



SEPTEMBER 2022

BOARD INFORMATION PACKAGE



MEMORANDUM

TO: Members of the Airport Authority

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

DATE: September 9, 2022

Financial Report ([document](#))

Informational Reports:

- A. July, 2022 Traffic Report ([document](#))
- B. July, 2022 Monthly Financial Report ([document](#))
- C. September, 2022 Development/Project Status Report ([document](#))

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

AIRPORT ACTIVITY

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
Passenger Enplanements	98,914	8.0%	496,682	36.2%
Aircraft Operations				
Commercial	2,950	(4.8%)	14,365	(1.6%)
Scheduled Flights	1,173	(0.5%)		
Flight Cancellations	94			
Seats	113,388	3.1%	602,765	10.0%
Load Factor	87.2%	4.7%	82.4%	23.8%
General Aviation	4,422	5.5%	27,032	8.3%
Military	406	6.3%	3,172	41.9%

FINANCIAL RESULTS

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
Operating Revenues	\$ 2,151,973	27.2%	\$ 2,151,973	27.2%
Operating Expenses	723,941	(39.4%)	723,941	(39.4%)
Net Operating Revenues before Depreciation	<u>\$ 1,428,032</u>		<u>\$ 1,428,032</u>	
Net Non-Operating Revenues	<u>\$ (186,314) *</u>	(144.5%)	<u>\$ (186,314)</u>	(144.5%)
* Includes Series 2022A Bond Interest Expense \$983,723 to be paid from the Bond Capitalized Interest account semi-annually				
Grants:				
FAA AIP Grants	\$ 455		\$ 455	
NC Dept of Transportation Grants	-		-	
Total	<u>\$ 455</u>		<u>\$ 455</u>	

CASH

Restricted - PFC Revenue Account	\$ 13,106,382
Restricted - BNY Mellon (Debt Service Series 2016)	\$ 141,760
Restricted - Bond Series 2022A	\$ 195,117,738
Designated for O&M Reserve	6,970,340
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	24,011,675
Total	<u>\$ 239,997,895</u>

RECEIVABLES PAST DUE

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	11,543	2,768	2,100	6,675
Allegiant	1,233	1,153	-	80
American	3,120	3,120	-	-
Avis	65,206	65,206	-	-
FAA	147	-	-	147
Paradies	5,538	4,458	1,080	-
Sun Country	1,257	1,257	-	-
TSA	21,235	10,220	9,920	1,095
United	8,701	8,701	-	-
World Fuel Services	1,758	-	-	1,758
Miscellaneous	1,851	1,111	125	615
Total	<u>\$ 121,588</u>	<u>\$ 97,993</u>	<u>\$ 13,225</u>	<u>\$ 10,370</u>
% of Total Receivables	<u>10.48%</u>			

Note: Excludes balances paid subsequent to month-end.

REVENUE BONDS PAYABLE

	Original Amount	Current Balance
Parking Garage Revenue Bond, Series 2016A	\$ 15,750,000	\$ 13,645,000
Parking Garage Taxable Revenue Bond, Series 2016B	5,250,000	-
	<u>\$ 21,000,000</u>	<u>\$ 13,645,000</u>

CAPITAL EXPENDITURES

Annual Budget	\$ 281,017,032
Year-to-Date Spending	\$ 215,162



MEMORANDUM

TO: Members of the Airport Authority
FROM: Lew Bleiweis, A.A.E., President & CEO
DATE: September 9, 2022

ITEM DESCRIPTION – Information Section Item A

July, 2022 Traffic Report – Asheville Regional Airport

SUMMARY

July, 2022 overall passenger traffic numbers were up 7.6% compared to the same period last year. Passenger traffic numbers reflect an 8.0% increase in passenger enplanements from July, 2021.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in July 2022 were flat. There were 68 flight cancellations for the month.

American Airlines: American's July 2022 passenger enplanements represent an 11.1% increase over the same period last year. There were 10 flight cancellations for the month.

Delta Airlines: Enplanements for Delta in July 2022 increased by 24.6%. There were 7 flight cancellations for the month.

United Airlines: In July 2022, United Airlines saw a decrease in enplanements by 30.8% over the same period last year. There were 9 flight cancellations for the month.

Monthly Traffic Report

Asheville Regional Airport

July 2022



Category	Jul 2022	Jul 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change	*MOV12-2022	*MOV12-2021	Percentage Change
Passenger Traffic									
Enplaned	98,914	91,609	8.0%	496,682	364,679	36.2%	848,018	520,762	62.8%
Deplaned	<u>97,479</u>	<u>90,861</u>	7.3%	<u>492,979</u>	<u>361,705</u>	36.3%	<u>843,525</u>	<u>517,364</u>	63.0%
Total	196,393	182,470	7.6%	989,661	726,384	36.2%	1,691,543	1,038,126	62.9%
Aircraft Operations									
Airlines	1,795	1,425	26.0%	9,108	8,150	11.8%	15,061	12,786	17.8%
Commuter/ Air Taxi	<u>1,155</u>	<u>1,675</u>	-31.0%	5,257	6,443	-18.4%	11,402	10,011	13.9%
Subtotal	<u>2,950</u>	<u>3,100</u>	-4.8%	<u>14,365</u>	<u>14,593</u>	-1.6%	<u>26,463</u>	<u>22,797</u>	16.1%
General Aviation	4,422	4,193	5.5%	27,032	24,967	8.3%	46,710	42,599	9.7%
Military	<u>406</u>	<u>382</u>	6.3%	<u>3,172</u>	<u>2,235</u>	41.9%	<u>5,339</u>	<u>3,625</u>	47.3%
Subtotal	<u>4,828</u>	<u>4,575</u>	5.5%	<u>30,204</u>	<u>27,202</u>	11.0%	<u>52,049</u>	<u>46,224</u>	12.6%
Total	7,778	7,675	1.3%	44,569	41,795	6.6%	78,512	69,021	13.8%
Fuel Gallons									
100LL	14,653	16,205	-9.6%	98,137	98,381	-0.2%	183,266	169,764	8.0%
Jet A (GA)	207,451	237,657	-12.7%	1,017,559	945,457	7.6%	1,925,104	1,658,796	16.1%
Subtotal	<u>222,104</u>	<u>253,862</u>	-12.5%	<u>1,115,696</u>	<u>1,043,838</u>	6.9%	<u>2,108,370</u>	<u>1,828,560</u>	15.3%
Jet A (A/L)	<u>901,552</u>	<u>856,024</u>	5.3%	<u>4,674,954</u>	<u>4,263,764</u>	9.6%	<u>8,330,121</u>	<u>6,204,268</u>	34.3%
Total	1,123,656	1,109,886	1.2%	5,790,650	5,307,602	9.1%	10,438,491	8,032,828	29.9%

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

Monday, August 22, 2022

Airline Enplanements, Seats, and Load Factors

Asheville Regional Airport

July 2022



	Jul 2022	Jul 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change
Allegiant Air						
Enplanements	43,783	43,773	0.0%	232,651	177,235	31.3%
Seats	47,856	52,620	-9.1%	280,689	270,132	3.9%
Load Factor	91.5%	83.2%	10.0%	82.9%	65.6%	26.3%
American Airlines						
Enplanements	27,053	24,349	11.1%	118,768	98,752	20.3%
Seats	32,632	29,263	11.5%	143,881	142,428	1.0%
Load Factor	82.9%	83.2%	-0.4%	82.5%	69.3%	19.1%
Delta Air Lines						
Enplanements	17,952	14,408	24.6%	103,834	59,266	75.2%
Seats	21,323	17,475	22.0%	128,276	94,288	36.0%
Load Factor	84.2%	82.4%	2.1%	80.9%	62.9%	28.8%
JetBlue						
Enplanements	2,220	0	#Div/0!	2,967	0	#Div/0!
Seats	2,600	0	#Div/0!	3,500	0	#Div/0!
Load Factor	85.4%	#Num!	#Type!	84.8%	#Num!	#Type!
Sun Country						
Enplanements	1,620	0	#Div/0!	8,625	0	#Div/0!
Seats	1,860	0	#Div/0!	11,532	0	#Div/0!
Load Factor	87.1%	#Num!	#Type!	74.8%	#Num!	#Type!
United Airlines						
Enplanements	6,286	9,079	-30.8%	29,837	29,426	1.4%
Seats	7,117	10,600	-32.9%	34,887	41,226	-15.4%
Load Factor	88.3%	85.7%	3.1%	85.5%	71.4%	19.8%

Monday, August 22, 2022

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

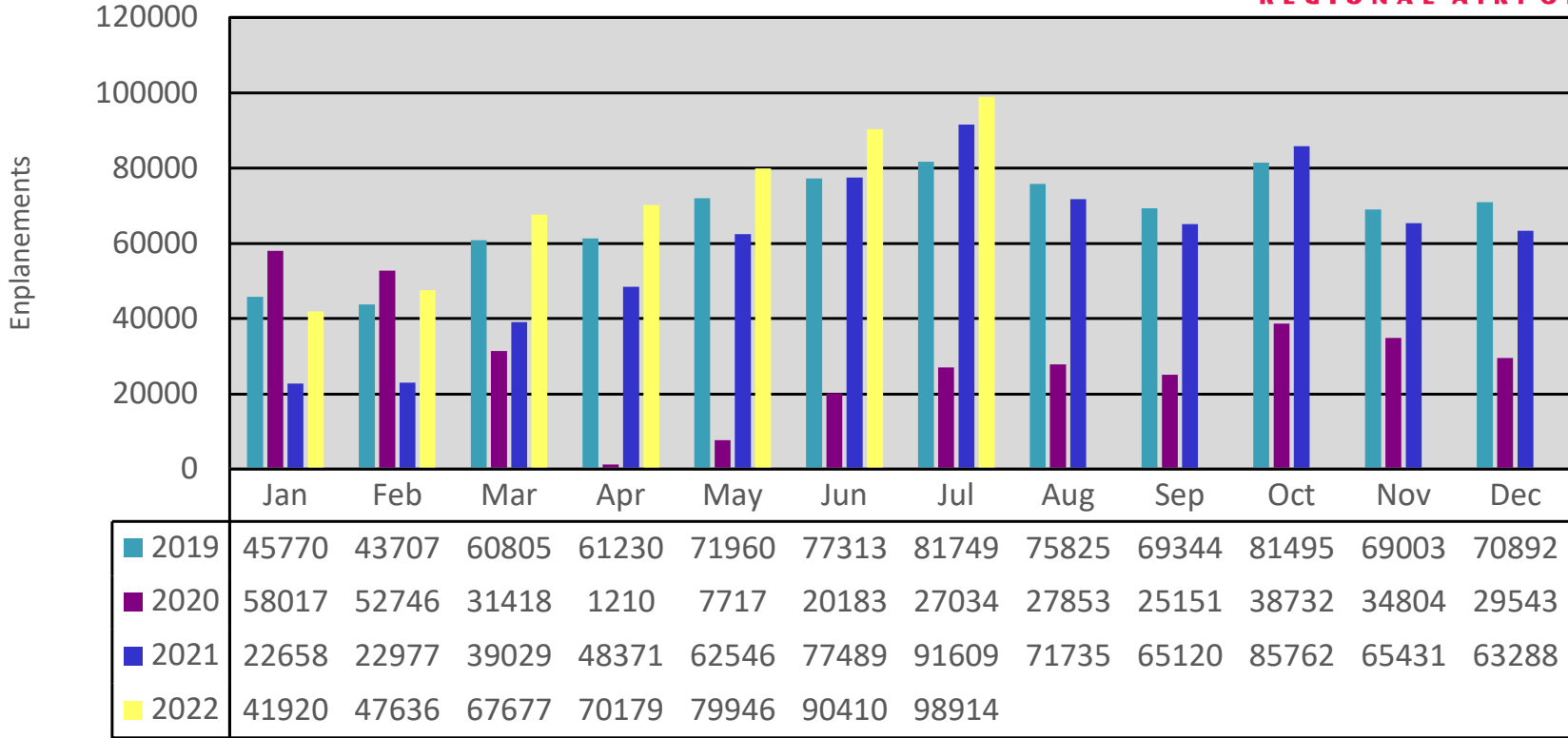
	Jul 2022	Jul 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change
Totals						
Enplanements	98,914	91,609	8.0%	496,682	364,679	36.2%
Seats	113,388	109,958	3.1%	602,765	548,074	10.0%
Load Factor	87.2%	83.3%	4.7%	82.4%	66.5%	23.8%

Airline Flight Completions Asheville Regional Airport July 2022

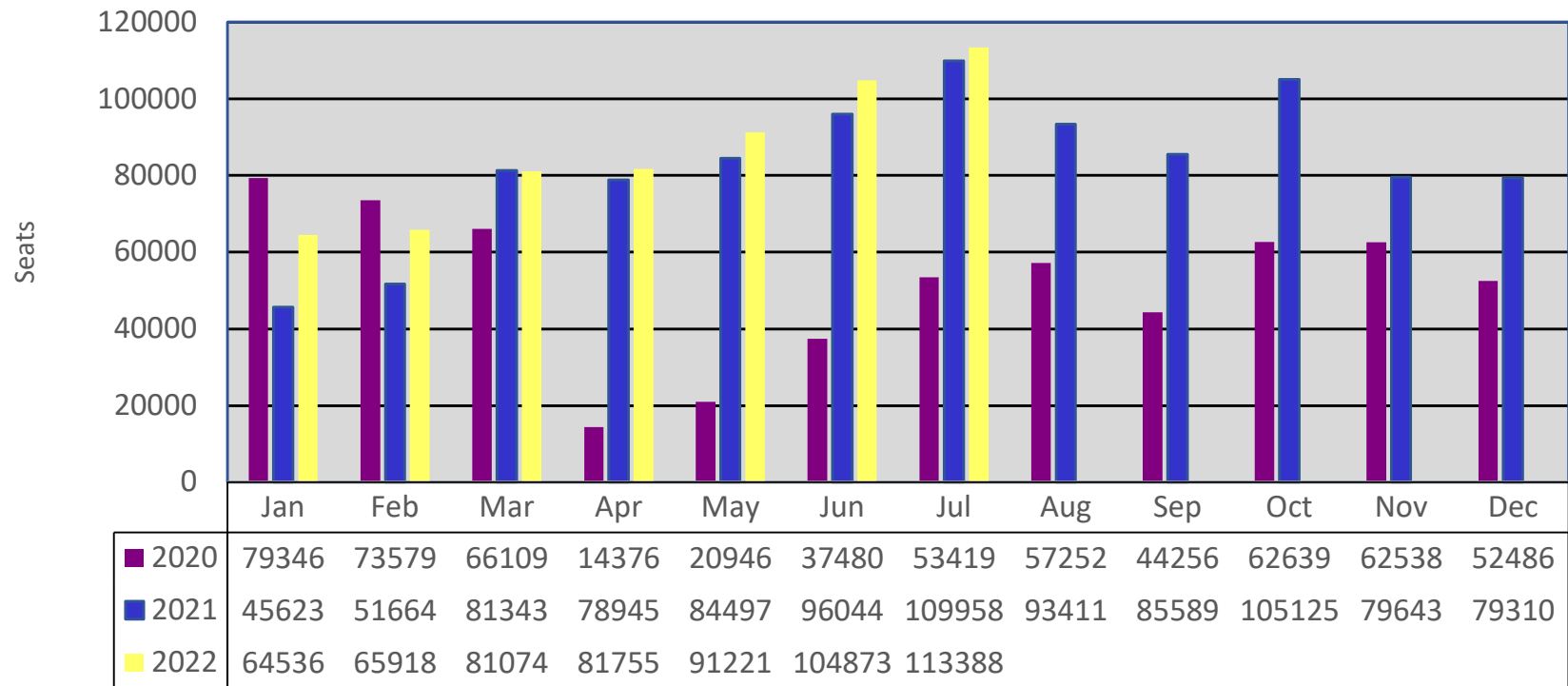


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Allegiant Air	344	0	0	0	68	68	80.2%
American Airlines	452	0	1	9	0	10	97.8%
Delta Air Lines	217	0	0	0	7	7	96.8%
JetBlue	26	0	0	0	0	0	100.0%
Sun Country	10	0	0	0	0	0	100.0%
United Airlines	124	0	3	5	1	9	92.7%
Total	1,173	0	4	14	76	94	92.0%

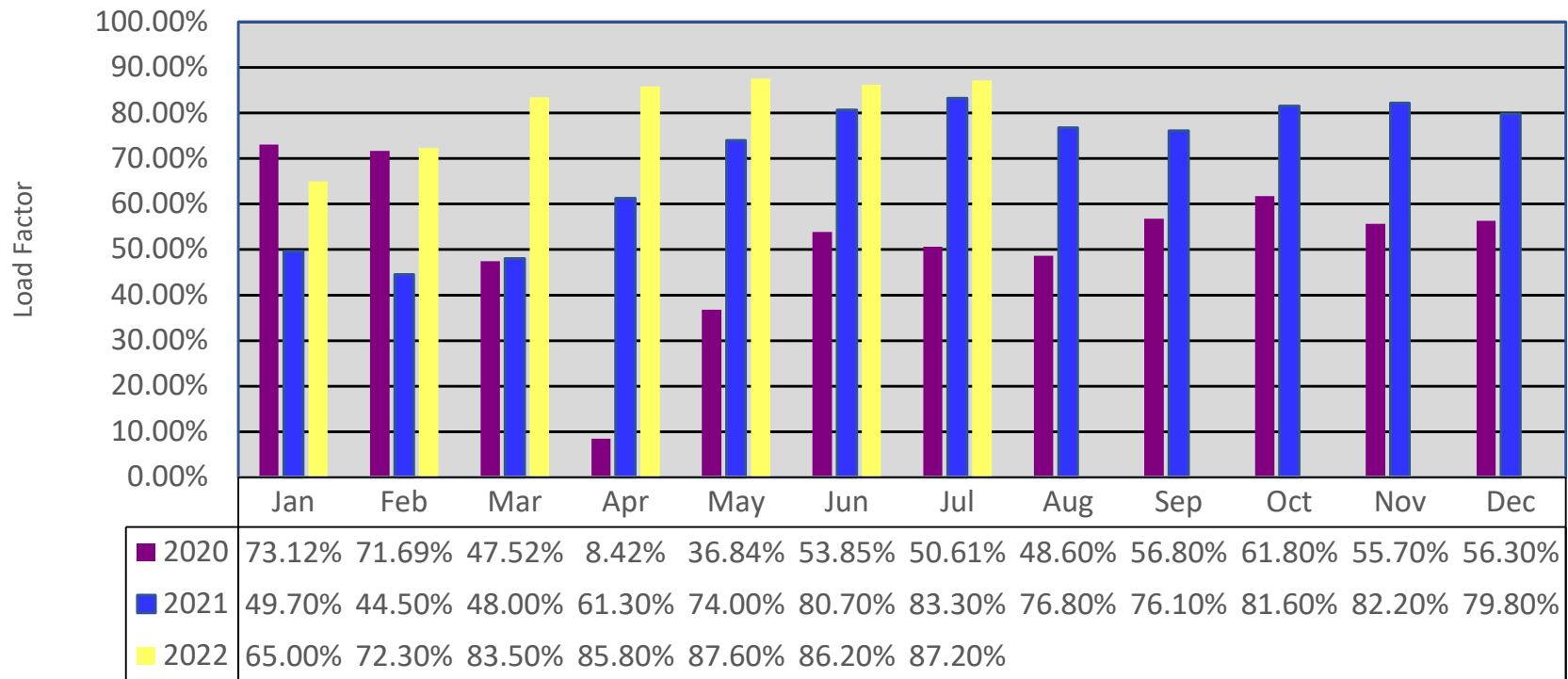
Monthly Enplanements By Year Asheville Regional Airport



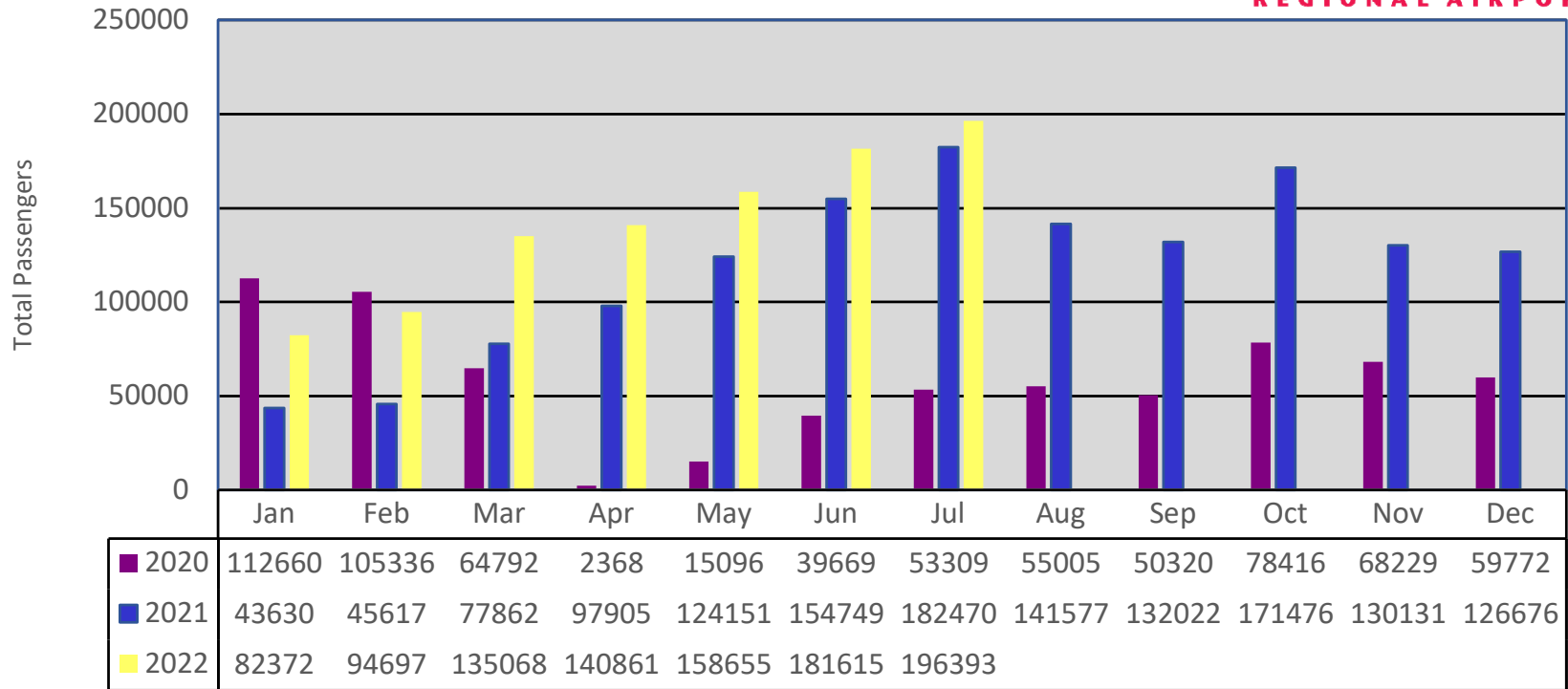
Monthly Seats By Year Asheville Regional Airport



Monthly Load Factors By Year Asheville Regional Airport



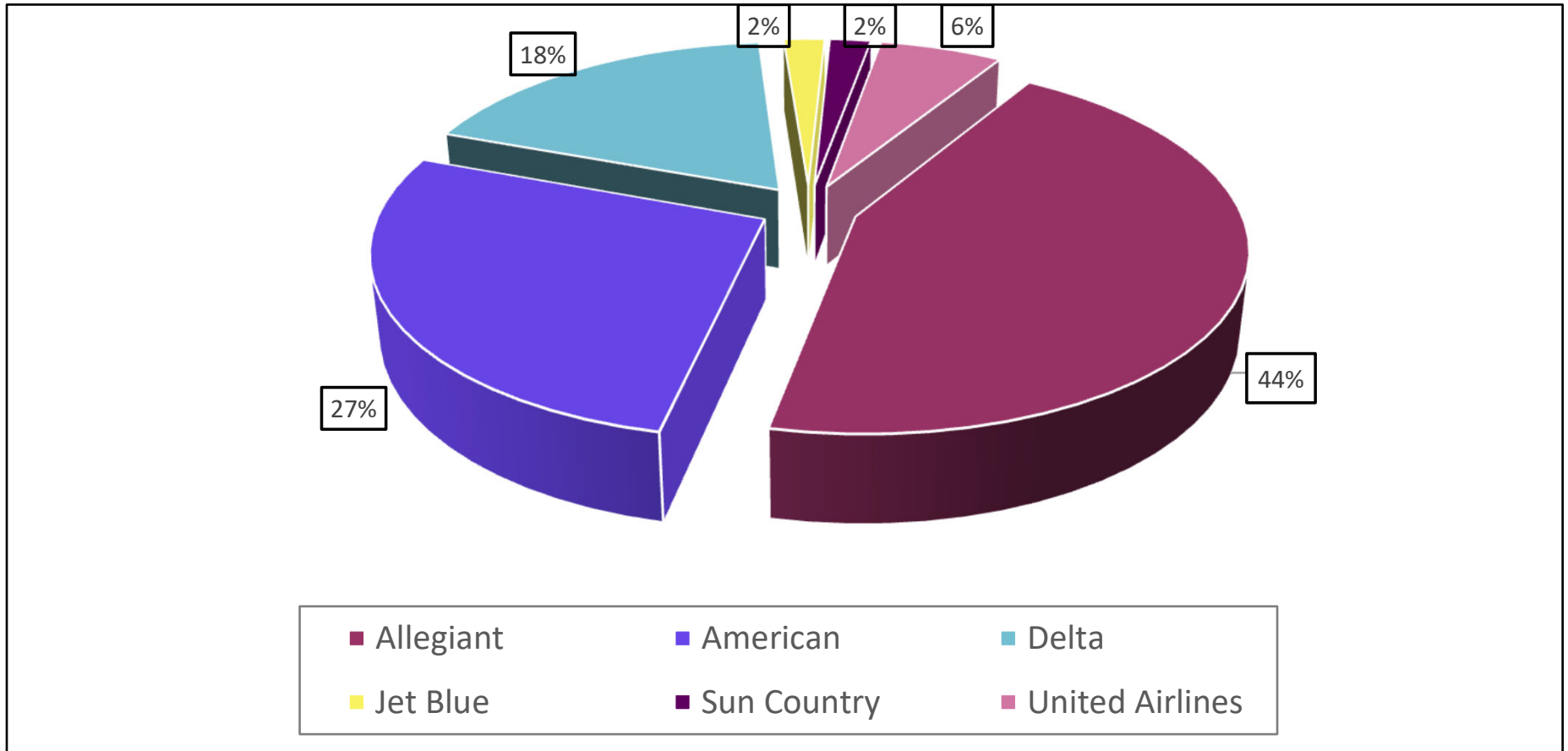
Total Monthly Passengers By Year Asheville Regional Airport



Airline Market Share Analysis (Enplanements)

Asheville Regional Airport

Report Period From July 2022 Through July 2022



AVL - Three month schedule Summary Report
 October 2022 to December 2022 vs. October 2021 to December 2021 vs. October 2020 to December 2020
 28-Aug-22

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	1	76	0	0	(1)	(76)	(100.0%)	(100.0%)	0	0	-	-
AA	BOS-AVL	BOS	0	0	1	76	0	0	(1)	(76)	(100.0%)	(100.0%)	0	0	-	-
AA	AVL-CLT	AVL	51	4,615	47	3,390	36	2,725	4	1,225	8.5%	36.1%	15	1,890	41.7%	69.4%
AA	CLT-AVL	CLT	51	4,615	47	3,390	36	2,725	4	1,225	8.5%	36.1%	15	1,890	41.7%	69.4%
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	100.0%	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	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	-	-
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	ATL-AVL	ATL	34	3,740	34	3,502	33	2,508	0	238	0.0%	6.8%	1	1,232	3.0%	49.1%
DL	AVL-ATL	AVL	34	3,740	34	3,502	33	2,508	0	238	0.0%	6.8%	1	1,232	3.0%	49.1%
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	981	0	0	0	0	13	981	-	-	13	981	-	-
DL	LGA-AVL	LGA	13	981	0	0	0	0	13	981	-	-	13	981	-	-
DL	AVL-MSP	AVL	1	70	0	0	0	0	1	70	-	-	1	70	-	-
DL	MSP-AVL	MSP	1	70	0	0	0	0	1	70	-	-	1	70	-	-
G4	AVL-AUS	AVL	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	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	BOS-AVL	BOS	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-BWI	AVL	2	312	2	312	2	312	0	0	0.0%	0.0%	0	0	0.0%	(16.1%)
G4	BWI-AVL	BWI	2	312	2	312	2	312	0	0	0.0%	0.0%	0	0	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	4	684	4	744	2	372	0	(60)	0.0%	(8.1%)	2	312	100.0%	83.9%
G4	EWR-AVL	EWR	4	684	4	744	2	372	0	(60)	0.0%	(8.1%)	2	312	100.0%	83.9%
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	7	1,155	13	2,373	6	1,071	(6)	(1,218)	(46.2%)	(51.3%)	1	84	16.7%	7.8%
G4	FLL-AVL	FLL	7	1,155	13	2,373	6	1,071	(6)	(1,218)	(46.2%)	(51.3%)	1	84	16.7%	7.8%
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	2	372	0	(60)	0.0%	(16.1%)	0	(60)	0.0%	(16.1%)
G4	PBI-AVL	PBI	2	312	2	372	2	372	0	(60)	0.0%	(16.1%)	0	(60)	0.0%	(16.1%)
G4	AVL-PGD	AVL	5	930	4	744	4	744	1	186	25.0%	25.0%	1	186	25.0%	25.0%
G4	PGD-AVL	PGD	5	930	4	744	4	744	1	186	25.0%	25.0%	1	186	25.0%	25.0%
G4	AVL-PIE	AVL	7	1,272	11	2,019	6	1,041	(4)	(747)	(36.4%)	(37.0%)	1	231	16.7%	22.2%
G4	PIE-AVL	PIE	7	1,272	11	2,019	6	1,041	(4)	(747)	(36.4%)	(37.0%)	1	231	16.7%	22.2%
G4	AVL-SFB	AVL	8	1,458	12	2,214	6	1,086	(4)	(756)	(33.3%)	(34.1%)	2	372	33.3%	34.3%
G4	SFB-AVL	SFB	8	1,458	12	2,214	6	1,086	(4)	(756)	(33.3%)	(34.1%)	2	372	33.3%	34.3%
G4	AVL-SRQ	AVL	2	372	2	354	2	354	0	18	0.0%	5.1%	0	18	0.0%	5.1%
G4	SRQ-AVL	SRQ	2	372	2	354	2	354	0	18	0.0%	5.1%	0	18	0.0%	5.1%
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	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	1,050	21	1,050	14	700	0	0	0.0%	0.0%	7	350	50.0%	50.0%
UA	ORD-AVL	ORD	21	1,050	21	1,050	14	700	0	0	0.0%	0.0%	7	350	50.0%	50.0%
Total			468	49,518	468	48,388	284	28,674	0	1,130	0.0%	2.3%	184	20,844	64.8%	72.7%

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	35	3,752	41	3,050	38	2,811	(6)	702	(14.6%)	23.0%	(3)	941	-8%	33%
AA	CLT-AVL	CLT	35	3,752	41	3,050	38	2,811	(6)	702	(14.6%)	23.0%	(3)	941	-8%	33%
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%
AA	DFW-AVL	DFW	7	532	7	532	7	532	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	34	3,740	34	3,740	33	2,508	0	0	0.0%	0.0%	1	1,232	3%	49%
DL	AVL-ATL	AVL	34	3,740	34	3,740	33	2,508	0	0	0.0%	0.0%	1	1,232	3%	49%
DL	AVL-LGA	AVL	13	981	0	0	0	0	13	981	-	-	13	981	-	-
DL	LGA-AVL	LGA	13	981	0	0	0	0	13	981	-	-	13	981	-	-
DL	AVL-MSP	AVL	1	69	0	0	0	0	1	69	-	-	1	69	-	-
DL	MSP-AVL	MSP	1	69	0	0	0	0	1	69	-	-	1	69	-	-
G4	AUS-AVL	AUS	2	342	2	372	0	0	(30)	0.0%	(8.1%)	2	342	-	-	
G4	AVL-AUS	AVL	2	342	2	372	0	0	(30)	0.0%	(8.1%)	2	342	-	-	
G4	AVL-BOS	AVL	3	498	2	372	2	372	1	126	50.0%	33.9%	1	126	50.0%	33.9%
G4	BOS-AVL	BOS	3	498	2	372	2	372	1	126	50.0%	33.9%	1	126	50.0%	33.9%
G4	AVL-BWI	AVL	2	372	2	363	2	372	0	9	0.0%	2.5%	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	2	372	2	363	2	372	0	9	0.0%	2.5%	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	1	156	0	0	0	0	1	156	-	-	1	156	-	-
G4	DEN-AVL	DEN	1	156	0	0	0	0	1	156	-	-	1	156	-	-
G4	AVL-EWR	AVL	5	870	2	372	2	372	3	498	150.0%	133.9%	3	498	150.0%	133.9%
G4	EWR-AVL	EWR	5	870	2	372	2	372	3	498	150.0%	133.9%	3	498	150.0%	133.9%
G4	AVL-EYW	AVL	1	156	0	0	0	0	1	156	-	-	1	156	-	-
G4	EYW-AVL	EYW	1	156	0	0	0	0	1	156	-	-	1	156	-	-
G4	AVL-FLL	AVL	5	903	8	1,434	11	1,983	(3)	(531)	(37.5%)	(37.0%)	(6)	(1,080)	(54.5%)	(54.5%)
G4	FLL-AVL	FLL	5	903	8	1,434	11	1,983	(3)	(531)	(37.5%)	(37.0%)	(6)	(1,080)	(54.5%)	(54.5%)
G4	AVL-HOU	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	HOU-AVL	HOU	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-LAS	AVL	2	342	2	372	0	0	(30)	0.0%	(8.1%)	2	342	-	-	
G4	LAS-AVL	LAS	2	342	2	372	0	0	(30)	0.0%	(8.1%)	2	342	-	-	
G4	AVL-MDW	AVL	2	342	2	372	2	372	0	(30)	0.0%	(8.1%)	0	(30)	0.0%	(8.1%)
G4	MDW-AVL	MDW	2	342	2	372	2	372	0	(30)	0.0%	(8.1%)	0	(30)	0.0%	(8.1%)
G4	AVL-MSP	AVL	2	342	2	372	0	0	(30)	0.0%	(8.1%)	2	342	-	-	
G4	MSP-AVL	MSP	2	342	2	372	0	0	(30)	0.0%	(8.1%)	2	342	-	-	
G4	AVL-PBI	AVL	2	312	2	372	2	372	0	(60)	0.0%	(16.1%)	0	(60)	0.0%	(16.1%)
G4	PBI-AVL	PBI	2	312	2	372	2	372	0	(60)	0.0%	(16.1%)	0	(60)	0.0%	(16.1%)
G4	AVL-PDG	AVL	5	834	2	372	4	744	3	462	150.0%	124.2%	1	90	25.0%	12.1%
G4	PGD-AVL	PGD	5	834	2	372	4	744	3	462	150.0%	124.2%	1	90	25.0%	12.1%
G4	AVL-PIE	AVL	7	1,272	9	1,674	6	1,062	(2)	(402)	(22.2%)	(24.0%)	1	210	16.7%	19.8%
G4	PIE-AVL	PIE	7	1,272	9	1,674	6	1,062	(2)	(402)	(22.2%)	(24.0%)	1	210	16.7%	19.8%
G4	AVL-SFB	AVL	10	1,782	9	1,665	6	1,056	1	117	11.1%	7.0%	4	726	68.7%	68.8%
G4	SFB-AVL	SFB	10	1,782	9	1,665	6	1,056	1	117	11.1%	7.0%	4	726	68.7%	68.8%
G4	AVL-SRQ	AVL	2	372	2	372	2	354	0	18	0.0%	5.1%	0	18	0.0%	5.1%
G4	SRQ-AVL	SRQ	2	372	2	372	2	354	0	18	0.0%	5.1%	0	18	0.0%	5.1%
G4	AVL-VPS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	VPS-AVL	VPS	0	0	0	0	0	0	0	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	7	490	0	0	0	0	7	490	-	-	7	490	-	-
UA	EWR-AVL	EWR	7	490	0	0	0	0	7	490	-	-	7	490	-	-
UA	AVL-IAD	AVL	0	0	14	700	12	600	(14)	(700)	(100.0%)	(100.0%)	(12)	(600)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	0	0	14	700	12	600	(14)	(700)	(100.0%)	(100.0%)	(12)	(600)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	21	1,050	14	700	14	700	7	350	50.0%	50.0%	7	350	50.0%	50.0%
UA	ORD-AVL	ORD	21	1,050	14	700	14	700	7	350	50.0%	50.0%	7	350	50.0%	50.0%
Total			374	42,326	334	36,800	290	29,164	40	5,726	12.0%	15.6%	84	13,162	29.0%	45.1%

Mkt AI	Travel Period		Dec 2022		Dec 2021		Dec 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	35	3,752	41	3,039	33	2,431	(6)	713	(14.6%)	23.5%	2	1,321	6.1%	54.3%
AA	CLT-AVL	CLT	35	3,752	41	3,039	33	2,431	(6)	713	(14.6%)	23.5%	2	1,321	6.1%	54.3%
AA	AVL-DCA	AVL	7	466	0	0	0	0	7	466	-	-	7	466	-	-
AA	DCA-AVL	DCA	7	466	0	0	0	0	7	466	-	-	7	466	-	-
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	0	0	0	0	0	0	-	-	0	0	-	-
AA	PHL-AVL	PHL	0	0	0	0	0	0	0	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	34	3,740	32	3,282	33	2,508	2	458	6.3%	14.0%	1	1,232	3.0%	49.1%
DL	AVL-ATL	AVL	34	3,740	32	3,282	33	2,508	2	458	6.3%	14.0%	1	1,232	3.0%	49.1%
DL	AVL-LGA	AVL	13	981	0	0	0	0	13	981	-	-	13	981	-	-
DL	LGA-AVL	LGA	13	981	0	0	0	0	13	981	-	-	13	981	-	-
DL	AVL-MSP	AVL	1	69	0	0	0	0	1	69	-	-	1	69	-	-
DL	MSP-AVL	MSP	1	69	0	0	0	0	1	69	-	-	1	69	-	-
G4	AUS-AVL	AUS	2	372	2	312	0	0	0	60	0.0%	19.2%	2	372	-	-
G4	AVL-AUS	AVL	2	372	2	312	0	0	0	60	0.0%	19.2%	2	372	-	-
G4	AVL-BOS	AVL	2	372	2	312	0	0	0	60	0.0%	19.2%	2	372	-</	



MEMORANDUM

TO: Members of the Airport Authority
FROM: Janet Burnette, Director of Finance & Accounting
DATE: September 9, 2022

ITEM DESCRIPTION – Information Section Item B

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

SUMMARY

Operating Revenues for the month of July were \$2,151,973, 27.2% over budget. Operating Expenses for the month were \$723,941, 39.4% under budget. As a result, Net Operating Revenues before Depreciation were \$1,428,032. Net Non-Operating Revenues were (\$186,314), 144.5% under budget, which includes \$983,723 in 2022A Bond interest expense to be paid from the Bond Capitalized Interest account semi-annually.

REVENUES

Significant variations to budget for July were:

Term rentals – airlines	\$66,530	26.04%	Enplanements over budget
Landing fees	\$36,925	21.20%	Landings over budget
Rental car-car rentals	\$136,578	40.97%	Enplanements over budget
Concessions	\$30,538	57.42%	Enplanements over budget
Auto parking	\$131,372	21.02%	Enplanements over budget
FBOs	\$21,241	22.24%	Rent increase
Ground transportation	\$12,522	71.55%	TNC traffic increase
Land leases	\$19,506	83.36%	2 LEO reimbursements during month

Information Section – Item B



EXPENSES

Significant variations to budget for July were:

Professional services	(\$28,380)	(78.04%)	Minimal professional services during month
Other contractual services	(\$43,869)	(26.32%)	No parking mgmt invoice during month
Utilities	(\$49,604)	(121.66%)	Utility costs accrued in June
Travel & training	(\$17,349)	(93.89%)	Minimal travel
Promotional activities	(\$18,923)	(69.00%)	Minimal promotional activities
Operating supplies	(\$20,350)	(49.68%)	Supply purchases lower than expected
Repairs & maintenance	(\$11,068)	(68.74%)	Minimal repairs necessary

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents decreased by \$290K mostly due to capital costs.

Grants Receivable – Grants Receivable decreased by \$2.9M mostly due to receipt of grant funding.

Construction in Progress – Construction in Progress increased by \$215K mostly due to the purchase of IT and Public Safety equipment and the parking lot project.

Property and Equipment, Net – Property and Equipment, Net decreased by \$455K due to depreciation.

**ASHEVILLE REGIONAL AIRPORT
INVESTMENT AND INTEREST INCOME SUMMARY
As of July 31, 2022**

<u>Institution:</u>	<u>Interest Rate</u>	<u>Investment Amount</u>	<u>Monthly Interest</u>
Bank of America - Operating Account	0.23%	\$ 11,141,931	5,567
NC Capital Management Trust - Cash Portfolio		20,489,884	5,025
Petty Cash		200	
 <u>Restricted Cash:</u>			
Bank of America - PFC Revenue Account	0.26%	13,106,382	2,872
BNY Mellon		141,760	
NC Capital mgt Trust - 2022A Construction		151,305,244	194,558
NC Capital mgt Trust - 2022A Parity Reserve		13,415,787	17,251
NC Capital mgt Trust - 2022A Capitalized Interest		30,396,707	39,086
 Total		 <u>\$ 239,997,895</u>	 <u>\$ 264,359</u>

Investment Diversification:

Banks	10%
NC Capital Management Trust	90%
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 July 31, 2022**

	Current Month	Prior Period
Cash and Investments Beginning of Period	<u>\$ 240,291,673</u>	<u>\$ 43,492,095</u>
Net Income/(Loss) Before Capital Contributions	785,941	(5,581,622)
Depreciation	455,777	494,232
Decrease/(Increase) in Receivables	2,470,419	(2,085,548)
Increase/(Decrease) in Payables	(2,446,661)	1,355,619
Decrease/(Increase) in Prepaid Expenses	-	(72,318)
Decrease/(Increase) in Fixed Assets	(215,164)	5,353,648
Principal Payments of Bond Maturities	(1,345,000)	-
Capital Contributions	455	2,687,096
GASB 87 Receivables		(18,012,033)
GASB 87 Deferred Revenue		18,268,964
Addition of Revenue Bond Payable	-	194,729,242
Decrease in Non-Current Liabilities		(337,702)
Forfeiture Funding Increase	455	-
Increase(Decrease) in Cash	<u>(293,778)</u>	<u>196,799,578</u>
Cash and Investments End of Period	<u><u>\$ 239,997,895</u></u>	<u><u>\$ 240,291,673</u></u>

**ASHEVILLE REGIONAL AIRPORT
STATEMENT OF FINANCIAL POSITION
As of July 31, 2022**

	Current Month	Last Month
<u>ASSETS</u>		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	\$31,632,015	\$30,805,373
Accounts Receivable	1,160,727	996,010
Passenger Facility Charges Receivable	700,000	385,000
Refundable Sales Tax Receivable	158,718	141,617
Grants Receivable	1,742,166	4,709,404
Prepaid Expenses	1,368,170	1,368,169
GASB 87 Short-term Lease Receivable	1,624,750	1,624,750
Total Unrestricted Assets	38,386,546	40,030,323
Restricted Assets:		
Cash and Cash Equivalents	208,365,880	209,486,300
Total Restricted Assets	208,365,880	209,486,300
Total Current Assets	246,752,426	249,516,623
Noncurrent Assets:		
Construction in Progress	32,663,835	32,448,672
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
GASB 87 Long-term Lease Receivable	16,387,282	16,387,282
Property and Equipment - Net	173,458,305	173,914,082
Total Noncurrent Assets	222,273,439	222,514,053
	\$469,025,865	\$472,030,676
<u>LIABILITIES AND NET ASSETS</u>		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	(\$5,928)	\$3,236,021
Customer Deposits	88,018	85,518
Unearned Revenue	145,040	156,844
Construction Contract Retainages	715,740	715,740
Revenue Bond Payable - Current	1,375,000	1,345,000
GASB 87 Short-term Deferred Revenue	2,257,607	2,257,607
Interest Payable	983,722	179,130
Total Payable from Unrestricted Assets	5,559,199	7,975,860
Total Current Liabilities	5,559,199	7,975,860
Noncurrent Liabilities:		
Pension Deferrals - OPEB	229,725	229,725
Other Postemployment Benefits	1,316,093	1,316,093
Compensated Absences	655,090	655,090
Net Pension Obligation-LEO Special Separation Allowance	614,383	614,383
GASB 87 Long-term Deferred Revenue	16,011,357	16,011,357
Revenue Bond Payable - 2016 - Noncurrent	12,270,000	13,645,000
Revenue Bond Payable - 2022A - Noncurrent	194,729,242	194,729,242
Revenue Bond 2022A Issue Costs	(528,048)	(528,048)
Total Noncurrent Liabilities	225,297,842	226,672,842
Total Liabilities	230,857,041	234,648,702
Net Assets:		
Invested in Capital Assets	192,477,140	191,372,754
Restricted	208,365,880	209,486,300
Unrestricted	(162,674,196)	(163,477,080)
Total Net Assets	238,168,824	237,381,974
	\$469,025,865	\$472,030,676



Income Statement

Through 07/31/22
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	24,853.57	24,950.17	(96.60)	299,402.00	274,548.43
Terminal space rentals - airline	322,054.04	322,054.04	255,523.67	66,530.37	3,066,284.00	2,744,229.96
Landing fees	211,070.99	211,070.99	174,146.25	36,924.74	2,089,755.00	1,878,684.01
Concessions	83,725.32	83,725.32	53,187.50	30,537.82	638,250.00	554,524.68
Auto parking	756,372.32	756,372.32	625,000.00	131,372.32	7,500,000.00	6,743,627.68
Rental car - car rentals	469,911.39	469,911.39	333,333.33	136,578.06	4,000,000.00	3,530,088.61
Rental car - facility rent	61,376.83	61,376.83	61,126.25	250.58	733,515.00	672,138.17
Commerce ground transportation	30,021.80	30,021.80	17,500.00	12,521.80	210,000.00	179,978.20
FBOs	116,758.72	116,758.72	95,518.00	21,240.72	1,146,216.00	1,029,457.28
Building leases	3,998.77	3,998.77	3,998.75	.02	47,985.00	43,986.23
Land leases	28,923.67	28,923.67	24,443.50	4,480.17	293,322.00	264,398.33
Other leases and fees	42,905.76	42,905.76	23,400.00	19,505.76	280,800.00	237,894.24
<i>Operating revenues Totals</i>	\$2,151,973.18	\$2,151,973.18	\$1,692,127.42	\$459,845.76	\$20,305,529.00	\$18,153,555.82
<i>Non-operating revenue and expense</i>						
Customer facility charges	209,865.00	209,865.00	166,666.67	43,198.33	2,000,000.00	1,790,135.00
Passenger facility charges	323,183.83	323,183.83	250,000.00	73,183.83	3,000,000.00	2,676,816.17
GASB 87	.00	.00	.00	.00	.00	.00
Interest revenue	264,359.49	264,359.49	2,083.33	262,276.16	25,000.00	(239,359.49)
Interest expense	(983,722.69)	(983,722.69)	.00	(983,722.69)	.00	983,722.69
Gain or loss on disposal of assets	.00	.00	.00	.00	.00	.00
P-card rebate	.00	.00	.00	.00	.00	.00
<i>Non-operating revenue and expense Totals</i>	(\$186,314.37)	(\$186,314.37)	\$418,750.00	(\$605,064.37)	\$5,025,000.00	\$5,211,314.37
Capital contributions	454.50	454.50	.00	454.50	.00	(454.50)



Income Statement

Through 07/31/22

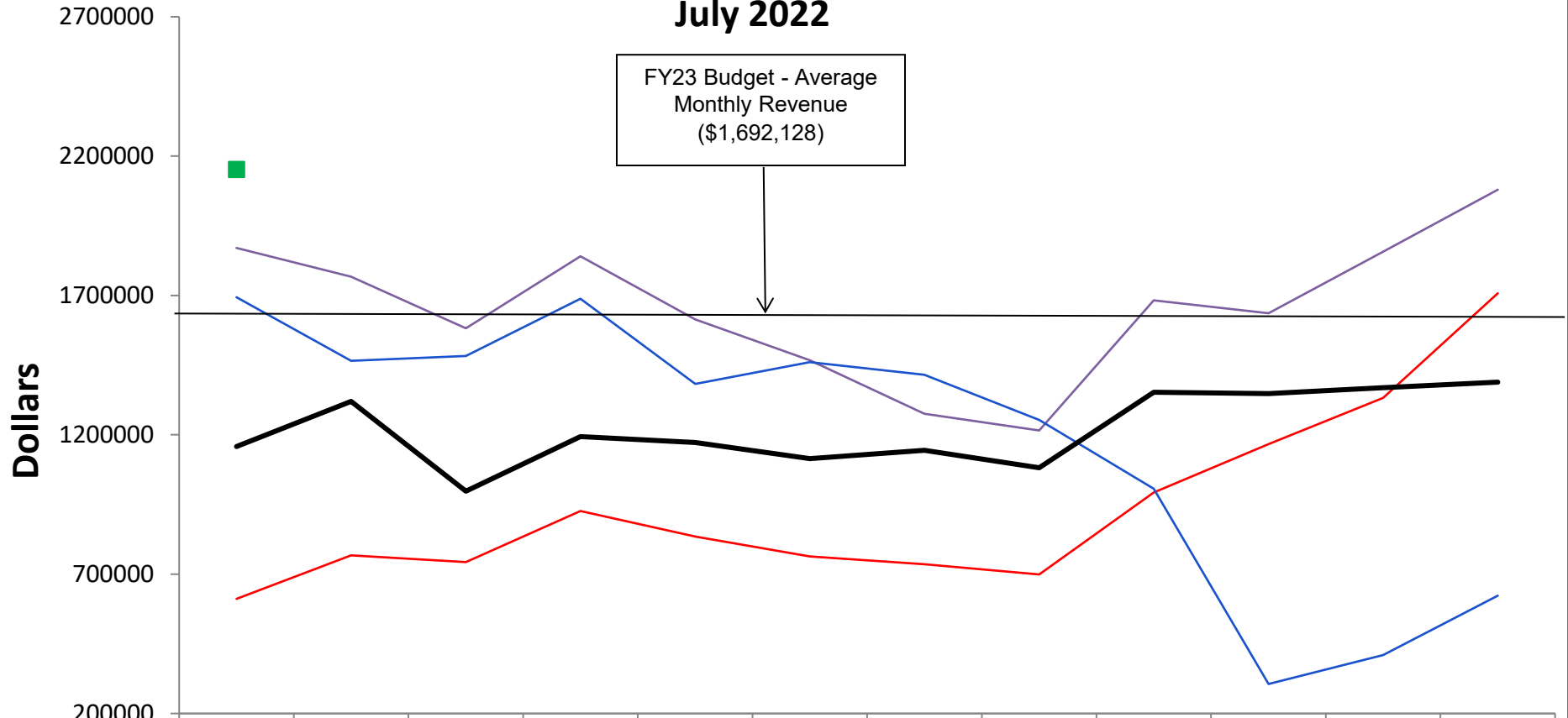
Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
<i>Operating expenses</i>						
Personnel services	501,540.88	501,540.88	755,244.75	(253,703.87)	9,062,937.00	8,561,396.12
Professional services	7,987.00	7,987.00	36,366.67	(28,379.67)	436,400.00	428,413.00
Other contractual services	122,783.55	122,783.55	166,652.50	(43,868.95)	1,999,830.00	1,877,046.45
Travel and training	1,128.67	1,128.67	18,477.50	(17,348.83)	221,730.00	220,601.33
Communications	1,532.02	1,532.02	4,850.00	(3,317.98)	58,200.00	56,667.98
Utility services	(8,832.34)	(8,832.34)	40,772.25	(49,604.59)	489,267.00	498,099.34
Rentals and leases	2,197.32	2,197.32	1,559.17	638.15	18,710.00	16,512.68
Insurance	32,516.00	32,516.00	27,866.67	4,649.33	334,400.00	301,884.00
Advertising, printing and binding	548.03	548.03	954.17	(406.14)	11,450.00	10,901.97
Promotional activities	8,500.00	8,500.00	27,422.92	(18,922.92)	329,075.00	320,575.00
Other current charges and obligations	9,793.14	9,793.14	6,939.58	2,853.56	83,275.00	73,481.86
Operating supplies	20,608.63	20,608.63	40,958.33	(20,349.70)	491,500.00	470,891.37
Publications, subscriptions, memberships, etc.	.00	.00	6,100.42	(6,100.42)	73,205.00	73,205.00
Repairs and maintenance	5,032.15	5,032.15	16,100.00	(11,067.85)	193,200.00	188,167.85
Small equipment	5,191.43	5,191.43	7,291.67	(2,100.24)	87,500.00	82,308.57
Contingency	.00	.00	8,333.33	(8,333.33)	100,000.00	100,000.00
Emergency repairs	.00	.00	4,166.67	(4,166.67)	50,000.00	50,000.00
Business development	.00	.00	25,000.00	(25,000.00)	300,000.00	300,000.00
Bad debt expense	13,414.54	13,414.54	.00	13,414.54	.00	(13,414.54)
<i>Operating expenses Totals</i>	\$723,941.02	\$723,941.02	\$1,195,056.58	(\$471,115.56)	\$14,340,679.00	\$13,616,737.98
<i>Depreciation</i>						
Depreciation	455,777.00	455,777.00	.00	455,777.00	.00	(455,777.00)
<i>Depreciation Totals</i>	\$455,777.00	\$455,777.00	\$0.00	\$455,777.00	\$0.00	(\$455,777.00)
Grand Totals						
REVENUE TOTALS	1,966,113.31	1,966,113.31	2,110,877.42	(144,764.11)	25,330,529.00	23,364,415.69
EXPENSE TOTALS	1,179,718.02	1,179,718.02	1,195,056.58	(15,338.56)	14,340,679.00	13,160,960.98
Grand Total Net Gain (Loss)	\$786,395.29	\$786,395.29	\$915,820.83	(\$129,425.54)	\$10,989,850.00	(\$10,203,454.71)

ASHEVILLE REGIONAL AIRPORT

Annual Operating Revenue by Month

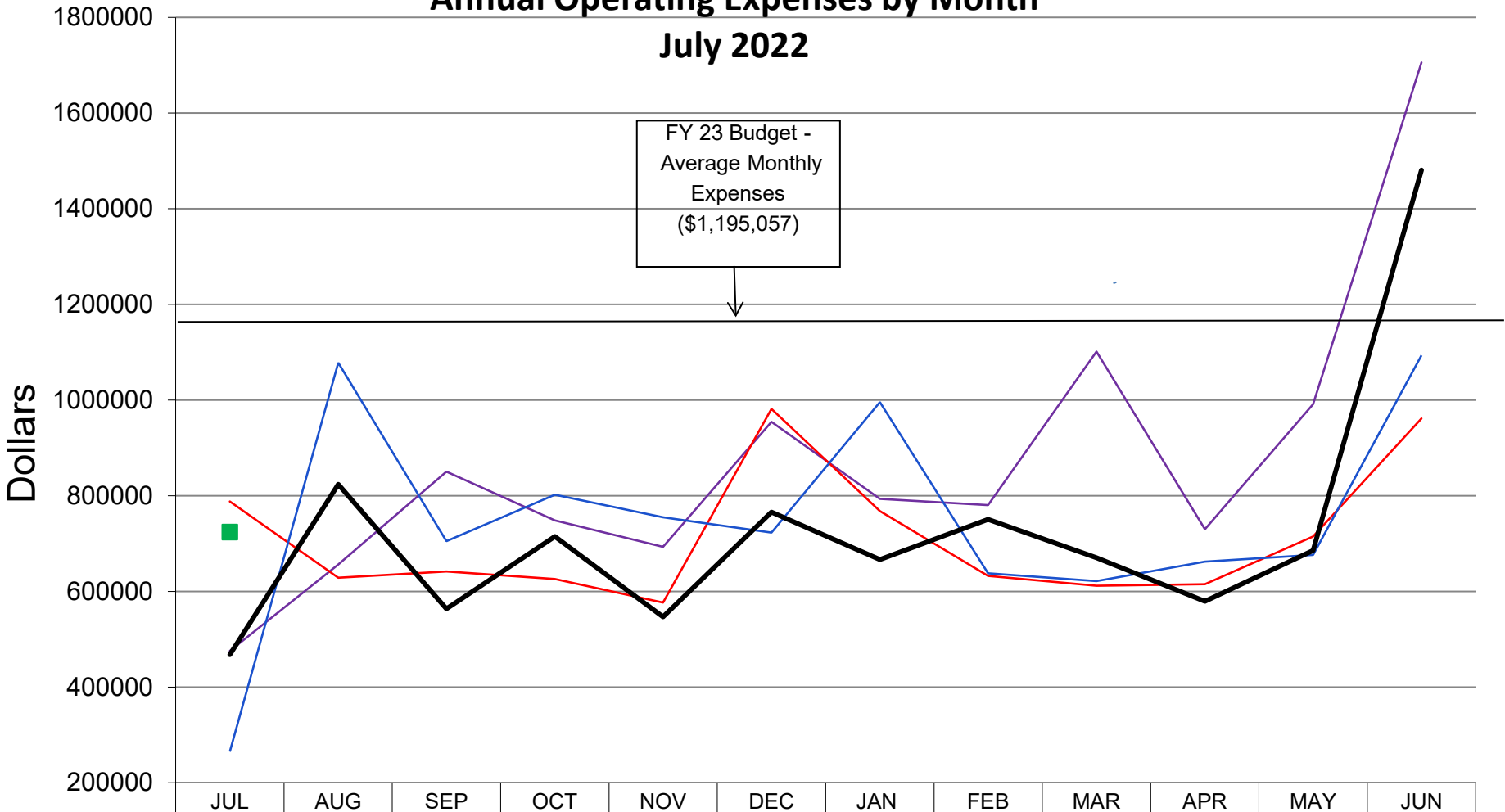
July 2022



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2023	2151973											
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

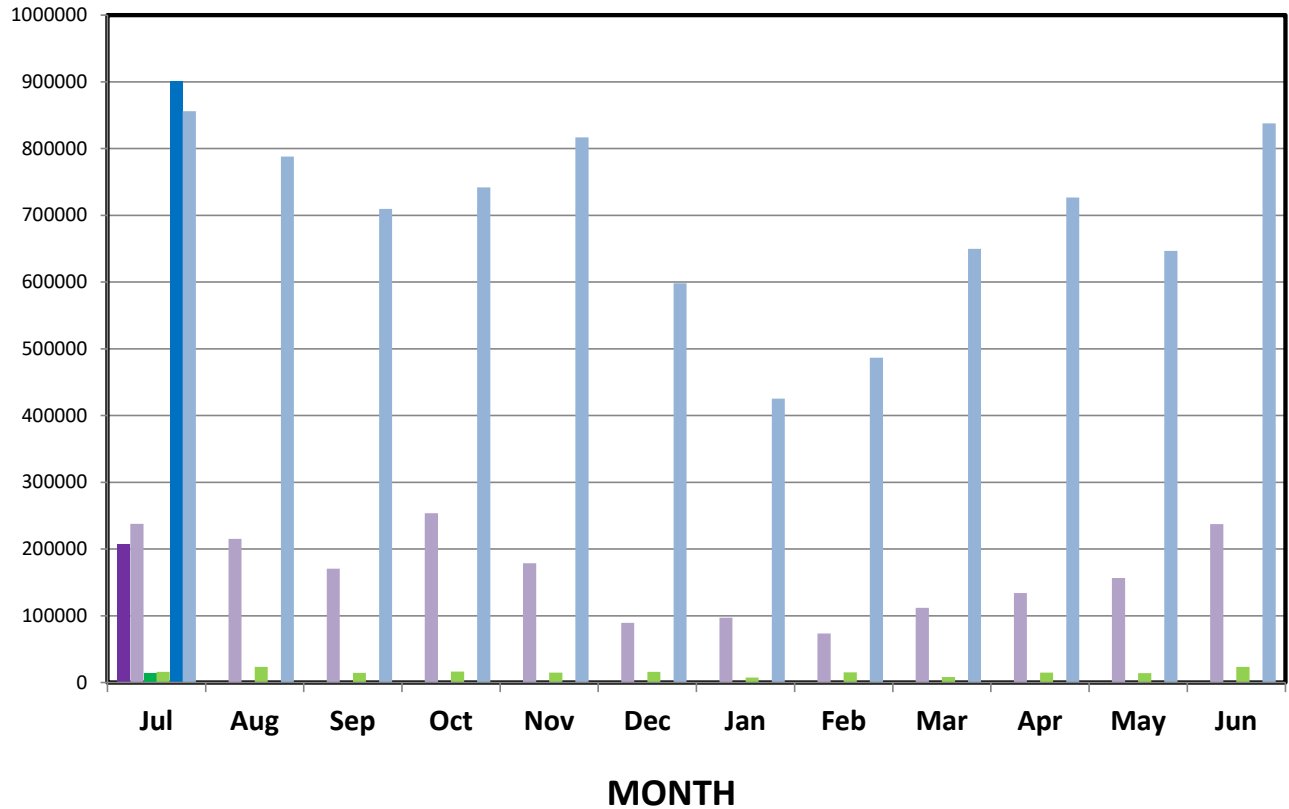
July 2022



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2023	723941											
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
July 2022**

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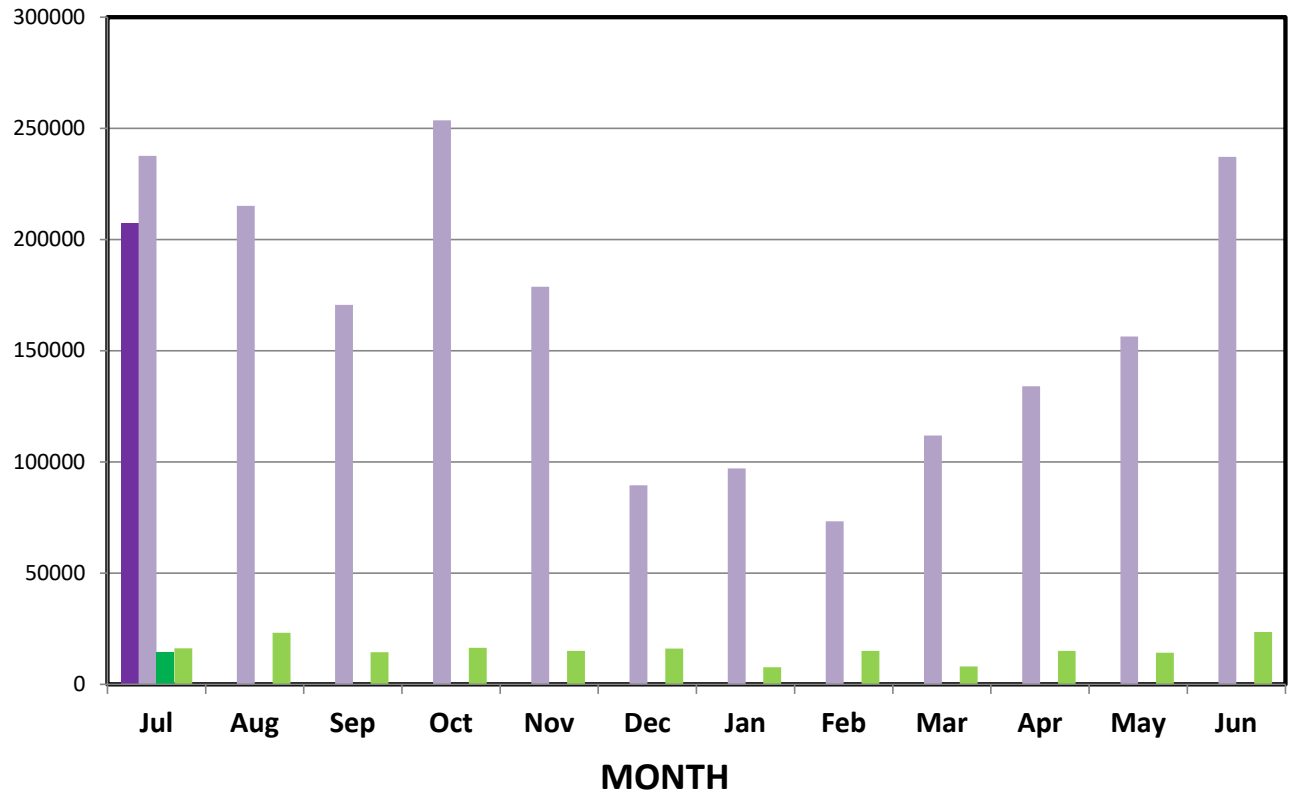


Jet A FY23
 Jet A FY22
 100LL - FY23
 100LL - FY22
 Airlines - FY23
 Airline - FY22

Jet A - 207,451 Gallons
 100LL - 14,653 Gallons
 Airline - 901,552 Gallons

**ASHEVILLE REGIONAL AIRPORT
GENERAL AVIATION FUEL SALES - GALLONS
July 2022**

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- Jet A - FY23
- Jet A - FY22
- 100LL - FY23
- 100LL - FY22

Jet A - 207,451 Gallons
100LL - 14,653 Gallons

Greater Asheville Regional Airport Authority
Construction Project Report - September 2022

Design Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 09/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 09/01/2022)	Start Date	End Date	Current Project Status (as of 09/01/2022)
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	62.4%	\$12,362,581	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	6.4%	\$85,550	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	44.3%	\$2,137,258	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	79.8%	\$19,947	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	44.1%	\$249,805	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	45.6%	\$93,600	Jan-22	Sep-22	Stormwater bid opening mid-Sept..

Construction Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 09/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 09/01/2022)	Start Date	End Date	Current Project Status (as of 09/01/2022)
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	Parking Lot is open. Landscaping remains to be installed in Fall.
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	3.5%	\$2,960,525	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	14.3%	\$963,037	May-22	Dec-22	Phase 2 is underway with asphalt removed and stone subgrade placed.

*(bal of approved contract)