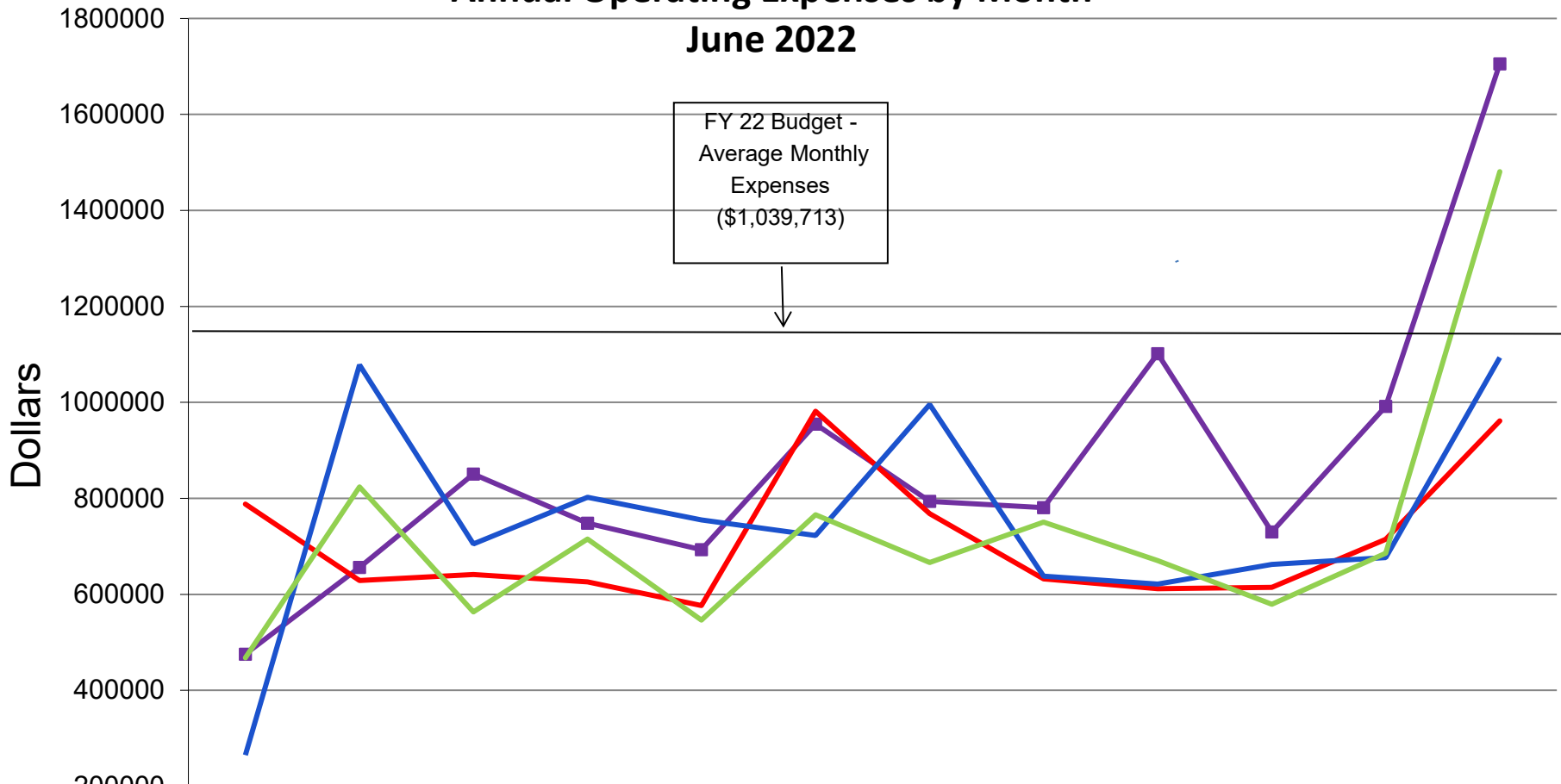
FY 22 Budget - Average
Monthly Revenue
(\$1,300,940)

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	1870783	1766994	1582459	1840835	1614185	1467415	1275749	1215598	1682310	1636179	1857453	2079519
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

June 2022



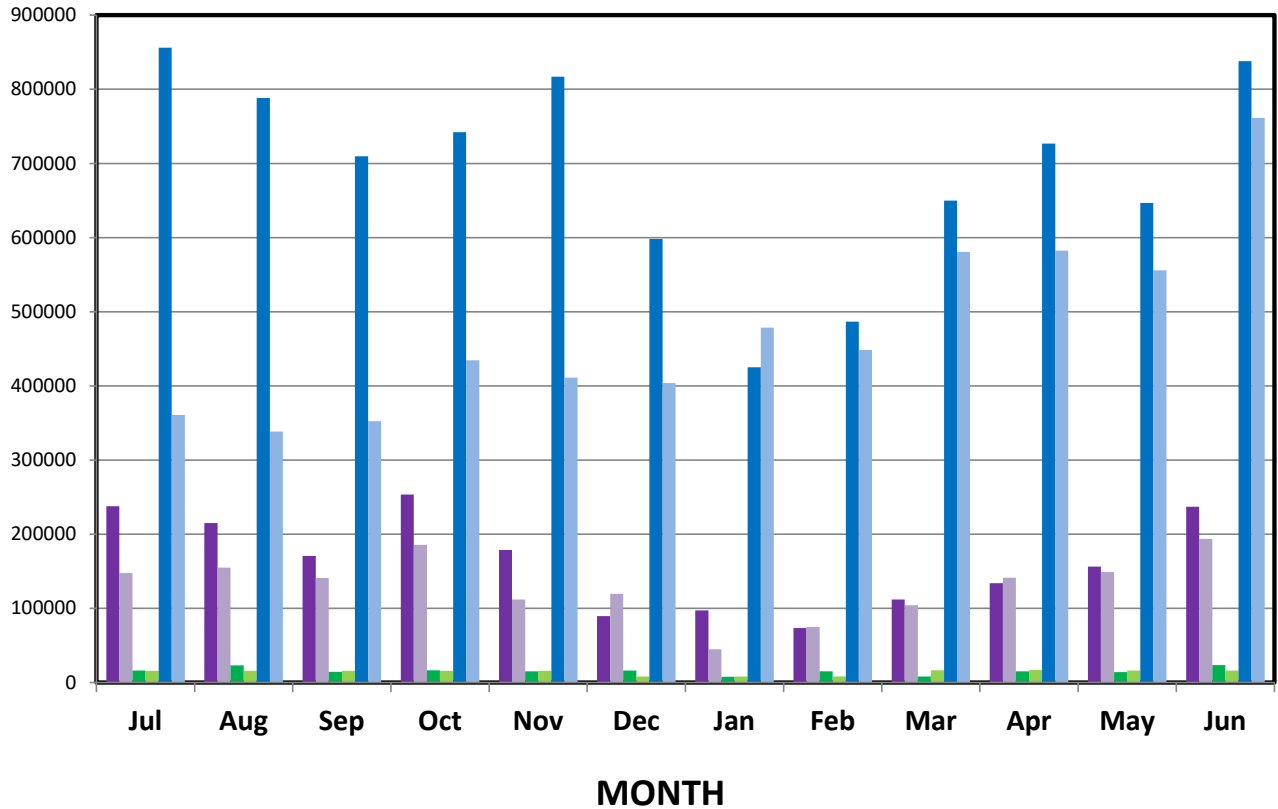
FY 22 Budget -
Average Monthly
Expenses
(\$1,039,713)



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	475489	656101	850419	748420	692984	954472	793428	780593	1101373	730109	991519	1705678
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
June 2022**

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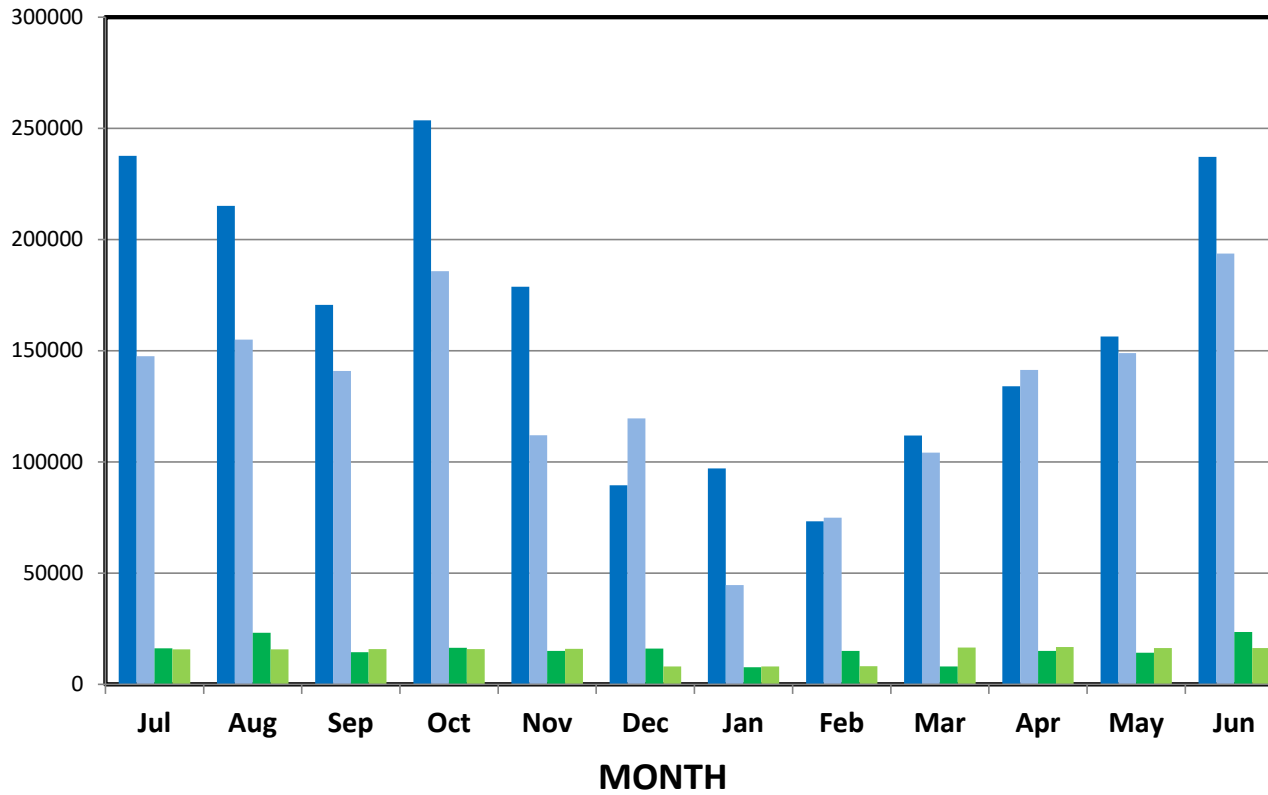


- Jet A FY22
- Jet A - FY21
- 100LL - FY22
- 100LL - FY21
- Airline - FY22
- Airline - FY21

Jet A - 237,222 Gallons
100LL - 23,511 Gallons
Airline - 838,002 Gallons

ASHEVILLE REGIONAL AIRPORT
GENERAL AVIATION FUEL SALES - GALLONS
June 2022

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

Jet A - 237,222 Gallons
100LL - 23,511 Gallons

Greater Asheville Regional Airport Authority
Construction Project Report - August 2022

Design Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 08/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 08/01/2022)	Start Date	End Date	Current Project Status (as of 08/01/2022)
1	Terminal Building Renovations	Phase 2 - Terminal Building Modernization Design	Gresham Smith	\$12,608,794.00	N/A	N/A	\$7,232,602.00	8.3%	\$19,841,396	60.2%	\$11,940,104	Nov-19	Dec-24	Design nears 100% complete. CA services continues.
2	Terminal Building Renovations	CMR for Pre-Construction and CGMP1	Hensel Phelps	\$1,088,270.00	N/A	N/A	\$0.00	0.0%	\$1,088,270.00	96.3%	\$1,047,670	Dec-20	Dec-24	CMR Pre-Construction phase services.
3	Terminal Building Renovations	Program Management Services	Parsons Transportation Group, Inc.	\$1,329,368.36	N/A	N/A	\$0.00	0.0%	\$1,329,368	2.8%	\$39,553	May-22	Dec-24	Project management in process.
4	Air Traffic Control Tower	Design new facility	Pond Company	\$4,157,923.00	N/A	N/A	\$661,133.00	15.9%	\$4,819,056	33.0%	\$1,592,538	Mar-21	Sep-22	Design continues towards 100% with additional FAA added space.
5	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	59.6%	\$14,894	Jun-21	Aug-22	Project management in process.
6	Rehabilitate South GA Apron	Design apron rehabilitation	Parrish and Partners	\$565,432.00	N/A	N/A	\$0.00	0.0%	\$565,432	36.3%	\$205,162	Jun-21	Jul-22	Project management in process.
7	Airport Master Plan	Update current Master Plan	CHA	\$989,004.00	N/A	N/A	\$0.00	0.0%	\$989,004	36.9%	\$364,933	Jul-21	Sep-22	Document preparation continues. Working Paper #2 under review.
8	Stormwater Drainage Improvements	Identify deficiencies and design stormwater improvements	AVCON	\$205,000.00	N/A	N/A	\$0.00	0.0%	\$205,000	37.2%	\$76,400	Jan-22	Sep-22	Stormwater bid advertisement on July 28th with bid opening Aug 25th.

Construction Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 08/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 08/01/2022)	Start Date	End Date	Current Project Status (as of 08/01/2022)
1	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	Aug-22	Pavement is complete with lighting to be installed by Duke Energy. Parking area opened by July 31, 2022
2	Terminal Building Modernization - CMR Construction	CGMP-1 Utilities relocation \$6,215,900 CGMP-2 CEP and Equipment Purchase \$77,999,756	Gresham Smith	Amount in Design Fees	Hensel Phelps	\$84,215,656.00	\$0	0.00%	\$84,215,656.00	1.9%	\$1,586,442	Jan-22	Dec-22	WP1 work continues. New lighting vault and staging area under construction. Foundation piers are being installed.
3	Rehabilitate South GA Apron	Removal and replacement of pavement on South GA Apron	Parrish and Partners	Amount in Design Fees	Independence Excavating	\$6,746,800	\$0	0.00%	\$7,421,480	6.9%	\$468,305	May-22	Dec-22	Pavement lanes are being placed for Phase 1 area. Phase 2 estimated to begin in mid-August 2022.

*(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**: President & CEO Supervision