



## **AGENDA**

Greater Asheville Regional Airport Authority Regular Meeting  
Friday, May 10, 2024, 8:30 a.m.  
Council Chambers at Fletcher Town Hall  
300 Old Cane Creek Road, Fletcher, NC 28732

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

- I. CALL TO ORDER
- II. INTRODUCTION OF NEW CHIEF OPERATING OFFICER: Alexandra "Lexie" Farmer
- III. SERVICE AWARD PRESENTATION:
  - A. Chris Hudson – 25 Years
- IV. PRESENTATIONS: None
- V. FINANCIAL REPORT ([document](#))
- VI. CONSENT ITEMS:
  - A. Approval of the Greater Asheville Regional Airport Authority April 12, 2024 Regular Meeting Minutes ([document](#))
  - B. Approval of the Greater Asheville Regional Airport Authority April 12, 2024 Closed Session Minutes
- VII. OLD BUSINESS: None
- VIII. NEW BUSINESS:
  - A. Approval of Scope of Services No. 1 with Avcon Engineers and Planners, Inc. for design of the Taxiway A Rehabilitation Project ([document](#))



- B. Approval of Construction Contract Change Order No. 2 for the Air Traffic Control Tower and Associated Facilities Project ([document](#))

IX. PRESIDENT'S REPORT:

- A. Registration for 5k
- B. Credit Rating Agencies Update

X. INFORMATION SECTION:

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

- A. March 2024 Traffic Report ([document](#))
- B. March 2024 Monthly Financial Report ([document](#))
- C. May 2024 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
  - Resolution for Grant Acceptance
  - Updates to Administration and Human Resources Policies and Procedures

XI. PUBLIC AND TENANTS' COMMENTS

XII. CALL FOR NEXT MEETING: June 14, 2024

XIII. CLOSED SESSION

XIV. AUTHORITY MEMBER REPORTS:

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

XV. ADJOURNMENT

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

**Asheville Regional Airport  
Executive Summary  
March-24**

**AIRPORT ACTIVITY**

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
<b>Passenger Enplanements</b>	86,585	7.7%	222,825	9.6%
<b>Aircraft Operations</b>				
Commercial	2,164	(2.2%)	5,949	5.6%
Scheduled Flights	953	2.7%		
Flight Cancellations	2			
Seats	104,933	4.6%	293,350	15.5%
Load Factor	82.5%	3.0%	76.0%	(5.1%)
General Aviation	3,928	9.2%	10,093	1.6%
Military	317	31.5%	906	42.5%

**FINANCIAL RESULTS**

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
<b>Operating Revenues</b>	\$ 2,226,599	8.9%	\$ 21,522,551	15.5%
<b>Operating Expenses</b>	1,058,605	(20.9%)	10,320,338	(19.1%)
<b>Net Operating Revenues before Depreciation</b>	<u>\$ 1,167,994</u>		<u>\$ 11,202,213</u>	
<b>Net Non-Operating Revenues</b>	<u>\$ 855,128</u>		<u>\$ 6,578,411</u>	
<b>Grants:</b>				
FAA AIP Grants	\$ 95,944		\$ 14,553,740	
NC Dept of Transportation Grants	-		6,291,707	
Total	<u>\$ 95,944</u>		<u>\$ 20,845,447</u>	

**CASH**

Restricted - PFC Revenue Account	\$ 19,304,280
Restricted - BNY Mellon (Debt Service Series 2016)	\$ 1,130,813
Restricted - Bond Series 2022A	\$ 194,074,899
Restricted - Bond Series 2023	\$ 139,121,159
Designated for O&M Reserve	8,250,808
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	<u>29,278,138</u>
Total	<u>\$ 391,810,097</u>

**RECEIVABLES PAST DUE**

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	14,115	8,940	4,925	250
Allegiant	79,533	53,028	-	26,505
Delta	20,775	18,585	2,190	-
TSA	4,090	540	1,430	2,120
United	240	-	240	-
Miscellaneous	2,666	91	-	2,575
Total	<u>\$ 121,419</u>	<u>\$ 81,184</u>	<u>\$ 8,785</u>	<u>\$ 31,450</u>
% of Total Receivables	<u>12.88%</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	\$ 12,270,000
Parking Garage Taxable Revenue Bond, Series 2016B	5,250,000	-
Terminal Revenue Bond, Series 2022A	185,000,000	185,000,000
Terminal Revenue Bond, Series 2023	<u>175,000,000</u>	<u>175,000,000</u>
	<u>\$ 381,000,000</u>	<u>\$ 372,270,000</u>

**CAPITAL EXPENDITURES**

Annual Budget	\$ 394,922,027
Year-to-Date Spending	\$ 63,998,037

**REGULAR MEETING  
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY  
April 12, 2024**

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, April 12, 2024 at 8:30 a.m. in Council Chambers at the Fletcher Town Hall, 300 Old Cane Creek Road, Fletcher, NC 28732.

**MEMBERS PRESENT:** Brad Galbraith, Chair; Laura B. Leatherwood; Britt Lovin, Vice-Chair; Carl H. Ricker, Jr.; Susan Russo Klein; Nathan Kennedy; and Gene O. Bell

**MEMBERS ABSENT:** None

**STAFF AND LEGAL COUNSEL PRESENT:** Sabrina Presnell Rockoff, Authority Legal Counsel; Lew Bleiweis, President & CEO ("president"); Michael Reisman, Chief Operating Officer; Tina Kinsey, VP – Marketing, Public Relations & Air Service Development; Janet Burnette, Chief Financial Officer; Shane Stockman, VP – Information Technology; John Coon, VP - Operations and Maintenance; Christina Madsen, VP – Business Development and Properties; Jared Merrill, VP – Planning; Angela Wagner, VP – Administration and Human Resources; and Kyle Montague, IT Systems Technician

**ALSO PRESENT:** Jason Sandford, Ashevillegas.com; Julie Mattlin, DKMG Consulting; Paul Puckli, CHA Consulting; John Mafera, McFarland Johnson; Matt Thocker, Signature Aviation; Travis Bird, Avcon; Amanda Sheridan, McFarland Johnson

**CALL TO ORDER:** The Chair called the meeting to order at 8:30 a.m. Due to a power outage at the Airport, new business item B was taken up first to allow Mr. Stockman to return to the Airport.

**NEW BUSINESS ITEM (Out of Order):**

**B. Approval of Telephone System Upgrade:** Shane Stockman explained that the Airport's telecommunications infrastructure is integral to daily operations. The last major upgrade to the telephone system was completed in 2017. The Information Technology Department initially submitted this project as part of the FY2024 budget; but, it was dropped due to financial concerns. Staff then decided to incorporate it into the Terminal Modernization Program, however, due to the phasing of the program and the fact the equipment is at end-of-life and will no longer be supported by the manufacturer, staff feels compelled to move forward with the project immediately.

Ms. Russo Klein moved to (1) approve the telephone system upgrade in the amount of \$70,548.65; (2) authorize the President and CEO to execute the necessary documents; and (3) amend the FY2023/2024 budget by adopting the following budget ordinance. Dr. Leatherwood seconded the motion and it carried unanimously.

**BE IT ORDAINED** by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2024:

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

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Capital Improvements		\$70,548.65
Totals	<u>\$0</u>	<u>\$70,548.65</u>

This will result in a net increase of \$70,548.65 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash		\$70,548.65
Totals	<u></u>	<u>\$70,548.65</u>

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

Adopted this 12<sup>th</sup> day of April, 2024.

\_\_\_\_\_  
Brad Galbraith, Chair

Attested by:

\_\_\_\_\_  
Lew Bleiweis, President & CEO

**Acknowledgement:** The Chair stated that last week Asheville hosted the NC Airport Association meeting. The Chair commented that he was really impressed with how well attended it was. The Chair and the President gave opening remarks at the event. The Chair recognized Mr. Coon for his work putting on the event and thanked him and all of the staff who contributed time and efforts.

## **PRESENTATION:**

**A. Master Plan Update:** Jared Merrill introduced Paul Puckli with CHA and Julie Mattlin with DKMG to report on the final stages of completion of the master plan. Specifically, CHA presented to the Board the latest recommended site plan and DKMG presented the financial plan. CHA has been working on updating the master plan for two years. The actual passenger activity at the Airport has already exceeded CHA's forecasted activity at the beginning of the master plan process. The Master Plan includes recommendations at different growth levels over the next twenty years. Once the FAA approves the implementation plan of the Master Plan, the Airport is eligible for federal funding to implement pieces of the Master Plan.

Some highlights of the Master Plan site plan include a recommended runway extension on the north end of the runway; taxiway extensions; a two-level terminal; additional parking, gates, and remain overnight airplane parking; new fuel farm and maintenance facilities and relocation of the public safety facilities.

The Master Plan financial plan includes costs of the projects by year for planning purposes. The Master Plan financial plan is a tool for the Airport to use to determine when the need for funding would occur and when projects could be reasonably funded based on financial position. The President pointed out that the financial plan shows there could be negative cash flow in some years, but the staff would not ask the Board to approve something that would put the Authority in a negative cash situation. The Chair pointed out that Board has to be practical in planning and supportive of staff in planning. CHA stated that they hoped to have a draft of the Master Plan for board approval by the next Board meeting.

**FINANCIAL REPORT:** The President delivered a review of enplanements, aircraft operations, and general aviation activity for the month of February. Janet Burnette reported on the financial activity for the month of February. Mr. Ricker inquired about interest rates on accounts with large cash balances. Ms. Burnette answered that they were receiving 5.1%.

**CONSENT ITEMS:** The Chair stated that Consent Item C, Approval of the Greater Asheville Regional Airport Authority March 8, 2024 Closed Session Minutes, would be pulled for review following Closed Session.

**A. Approval of the Greater Asheville Regional Airport Authority March 8, 2024 Regular Meeting Minutes:** Ms. Russo Klein moved to approve the Greater Asheville Regional Airport Authority March 8, 2024 Regular Meeting Minutes. Mr. Kennedy seconded the motion and it carried unanimously.

**B. Approval of Insurance Renewals:** Mr. Lovin moved to approve the renewal of the Authority's insurance coverages in an amount not to exceed the premiums outlined

in the report and to authorize the President and CEO to execute the necessary documents. Dr. Leatherwood seconded the motion and it carried unanimously.

**OLD BUSINESS:**

**A. Public Hearing and Final Adoption of the Authority's Amended Ordinance No. 201601-10 for Airlines Rates, Fees and Charges for the Asheville Regional Airport:**

Mr. Lovin moved to open the floor to public comments at 9:07 a.m. Ms. Russo Klein seconded the motion and it carried unanimously. The President stated that the Airport had received no public comments to date. There being no public comments by those present, Mr. Lovin moved to close the floor to public comments at 9:08 a.m. Ms. Russo Klein seconded the motion and it carried unanimously.

Ms. Burnette requested that the amended ordinance be adopted in light of the public hearing.

Mr. Lovin moved to adopt the Amended Ordinance to implement the Schedule of Airline Rates, Fees and Charges for the Asheville Regional Airport for FY2024/2025. Mr. Ricker seconded the motion and it carried unanimously:

[INTENTIONALLY LEFT BLANK]

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

AMENDED ORDINANCE NO. 201601-10

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

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

**Section 1. CITATION.**

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

**Section 2: FINDINGS.**

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

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

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

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

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

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

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



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

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

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

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

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

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

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

### **Section 5. DEFINITIONS**

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

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

5.3 [RESERVED]

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

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

5.7 "Airport Operating Requirement" for any Fiscal Year, consists of all of the following: (1) Operation and Maintenance Expenses; (2) O&M Reserve Requirement; (3) Depreciation; (4) Amortization; (5) Debt Service; (6) coverage required on any Bonds; (7) fund deposits required under any Bond Ordinance; (8) the net amount of any judgment or settlement arising out of or as a result of the ownership, operation or maintenance of the Airport payable by Authority during any Fiscal Year. This amount would include, but not be limited to, the amount of any such judgment or settlement arising out of or as a result of any claim, action, proceeding or suit alleging a taking of property or an interest in property without just or adequate compensation, trespass, nuisance, property damage, personal injury or any other claim, action, proceeding or suit based upon or relative to the environmental impact resulting from the use of the Airport for the landing and taking off of aircraft; and (9) any and all other sums, amounts, charges or requirements of the Airport to be recovered, charged, set aside, expensed or accounted for during any Fiscal Year, or the Authority's accounting system.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.30 "Special Facility" is any Airport facility acquired or constructed for the benefit or use of any person or persons, the costs of construction and acquisition of which are paid for (a) by the

obligor under a Special Facility agreement, (b) from the proceeds of Special Facility bonds, or (c) both; provided, however, that Airport facilities built by an Airport tenant under a ground lease or any other agreement which by its terms is not indicated to be a Special Facility agreement shall not be considered a Special Facility under this definition.

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

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

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

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

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

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

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

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

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

6.4 Terminal Building Operating Requirement.

6.4.1 For purposes of this Ordinance, the Terminal Building Cost Center shall consist of the current Terminal Building, including the ticketing wing, the Holdrooms, baggage claim facilities, baggage make-up facilities, and passenger loading bridges/regional boarding ramps, as well as the areas immediately adjacent to the west side of the terminal

building utilized for baggage tug drives and baggage tug storage, and all public areas, concession areas, and other leasable areas.

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

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

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

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

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

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

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

## 6.5 Airfield Area Operating Requirement.

6.5.1 For purposes of this Ordinance, the Airfield Area Cost Center consists of those areas of land and Airport facilities which provide for the general support of air navigation, flight activity and other aviation requirements of the Airport. The airfield includes runways, taxiways, the terminal apron, aircraft service areas and those ramp areas not included in any other cost center, approach and clear zones, safety areas and infield areas, together with all associated landing navigational aids and Airport facilities, aviation controls, and other

systems related to the airfield. It also includes areas of land acquired for buffer requirements for the landing areas of the Airport, all land acquired for Airport expansion until the land is used or dedicated to another cost center, and all Airport noise mitigation facilities or costs. The Airport's triturator facility, storage areas for airline glycol equipment and tanks, and any fueling facilities and equipment provided to serve the airlines on the terminal apron are also included in the airfield cost center.

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

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

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

6.5.2.3 The Net Airfield Area Operating Requirement calculated in Section 6.5.2.2 is then divided by the estimated Certified Maximum Gross Landed Weight (CMGLW) of all Airlines' Revenue Aircraft Arrivals to determine the Airlines' Landing Fee rate.

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

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

6.5.4 [RESERVED]

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

6.5.6 [RESERVED]

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

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

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

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

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

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

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

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

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

7.4.3 Landing Fees –For its use of the airfield, apron and appurtenant facilities, Airline shall pay a landing fee for each and every aircraft landed by the Airline at the Airport except as otherwise noted herein.

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

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

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

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

8.1 The Authority's 2023-2024 Schedule of Rates, Fees and Charges effective July 1, 2024 is attached hereto and incorporated herein by reference as Exhibit A.

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Section 11. SEVERABILITY**

11.1 If any provision, clause, section, or provision of this the Airline Rates, Fees & Charges Ordinance shall be held by a court of competent jurisdiction to be invalid, illegal or unenforceable, such invalid, illegal or unenforceable provision shall be severed from the remainder of the Airline Rates, Fees & Charges Ordinance, and the remainder of shall be enforced and not be affected thereby.

## **Section 12. AMENDMENT.**

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

ADOPTED THIS the \_\_\_ day of \_\_\_\_\_, 2024, after due notice and a public hearing, by the Greater Asheville Regional Airport Authority.

**GREATER ASHEVILLE REGIONAL  
AIRPORT AUTHORITY**

By: \_\_\_\_\_  
Brad Galbraith, Chair

**ATTEST:**

\_\_\_\_\_  
Lew Bleiweis, President & CEO

# **Exhibit A**

Asheville Regional Airport

2024-2025 Fiscal Year

Schedule of Rates, Fees and Charges

## SUMMARY TABLE

### RESULTS

(Fiscal Years Ending June 30)

	2023	2024	2025
<u>Signatory Airline Rates &amp; Charges:</u>			
Terminal Building Rental Rate (per s.f.) <sup>1</sup>	\$64.68	\$87.67	\$148.09
Terminal Rental Rate - Preferential Space (per s.f.) <sup>1</sup>			\$87.67
Passenger-Related Security Fee (per EP)	\$0.86	\$0.82	\$1.01
Landing Fee (per 1,000-lbs)	\$2.18	\$2.55	\$3.27
Ticket Counter & Queue Fee (per EP-unassigned)	\$0.37	\$0.40	\$0.51
Baggage Make-Up & Claim Fee (per bag)	\$1.17	\$1.22	\$1.63
Baggage Make-Up & Claim Fee (per airline)	\$17,745	\$24,051	\$40,629
Gate Area Charge per (enplaned pax)	\$1.21	\$1.33	\$1.71
Gate Area Fee (per airline)	\$45,331	\$61,440	\$103,788
Ramp Fee (per depart.)	\$9.29	\$0.00	\$7.30
<u>Turn Fees <sup>2</sup></u>			
Per Turn Fee for Exempt Carriers (0-70 seats)	\$310.00	\$449.00	\$589.00
Per Turn Fee for Exempt Carriers (71-135 seats)	\$369.00	\$518.00	\$680.00
Per Turn Fee for Exempt Carriers (136+ seats)	\$413.00	\$604.00	\$793.00
Average AVL CPE	\$6.12	\$6.50	\$7.95

<sup>1</sup> For FY2025, Terminal Rental Rate for Airline Preferential Space will remain at FY2024 rate

<sup>2</sup> Includes use of holdroom, bag claim, bag make-up, passenger loading bridge, apron, tug drives, and ticket counter

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

	2023	2024	2025
<u>Enplaned Passengers:</u>			
Allegiant	440,000	450,000	550,000
American	170,000	270,000	400,000
Delta	175,000	230,000	290,000
Jet Blue	4,080	4,500	12,000
Sun Country	11,500	15,500	15,000
Spirit	0	0	0
United	50,000	80,000	108,000
Total	850,580	1,050,000	1,375,000
<u>Estimated Checked Bags:</u>			
Allegiant	149,600	149,568	184,987
American	62,900	104,656	149,911
Delta	101,500	142,870	169,021
Jet Blue	1,428	1,675	3,000
Sun Country	4,025	5,425	5,425
Spirit	0	0	0
United	24,500	41,821	52,727
Total	343,953	446,015	565,071
<u>Departures:</u>			
Allegiant	3,204	3,006	3,436
American	3,125	3,394	4,910
Delta	2,081	2,552	3,145
Jet Blue	68	56	130
Sun Country	108	104	104
Spirit	0	0	0
United	1,100	1,311	1,977
Total	9,686	10,423	13,702
<u>Landed Weight (1,000-lb units):</u>			
Allegiant	452,425	428,913	487,875
American	209,758	324,000	474,600
Delta	217,580	265,000	327,374
Jet Blue	6,446	5,455	13,696
Sun Country	15,000	15,000	15,000
Spirit	0	0	0
United	57,394	91,000	139,876
Total	958,603	1,129,368	1,458,421

Note: Amounts may not add due to rounding.

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

	2023	2024	2025
<u>Preferential Space:</u> <sup>1</sup>			
Allegiant	1,396	1,396	1,396
American	2,436	2,436	2,436
Delta	2,609	2,609	2,609
JetBlue		330	330
Sun Country	267	267	267
United	1,593	1,350	1,350
CRJ	462	462	462
Total Preferential Space	8,763	8,850	8,850
<u>Joint Use Space:</u>			
Baggage Make-Up	3,192	3,192	3,192
Baggage Claim	4,124	4,124	4,124
Gates 1-3 Holdroom	8,517	8,517	8,517
Gates 4-7 Holdroom	6,751	6,751	6,751
Gates 4-7 Secure Enplanement Corridor	3,421	3,421	3,421
Total Joint Use Space	26,005	26,005	26,005
Total Airline Rented	34,768	34,855	34,855
<u>Other Rentable:</u>			
Ticket Counter (unassigned)	235	472	472
Queue (unassigned)	460	740	740
Vacant Airline Preferential Space	1,389	785	785
Concession Space	13,775	13,775	13,775
FAA Tower & Related Office Space	4,374	4,374	4,374
TSA Offices & Breakroom	1,933	1,933	1,933
TSA Passenger Security Screening	4,891	4,891	4,891
TSA Offices Adjacent to Passenger Screening	396	396	396
Total	27,453	27,366	27,366
Total Rentable Space	62,221	62,221	62,221
Public and Other Areas	45,628	45,628	45,628
Total Terminal Space	107,849	107,849	107,849

Note: Amounts may not add due to rounding.

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

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>Depreciation:</u> <sup>1</sup>				
Gross Depreciation		\$5,400,000	\$5,400,000	\$8,200,000
Less: Grant & PFC Amortization		(3,800,000)	(3,800,000)	(3,800,000)
Net Depreciation	[A]	\$1,600,000	\$1,600,000	\$4,400,000
<u>By Cost Center (%):</u>				
Airfield Area	[B]	14.0%	14.0%	14.0%
Terminal Building	[C]	30.0%	30.0%	30.0%
Parking, Roadway, and Ground Trans.	[D]	33.0%	33.0%	33.0%
General Aviation Area	[E]	16.0%	16.0%	16.0%
Other Area	[F]	7.0%	7.0%	7.0%
Total		100.0%	100.0%	100.0%
<u>By Cost Center:</u>				
Airfield Area	[A*B]	\$224,000	\$224,000	\$616,000
Terminal Building	[A*C]	480,000	480,000	1,320,000
Parking, Roadway, and Ground Trans.	[A*D]	528,000	528,000	1,452,000
General Aviation Area	[A*E]	256,000	256,000	704,000
Other Area	[A*F]	112,000	112,000	308,000
Net Depreciation	[A]	\$1,600,000	\$1,600,000	\$4,400,000
<u>Amortization:</u>				
Gross Amortization		\$242,056	\$242,056	\$242,056
Less: Grant & PFC Amortization		(162,475)	(162,475)	(162,475)
Net Amortization	[G]	\$79,581	\$79,581	\$79,581



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

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>By Cost Center (%):</u>				
Airfield Area	[H]	100.0%	100.0%	100.0%
Terminal Building	[I]	0.0%	0.0%	0.0%
Parking, Roadway, and Ground Trans.	[J]	0.0%	0.0%	0.0%
General Aviation Area	[K]	0.0%	0.0%	0.0%
Other Area	[L]	0.0%	0.0%	0.0%
Total		100.0%	100.0%	100.0%
<u>By Cost Center:</u>				
Airfield Area	[G*H]	\$79,581	\$79,581	\$79,581
Terminal Building	[G*I]	0	0	0
Parking, Roadway, and Ground Trans.	[G*J]	0	0	0
General Aviation Area	[G*K]	0	0	0
Other Area	[G*L]	0	0	0
Net Amortization	[G]	\$79,581	\$79,581	\$79,581
<u>Capital Outlay:</u>				
Capital Outlay	[M]	\$100,000	\$100,000	\$100,000
<u>By Cost Center (%):</u>				
Airfield Area	[N]	50.0%	50.0%	50.0%
Terminal Building	[O]	50.0%	50.0%	50.0%
<u>By Cost Center:</u>				
Airfield Area	[M*N]	\$50,000	\$50,000	\$50,000
Terminal Building	[M*O]	50,000	50,000	50,000
Capital Outlay	[M]	\$100,000	\$100,000	\$100,000

Note: Amounts may not add due to rounding.

<sup>1</sup> Depreciation is based on the prior year's actual depreciation

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		Budget	Budget	Budget
		2023	2024	2025
<u>By Category:</u>				
Personnel Services		\$8,946,137	\$10,684,903	\$13,637,208
Professional Services		\$486,400	\$701,700	\$887,030
Utilities		\$489,267	\$495,565	\$628,010
Promotional Activities		\$329,075	\$337,600	\$464,000
Maintenance and Repairs		\$280,700	\$304,700	\$562,000
Contracted Services		\$1,949,830	\$2,214,305	\$3,605,987
Insurance Expense		\$334,400	\$398,607	\$480,000
Materials and Supplies		\$491,500	\$656,890	\$828,385
Other Expenses		\$466,570	\$540,545	\$665,714
Total O&M Expenses	[A]	\$13,773,879	\$16,334,815	\$21,758,334
<u>By Cost Center (%):</u>				
Airfield Area	[B]	25.8%	26.0%	25.6%
Terminal Building	[C]	45.9%	45.9%	44.8%
Parking, Roadway, and Ground Trans.	[D]	14.9%	14.6%	16.3%
General Aviation Area	[E]	9.6%	9.7%	9.5%
Other Area	[F]	3.9%	3.9%	3.7%
Total		100.0%	100.0%	100.0%
<u>By Cost Center:</u>				
Airfield Area	[A*B]	\$3,547,914	\$4,245,524	\$5,571,814
Terminal Building	[A*C]	6,316,122	7,492,146	9,754,558
Parking, Roadway, and Ground Trans.	[A*D]	2,048,797	2,377,810	3,553,914
General Aviation Area	[A*E]	1,325,899	1,587,389	2,064,126
Other Area	[A*F]	535,147	631,946	813,922
Total O&M Expenses	[A]	\$13,773,879	\$16,334,815	\$21,758,334

Note: Amounts may not add due to rounding.

Source: Airport management records

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

**Table 5****LANDING FEE AND REVENUE**

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>Airfield Requirement:</u>				
O&M Expenses		\$3,547,914	\$4,245,524	\$5,571,814
Less: Deicing Chemicals		(40,000)	(40,000)	(40,000)
O&M Reserve Requirement		441,411	348,805	663,145
Net Depreciation		224,000	224,000	616,000
Net Amortization		79,581	79,581	79,581
Capital Outlay		50,000	50,000	50,000
Debt Service		0	0	0
Debt Service Coverage (25%)		0	0	0
Total Requirement	[A]	\$4,302,906	\$4,907,910	\$6,940,539
<u>Landing Fee Credits:</u>				
Non-Airline Revenue	[B]	\$115,000	\$115,000	\$115,000
Other	[C]	0	0	0
Total Credits	[D=B+C]	\$115,000	\$115,000	\$115,000
Net Landing Fee Requirement	[E=A-D]	\$4,187,906	\$4,792,910	\$6,825,539
Airline Landed Weight	[F]	958,603	1,129,368	1,458,421
Airline Landing Fee (pre-Revenue Share)	[G=E/F]	\$4.37	\$4.24	\$4.68
Revenue Share Credit	[H]	\$2,094,340	\$1,917,078	\$2,050,644
Adjusted Airline Net Requirement	[I=E-H]	\$2,093,566	\$2,875,832	\$4,774,896
Airline Landing Fee	[J=I/F]	\$2.18	\$2.55	\$3.27
Airline Landing Fee Revenue	[K=F*J]	\$2,093,566	\$2,875,832	\$4,774,896

Note: Amounts may not add due to rounding.

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>Terminal Requirement:</u>				
O&M Expenses		\$6,316,122	\$7,492,146	\$9,754,558
O&M Reserve Requirement		730,744	588,012	1,131,206
Net Depreciation		480,000	480,000	1,320,000
Net Amortization		0	0	0
Capital Outlay		50,000	50,000	50,000
Debt Service		0	0	0
Debt Service Coverage (25%)		0	0	0
Total Requirement	[A]	<u>\$7,576,866</u>	<u>\$8,610,158</u>	<u>\$12,255,765</u>
<u>Terminal Credits:</u>				
Passenger-Related Security Charges		\$731,739	\$857,503	\$1,393,130
AirIT Landside Expenses		16,463	16,463	16,463
Loading Bridge or Ramp Fees		90,000	0	100,000
Total Terminal Credits	[B]	<u>\$838,202</u>	<u>\$873,966</u>	<u>\$1,509,593</u>
Net Requirement	[C=A-B]	<u>\$6,738,664</u>	<u>\$7,736,191</u>	<u>\$10,746,172</u>
Rentable Space (s.f.)	[D]	62,221	62,221	62,221
Terminal Rental Rate	[E=C/D]	\$108.30	\$124.33	\$172.71
Airline Rented Space (s.f.)	[F]	34,768	34,855	34,855
Airline Requirement	[G=E*F]	<u>\$3,765,447</u>	<u>\$4,333,665</u>	<u>\$6,019,797</u>
Revenue Share Credit	[H]	\$1,516,591	\$1,278,052	\$858,071
Adjusted Airline Requirement	[I=G-H]	<u>\$2,248,856</u>	<u>\$3,055,613</u>	<u>\$5,161,727</u>
Airline Rented Space (s.f.)	[F]	34,768	34,855	34,855
Adjusted Airline Terminal Rate	[J=I/F]	\$64.68	\$87.67	\$148.09
Airline Terminal Rentals	[K=F*J]	<u>\$2,248,856</u>	<u>\$3,055,613</u>	<u>\$5,161,727</u>

Note: Amounts may not add due to rounding.

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>Ramp Fee</u>				
Operating Expenses <sup>1</sup>		\$90,000	\$0	\$100,000
Capital Outlay		0	0	0
Debt Service		0	0	0
Debt Service Coverage (25%)		0	0	0
Total Requirement	[A]	\$90,000	\$0	\$100,000
Total Departures	[B]	9,686	10,423	13,702
Ramp Fee (per Departure)	[C=A/B]	\$9.29	\$0.00	\$7.30
Total Loading Bridge Revenue	[D=B*C]	\$90,000	\$0	\$100,000

Note: Amounts may not add due to rounding.

<sup>1</sup> For FY2025, Operating Expenses include cost of ramp management

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
Adjusted Signatory Airline Terminal Rate	[A]	\$64.68	\$87.67	\$148.09
<u>Joint Use Space (s.f.):</u>				
Baggage Make-Up	[B1]	3,192	3,192	3,192
Baggage Claim	[B2]	4,124	4,124	4,124
Gates 1-3 Holdroom	[C1]	8,517	8,517	8,517
Gates 4-7 Holdroom	[C2]	6,751	6,751	6,751
Gates 4-7 Secure Enplanement Corridor	[C23]	3,421	3,421	3,421
Joint Use Space		26,005	26,005	26,005
Baggage Make-Up & Claim Requirement	[D=A*(B1+B2)]	\$473,212	\$641,367	\$1,083,437
Supply Costs - Bag Tags		\$0	\$0	\$130,000
Gate Areas Requirement	[E=A*(C1+C2+C3)]	1,208,838	1,638,398	2,767,681
Total Joint Use Requirement	[G=D+E+F]	\$1,682,050	\$2,279,765	\$3,981,118
<u>Baggage Make-Up &amp; Claim:</u>				
Baggage Make-Up & Claim Requirement (85%)	[H=D*0.85]	\$402,230	\$545,162	\$920,921
Checked Bags	[I]	343,953	446,015	565,071
Baggage Make-Up & Claim Fee (per bag)	[J=H/I]	\$1.17	\$1.22	\$1.63
Baggage Make-Up & Claim Requirement (15%)	[K=D*0.15]	\$70,982	\$96,205	\$162,516
Number of Airlines	[L]	4	4	4
Baggage Make-Up & Claim Fee (per airline)	[M=K/L]	\$17,745	\$24,051	\$40,629
<u>Gate Area:</u>				
Gate Area Requirement (85%)	[N=E*85%]	\$1,027,512	\$1,392,638	\$2,352,529
Enplaned Passengers	[O]	850,580	1,050,000	1,375,000
Gate Area Charge per (enplaned pax)	[P=N/O]	\$1.21	\$1.33	\$1.71
Gate Area Requirement (15%)	[Q=E*15%]	\$181,326	\$245,760	\$415,152
Number of Airlines	[L]	4	4	4
Gate Area Fee (per airline)	[R=Q/L]	\$45,331	\$61,440	\$103,788
Total Joint Use Revenue	[G]	\$1,682,050	\$2,279,765	\$3,851,118

Note: Amounts may not add due to rounding.

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
Adjusted Signatory Airline Terminal Rate	[A]	\$64.68	\$87.67	\$148.09
<u>Ticket Counter and Queue Space (s.f.):</u>				
Ticket Counter		1,731	1,731	1,731
Queue Space		2,865	2,865	2,865
Ticket Counter and Queue Space	[B]	4,596	4,596	4,596
Ticket Counter and Queue Space Requirement	[C=A*B]	\$297,277	\$402,915	\$680,628
AirIT Landside Expenses	[D]	16,463	16,463	16,463
Ticket Counter and Queue Requirement	[E=C+D]	\$313,740	\$419,378	\$697,091
Enplaned Passengers	[F]	850,580	1,050,000	1,375,000
Ticket Counter & Queue Fee (unassigned)	[G=E/F]	\$0.37	\$0.40	\$0.51
Enplaned Passenger Use	[H]	0	0	0
Ticket Counter & Queue Fees (unassigned)	[I=G*H]	\$0	\$0	\$0

Note: Amounts may not add due to rounding.

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
Personnel-Related Security Cost	[A]	\$1,882,397	\$1,935,605	\$2,167,975
<u>Officer Deployment Hours:</u>				
Total Hours (18 Officers at 42 hrs/week; 2 officers at 40 hrs/week)		2,174	2,174	2,174
Holiday (11 Holidays)		(198)	(198)	(198)
Vacation (12 Days)		(216)	(216)	(216)
Training (8 hrs per month per officer)		(144)	(144)	(144)
Sick Leave (12 Days Allowed; 9 Days Average Used)		(162)	(162)	(162)
Available Hours/Officer	[B]	1,454	1,454	1,454
Number of Officers	[C]	20	20	20
Total Available Hours	[D=B*C]	29,072	29,072	29,072
Less: Admin Hours Total	[E]	(2,880)	(2,880)	(2,880)
Total Officer Deployment Hours	[F=D-E]	26,192	26,192	26,192
Personnel-Related Security Cost per Hour	[G=A/F]	\$71.87	\$73.90	\$82.77
<u>Passenger-Related Security Charge:</u>				
Terminal Airlines (18 hrs/day Security Checkpoint)		\$472,180	\$485,527	\$543,815
Contract Security - Exit Lane		\$60,000	\$60,000	\$55,000
Supply Costs - Boarding Passes, etc.		\$0	\$0	\$70,000
Less: TSA Reimbursement		(116,800)	(116,800)	0
Net Personnel-Related Costs	[H]	\$415,380	\$428,727	\$668,815
TSA Passenger Security Screening Space (s.f.)	[I]	4,891	4,891	4,891
Terminal Rental Rate	[J]	\$64.68	\$87.67	\$148.09
Security Checkpoint Space Costs	[K=I*J]	\$316,359	\$428,776	\$724,315
Passenger-Related Security Charges	[L=H+K]	\$731,739	\$857,503	\$1,393,130
Enplaned Passengers	[M]	850,580	1,050,000	1,375,000
Passenger-Related Security Charges per Enplaned Passenger	[N=L/M]	\$0.86	\$0.82	\$1.01
Passenger-Related Security Charges	[O=M*N]	\$731,739	\$857,503	\$1,393,130

Note: Amounts may not add due to rounding.

Source: Airport management records

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



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

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>Airline Revenue:</u>				
Terminal Rentals		\$2,248,856	\$3,055,613	\$4,627,010
Boarding Bridge or Ramp Fees		90,000	0	100,000
Landing Fees		2,093,566	2,875,832	4,774,896
Unassigned Ticket Counter Charges		0	0	0
Passenger Related Security Charges		731,739	857,503	1,393,130
Deicing Chemicals		40,000	40,000	40,000
Total	[A]	\$5,204,161	\$6,828,948	\$10,935,035
Enplaned Passengers	[B]	850,580	1,050,000	1,375,000
Cost Per Enplaned Passenger	[C=A/B]	\$6.12	\$6.50	\$7.95

Note: Amounts may not add due to rounding.

Source: Airport management records

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

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

(Fiscal Years Ending June 30)

		2023	2024	2025
<u>Per Turn Requirement:</u>				
Joint Use Cost <sup>1</sup>		\$1,682,050	\$2,279,765	\$3,981,118
Loading Bridge or Ramp Cost		90,000	0	100,000
Unassigned Ticket Counter Cost		313,740	419,378	697,091
Passenger Related Security Charge Cost		731,739	857,503	1,393,130
Deicing Chemicals Cost		40,000	40,000	40,000
Total	[A]	\$2,857,529	\$3,596,646	\$6,211,339
Total Departures	[B]	9,686	10,423	13,702
Average Per Turn Cost	[C=A/B]	\$295.02	\$345.07	\$453.32
Per Turn Fee for Exempt Carriers (0-70 seats)	[D=C*130%]	\$310.00	\$449.00	\$589.00
Per Turn Fee for Exempt Carriers (71-135 seats)	[E=C*150%]	\$369.00	\$518.00	\$680.00
Per Turn Fee for Exempt Carriers (136+ seats)	[F=C*175%]	\$413.00	\$604.00	\$793.00

Note: Amounts may not add due to rounding.

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

Source: Airport management records

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

**B. Public Hearing and Final Adoption of the Authority's Fiscal Year 2024/2025 Budget:**

Ms. Burnette reminded the Board that the proposed budget was presented and approved at the March 8 board meeting. Following the Board meeting, the budget has been available to the public, and the Authority has received no comments. Ms. Burnette also explained that staff recently learned that the TSA will no longer reimburse for law enforcement at TSA checkpoints. The airport fees have been adjusted to reflect this change no overall budgetary impact.

Mr. Lovin moved to open the floor to public comments at 9:10 a.m. Ms. Russo Klein seconded the motion and it carried unanimously. The President stated that the Airport had received no public comments to date. There being no public comments by those present, Mr. Lovin moved to close the floor to public comments at 9:11 a.m. Dr. Leatherwood seconded the motion and it carried unanimously.

Ms. Burnette requested that the budget be adopted in light of the public hearing. Ms. Russo Klein moved to adopt the Authority's Fiscal Year 2024/2025 Budget Ordinance. Dr. Leatherwood seconded the motion and it carried unanimously.

[INTENTIONALLY LEFT BLANK]

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY  
2024-2025  
BUDGET ORDINANCE**

**BE IT ORDAINED** by the Greater Asheville Regional Airport Authority that, pursuant to Section 159-13 of the General Statutes of North Carolina, the 2024-2025 Budget Ordinance of the Airport Authority is hereby set forth as follows:

**Section 1.** The following amounts are hereby appropriated for the operation of the Greater Asheville Regional Airport Authority for the fiscal year beginning July 1, 2024 and ending June 30, 2025 in accordance with the following schedules:

**EXPENDITURES**

Administration Department	\$ 1,653,124
Planning Department	740,961
Executive Department	1,755,143
Finance Department	851,496
Guest Services Department	350,639
Information Technology Department	2,534,828
Marketing Department	1,063,603
Operations Department	8,896,889
Properties & Contracts	414,377
Public Safety Department	3,852,274
Emergency Repair Costs	50,000
Carry-over Capital Expenditures from Prior Year	310,788,501
Capital Improvement	2,708,350
Equipment and Small Capital Outlay	29,700
Renewal and Replacement	2,262,970
Business Development	400,000
Debt Service	20,605,117
Contingency	100,000
<b>Total Expenditures</b>	<b><u><u>\$359,057,972</u></u></b>

**Section 2.** It is estimated that the following revenues will be available for the fiscal year beginning July 1, 2024 and ending June 30, 2025.

**REVENUES**

Administration (Interest Income)	\$ 1,200,000
Terminal	13,226,934
Airfield	4,839,037
General Aviation	1,450,550
Parking Lot	13,015,000
Other	582,004
Bond Interest	9,000,000
Passenger Facility Charges	4,500,000
Customer Facility Charges	2,682,000
Federal Grants (including AIP/BIL)	23,300,000
Federal Grants (TSA funds)	10,000,000
NC Department of Transportation Grants	8,300,000
Transfer from GARAA Cash/Investments	266,962,447
<b>Total Revenues</b>	<u><u>\$359,057,972</u></u>

**Section 3.** The Budget Officer is hereby authorized to transfer appropriations as contained herein under the following conditions:

- a. He may transfer amounts between line item expenditures within a budget ordinance line item without limitation and without a report being required. These changes should not result in increased recurring obligations such as salaries.
- b. He may transfer amounts up to \$78,000 from contingency appropriations to other budget ordinance line items within the same fund. He must make an official report on such transfers at the next regular meeting of the board.
- c. He may approve any type of procurement up to \$78,000 (spending authority). This spending authority is to be adjusted annually using CPI index.

**Section 4.** This Budget Ordinance shall be entered in the minutes of the Greater Asheville Regional Airport Authority and within five (5) days after its adoption copies shall be filed with the Finance Officer, the Budget Officer and the Clerk to the Board of the Greater Asheville Regional Airport Authority as described in G.S. 159-13.

**Section 5.** This ordinance shall become effective on July 1, 2024.

Adopted this \_\_\_\_ day of April, 2024

\_\_\_\_\_  
Brad Galbraith, Chair

Attested by:

\_\_\_\_\_  
Lew Bleiweis, President & CEO

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## **NEW BUSINESS:**

### **A. Approval of Purchase of Aircraft Rescue Firefighting Vehicle from Rosenbauer Minnesota, LLC.:**

Michael Reisman explained that the Airport is required to provide rescue firefighting services at levels that are determined by the size of the commercial aircraft regularly using the Airport. The Authority presently owns and operates three ARFF vehicles that meet these requirements. One of the vehicles is close to 18 years of age and needs replacement. Additionally, at least two airlines are purchasing larger aircraft that will be used at the Airport and will change the capacity of the vehicle the Authority is required to provide. As a result, the existing 1,500 gallon vehicle is being replaced by a new 3,000 gallon vehicle. The purchase was publicly bid on March 1, 2024. Bids were received March 18, 2024. The lowest bid was received from Rosenbauer Minnesota, LLC. The low bid was in the amount of \$1,210,592.00, plus \$24,750.00 for Add Alternate No. 2 (equipment trainer). Add Alternate No. 1 (extended warranty) is not recommended. In addition to the cost of the new vehicle, the Authority needs to purchase new or additional firefighting tools and equipment to be placed on the truck. The tools are included in the budget for the overall purchase. Approximately 90% of the total amount will be funded with FAA entitlement fund grant money. The remaining approximately 10% is funded by airport funds plus the additional \$60,000 for replacement of equipment.

From the FAA's perspective, the purchase is a replacement vehicle. However, the Authority will keep the older vehicle on site as a reserve truck and will keep it in service as additional capacity if one of the other vehicles goes out of service. Aircraft rescue firefighting vehicles are different from traditional firetrucks. They can be operated by one person and carry more water and foam than a standard firefighting vehicle.

Mr. Ricker moved to approve the purchase of the Aircraft Rescue Firefighting Vehicle from Rosenbauer Minnesota, LLC in the amount of \$1,320,083.44 (\$1,210,592.00 base bid plus \$24,750.00 for Add Alternate No. 2, plus \$84,741.44 of reimbursable sales tax), plus \$60,000.00 for firefighting tools and equipment for a total budget of \$1,380,083.44; to authorize the President and CEO to execute the necessary documents; and to amend the FY 2023/2024 budget by adopting the budget ordinance amendment as presented. Dr. Leatherwood seconded the motion and it carried unanimously.

[INTENTIONALL LEFT BLANK]

**BE IT ORDAINED** by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2024:

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

**EXPENDITURES:**

	<u>Decrease</u>	<u>Increase</u>
Capital Equipment		\$1,295,342.00
Totals	<u>\$0</u>	<u>\$1,295,342.00</u>

This will result in a net increase of \$1,295,342.00 in the appropriations. Revenues will be revised as follows:

**REVENUES:**

	<u>Decrease</u>	<u>Increase</u>
FAA Entitlement Grant		\$1,111,807.80
Transfer from GARAA Cash		\$ 183,534.20
Totals	<u></u>	<u>\$1,295,342.00</u>

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

Adopted this 12<sup>th</sup> day of April 2024.

\_\_\_\_\_  
Brad Galbraith, Chair

Attested by:

\_\_\_\_\_  
Lew Bleiweis, President & CEO



**PRESIDENT'S REPORT:** The President stated he had a few items that were not listed on the Agenda.

**A. Board Reception:** The Authority's first Board Reception since COVID has been scheduled for June 13, 2024 from 5:00 to 7:00 p.m. This is a reception with airline partners, tenants, and consultants. Ms. Heywood will send out an invite to Board Members.

**B. Mr. Reisman's Retirement Party:** Mr. Reisman's retirement party will be June 14, 2024 from 3:00 to 6:00 p.m. at the Biltmore Park Hilton Hotel. Invitations will be sent to a wide group of people including Board Members, tenants, and employees. Ms. Heywood will send out an invite to Board Members.

**C. Possible DreamCatcher Sublease:** The President has been approached by the current tenant of the golf course because they are considering a sublease for management of the course that would also make some improvements to the course. The President hopes to bring this back as a business item at the May Board meeting.

**D. New COO for the Airport Authority:** Ms. Alexandra Farmer ("Lexi") has been selected New COO for the Airport Authority. She will start her position May 28, 2024. Ms. Farmer is the current Airport Operations Director for the Charlotte Douglas International Airport. Ms. Farmer was selected from more than 42 candidates from across the country. Ms. Farmer will be at the May 10, 2024 Board Meeting.

**E. New FAA Grant:** President learned late last week that the Authority will be receiving another \$3.5 million grant from the FAA that will go toward the control tower. This grant was received from some surplus grant funding from the FAA.

**INFORMATION SECTION:** No comments

**PUBLIC AND TENANTS' COMMENTS:** No comments

**CALL FOR NEXT MEETING:** The Chair stated that the next regular meeting of the Board will be held on May 10, 2024 at Council Chambers, Fletcher Town Hall. Mr. Kennedy stated he would be unable to attend.

**CLOSED SESSION:** At 9:26 a.m. Mr. Lovin moved to go into Closed Session Pursuant to North Carolina General Statute 142-318.11(a) subsections (3), (4), (5) and (6): to consult with an attorney retained by the Authority in order to preserve the attorney-client privilege between the attorney and the Authority, which privilege is hereby acknowledged; to discuss matters relating to the location or expansion of industries or other businesses in the area served by the Authority, to establish or instruct the Authority's staff or negotiating agents concerning the position to be taken by or on behalf of the Authority in negotiating the price and other material terms of a contract or

proposed contract for the acquisition of real property by purchase, option, exchange or lease; and, to consider the qualifications, competence, performance, character, fitness, and conditions appointment of an individual public officer or employee or prospective public officer or employee. Mr. Kennedy 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 10:54 a.m.

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY APRIL 12, 2024**

**CLOSED SESSION MINUTES:** Mr. Lovin 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. Ms. Russo Klein seconded the motion and it carried unanimously.

**APPROVAL OF THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY**

**MARCH 8, 2024 CLOSED SESSION MINUTES:** Mr. Lovin moved to approve the minutes for the Greater Asheville Regional Airport Authority March 8, 2024 Closed Session and to seal and withhold the minutes for the March 8, 2024 Closed Session from public inspection so long as public inspection would frustrate the purpose or purposes thereof. Ms. Russo Klein seconded the motion and it carried unanimously.

**ADJOURNMENT:** Ms. Russo Klein moved to adjourn the meeting at 10:55 a.m. Mr. Kennedy seconded the motion and it carried unanimously.

Respectfully submitted,

Sabrina Rockoff  
Attorney to the Board

Approved:

Brad Galbraith  
Chair



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## MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill  
Vice President – Planning

DATE: May 10, 2024

### ITEM DESCRIPTION – New Business Item A

Approval of Scope of Services No. 1 with Avcon Engineers and Planners, Inc. for design of the Taxiway A Rehabilitation Project

### BACKGROUND

Per our current Airport Capital Improvement Plan (ACIP) the Authority is planning to complete the design to rehabilitate Taxiway Alpha in the new Fiscal Year 2025. During the Airfield Redevelopment Program, Taxiways A1, A2, A7, A8 and the northern and southern portions of Taxiway A were reconstructed leaving 6,820 feet of Taxiway A that was not improved.

Much of this asphalt has far exceeded its useful life. The most recent Airport Pavement Management System Update conducted by the NCDOT – Division of Aviation was completed in August of 2023. This update identified this portion of Taxiway A as decreasing to a Pavement Condition Index (PCI) score of 58 out of 100. This decreased the condition of Alpha from "Satisfactory" to "Fair".

Airport staff have worked with Avcon to develop a scope of work and negotiate a fee to design this project. This scope of work consists of the design and construction administration necessary to rehabilitate 6,820 feet of Taxiway A, rehabilitate Taxiways C, D, E, G, H, J, and K, and the grading and drainage improvements along the southeast section of Taxiway A and the South Terminal Apron. This scope does not include Resident Project Representative (RPR) costs as staff plans to fill that role with a third party engineering firm at the time of construction.

The project also includes two alternative designs. Alternative 1 is the removal of Taxiway H and J, the creation of a new Taxiway H, and widening and strengthening of Taxiways

New Business – Item A



G and K, per the Master Plan Update. Alternative 2 is the evaluation and design of a new retaining wall on the southeast side of the airport, between Rental Car Drive and Taxiway A. This steep slope area requires routine repairs due to washouts that occur every year. This new retaining wall will likely be a gravity, stepped wall to prevent these washouts. It would be designed similar to the retaining wall adjacent to the South Terminal Apron. Alternatives 1 and 2 will be coordinated with the Master Plan Update.

Per the FAA requirements, Airport staff completed an Independent Fee Estimate (IFE) process for the design fee negotiations with Avcon. Avcon's final proposal was \$1,129,142.000. This is approximately 7% higher than the IFE of \$1,047,319.00, but falls within the 10% allowed by the FAA.

## **ISSUES**

None.

## **ALTERNATIVES**

The Board could elect to not move forward with this design. However, this will prolong the much-needed rehabilitation of this section of Taxiway A.

## **FISCAL IMPACT**

The total cost for this design with Avcon is \$1,129,142.00. Presently, 90% of this will be funded utilizing FAA leftover Entitlement Funds and the remainder with Airport Funds.

## **RECOMMENDED ACTION**

It is respectfully requested that the Airport Authority Board resolve to (1) approve the Scope of Services No. 1 with Avcon Engineers and Planners, Inc. in the amount of \$1,129,142.00; and (2) authorize the President and CEO to execute the necessary documents.

**Consultant Scope of Services**

**Greater Asheville Regional Airport Authority**

Scope of Services Number **1** for Professional Consulting Services, as referenced in the Professional Consulting Agreement between the Greater Asheville Regional Airport Authority and **AVCON Engineers & Planners, Inc.**, dated **August 16, 2023**.

Project: Taxiway A Rehabilitation - Design, Permitting, Bidding and Construction Phase Services

Taxiway A is the full parallel taxiway for Runway 17-35. During the Airfield Redevelopment Program, Taxiway A1, A2, A7, A8, and the northern and southern portions of Taxiway A were reconstructed leaving 6,820 feet of Taxiway A that was not improved. The Taxiway A Rehabilitation Project consists of the rehabilitation of 6,820 feet of Taxiway A, rehabilitation of Taxiways C, D, E, G, H, J, and K, and grading and drainage improvements along the southeast section of Taxiway A and the South Terminal Apron.

The project also includes two alternative designs. Alternative 1 is the removal of Taxiways H and J, the creation of a new Taxiway H, and the widening and strengthening of Taxiways G and K. Alternative 2 is the evaluation and design of a retaining wall on the southeast side of the airport, along Rental Car Drive and Taxiway A. The retaining wall will likely be a gravity, stepped wall similar to the retaining wall adjacent to the South Terminal Apron. Alternatives 1 and 2 will be coordinated with the Master Plan and evaluated with AVL before proceeding with those designs.

The scope and fee for this scope of work is attached as Exhibit A and Exhibit B. The project limits is attached as Exhibit C.

Consultant Team: AVCON, Inc., JMT, S&ME

Schedule: The preliminary schedule for this project is such that the major components of design and bidding will take place between May 2024 and February 2025 with Construction expected to start in Spring 2025.

Fees: The Lump Sum (LS) Fee for this additional work is **\$1,129,142.00**.

**Authority:** Greater Asheville Regional Airport Authority

**Consultant:** AVCON Engineers & Planners, Inc.

By: \_\_\_\_\_  
President + CEO

By:  \_\_\_\_\_  
President

Date: \_\_\_\_\_

Date: 5/1/2024

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

\_\_\_\_\_  
Chief Financial Officer

Attachment: Exhibit A - Scope of Services, Exhibit B – Fee Spreadsheets, Exhibit C – Project Graphic

## Greater Asheville Regional Airport Authority

### EXHIBIT A for DESIGN, PERMITTING, BIDDING AND CONSTRUCTION PHASE SERVICES

#### Taxiway A Rehabilitation

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#### Consultant Scope of Services and Fee

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#### **Overall Project Description – Taxiway A Rehabilitation (Project)**

Taxiway A is the full parallel taxiway for Runway 17-35. During the Airfield Redevelopment Program, Taxiway A1, A2, A7, A8 and the northern and southern portions of Taxiway A were reconstructed leaving 6,820 feet of Taxiway A that was not improved.

The Taxiway A Rehabilitation Project consists of the rehabilitation of 6,820 feet of Taxiway A, rehabilitation of Taxiways C, D, E, G, H, J, and K, and grading and drainage improvements along the southeast section of Taxiway A and the South Terminal Apron.

The project also includes two alternative designs. Alternative 1 is the removal of Taxiway H and J, creation of a new Taxiway H, and widening and strengthening of Taxiways G and K. Alternative 2 is the evaluation and design of a retaining wall on the southeast side of the airport, along Rental Car Drive and Taxiway A. The retaining wall will likely be a gravity, stepped wall similar to the retaining wall adjacent to the South Terminal Apron. Alternatives 1 and 2 will be coordinated with the Master Plan and evaluated with AVL prior to proceeding with those designs.

The CONSULTANT will provide professional services that consist of design, permitting, and bid phase services. The overall services are described as follows:

#### **1.0 Design Phase Services**

Construction plans, technical specifications, bid documents and project manual will be prepared for the bidding and construction of the Project.

#### **1.1 Design Phase Services (30% Design)**

- 1.1.1 Project Management and Coordination
- 1.1.2 Data Collection and Record Documents Review
- 1.1.3 Attend Kick-off Meeting with AVL; (held during scoping meeting)
- 1.1.4 Section 163 Request
- 1.1.5 Geotechnical Investigation (Performed by Sub-consultant to AVCON)
- 1.1.6 Environmental Services (Performed by Sub-consultant to AVCON)
- 1.1.7 Survey (Performed by Sub-consultant to AVCON)

- 1.1.8 Sub-consultant Review and Implementation by AVCON
- 1.1.9 Preliminary 30% Design Review Meetings (2)
- 1.1.10 Alternative 1 Evaluation  
(Removal of Taxiway H and J, creation of a new Taxiway H, and widening and strengthening of Taxiways G and K)
- 1.1.11 Alternative 2 Evaluation  
(Up to 3 Alternatives for Grading, Drainage, and Retaining Wall on the southeast side of the airport, along Rental Car Drive and Taxiway A.)  
Approved retaining wall will be utilized as the basis of design for design services related to Alternative 2.
- 1.1.12 Preliminary Safety, Phasing, and Access Plans
- 1.1.13 Development of 30% Design Documents
- 1.1.14 Meet and review completed 30% Design Documents with AVL (1)

## **1.2 Design Phase Services (60% Design)**

- 1.2.1 Project Management and Coordination
- 1.2.2 Interim Design Meetings (2)
- 1.2.3 Develop Construction Phasing Plan and Refinements in Consultation with AVL
- 1.2.4 Preliminary Milling and Demolition Limits
- 1.2.5 Preliminary Geometric Layout
- 1.2.6 Preliminary Paving Elevations, Spots, and Profiles
- 1.2.7 Preliminary Erosion and Sediment Control Design
- 1.2.8 Safety, Phasing, and Access Design
- 1.2.9 Prepare Construction Drawings (60%)
  - 1.2.9.1 Cover and Frontend Plans
  - 1.2.9.2 Phasing and Safety Plans
  - 1.2.9.3 Existing Conditions Plans
  - 1.2.9.4 Milling and Demolition Plans
  - 1.2.9.5 Geometry Plans
  - 1.2.9.6 Grading and Drainage Plans
  - 1.2.9.7 Paving Plans
  - 1.2.9.8 Marking Plans
  - 1.2.9.9 Civil and Drainage Details
  - 1.2.9.10 Pavement Structure Details
- 1.2.10 Development of 60% Design Documents
- 1.2.11 Meet and review completed 60% Design Documents with AVL (1)

## **1.3 Final Design Phase Services (90%/100% Design)**

- 1.3.1 Project Management and Coordination
- 1.3.2 Interim Design Meetings (2)
- 1.3.3 Construction Phasing Plan and Refinements in Consultation with AVL
- 1.3.4 Milling and Demolition Limits
- 1.3.5 Geometric Layout
- 1.3.6 Paving Elevations, Spots, and Profiles

- 1.3.7 Erosion and Sediment Control Design
- 1.3.8 Safety, Phasing, and Access Design
- 1.3.9 Prepare Construction Drawings (90%/100%)
  - 1.3.9.1.1 Cover and Frontend Plans
  - 1.3.9.1.2 Phasing and Safety Plans
  - 1.3.9.1.3 Existing Conditions Plans
  - 1.3.9.1.4 Milling and Demolition Plans
  - 1.3.9.1.5 Geometry Plans
  - 1.3.9.1.6 Grading and Drainage Plans
  - 1.3.9.1.7 Paving Plans
  - 1.3.9.1.8 Marking Plans
  - 1.3.9.1.9 Civil and Drainage Details
  - 1.3.9.1.10 Pavement Structure Details
- 1.3.10 Development of 90%/100% Design Documents
- 1.3.11 Meet and review completed 90%/100% Design Documents with AVL (1)

#### **1.4 Alternative 1 Services (60%/90%/100% Design)**

- 1.4.1 Removal of Taxiway H and J and Design of a new Taxiway H
- 1.4.2 Design of Taxiway G and K Widening and Strengthening
- 1.4.3 Develop Construction Phasing Plan and Refinements in Consultation with AVL
- 1.4.4 Prepare Construction Drawings (60%/90%/100%)
  - 1.4.4.1.1 Phasing and Safety Plans
  - 1.4.4.1.2 Geometry Plans
  - 1.4.4.1.3 Grading and Drainage Plans
  - 1.4.4.1.4 Paving Plans
  - 1.4.4.1.5 Marking Plans
  - 1.4.4.1.6 Airfield Lighting and Signage Plans
  - 1.4.4.1.7 Alternative 1 Project Notes
  - 1.4.4.1.8 Civil and Drainage Details
  - 1.4.4.1.9 Pavement Structure Details
  - 1.4.4.1.10 Electrical and Lighting Details
- 1.4.5 Development of Design Documents (Included with Design Submittals)

#### **1.5 Alternative 2 Services (60%/90%/100% Design)**

- 1.5.1 Coordination with AVL and Sub-consultants
- 1.5.2 Geotechnical Investigation (Performed by Sub-consultant to AVCON)
- 1.5.3 Retaining Wall Basis of Design Development
- 1.5.4 Grading and Drainage Design
- 1.5.5 Retaining Wall Plan and Profiles
- 1.5.6 Retaining Wall Cross Sections
- 1.5.7 Fence Layout and Security Design
- 1.5.8 Rental Car Road Improvements
- 1.5.9 Develop Construction Phasing Plan and Refinements in Consultation with AVL
- 1.5.10 Prepare Construction Drawings (90%/100%)



- 1.5.10.1.1 Phasing and Safety Plans
  - 1.5.10.1.2 Grading and Drainage Plans
  - 1.5.10.1.3 Retaining Wall Plan and Profiles
  - 1.5.10.1.4 Retaining Wall Cross Sections
  - 1.5.10.1.5 Retaining Wall Details
  - 1.5.10.1.6 Alternative 2 Project Notes
  - 1.5.10.1.7 Civil and Drainage Details
  - 1.5.10.1.8 Lighting and Conduit Plans
  - 1.5.10.1.9 Fence Layout and Security Plans
- 1.5.11 Development of Design Documents (Included with Design Submittals)

## **1.6 Other Services**

- 1.6.1 Prepare and submit FAA Form 7460 and Construction Safety and Phasing Plan
- 1.6.2 Prepare Development Technical Specifications (60%/90%/100%)
- 1.6.3 Prepare Engineer's Report (30%/60%/90%/100%)
- 1.6.4 Prepare Erosion and Sediment Control Permit documents for submittal to NCDEQ
- 1.6.5 Prepare documents for Retaining Wall Permitting with Buncombe County (submitted by AVL)
- 1.6.6 Prepare Quantities and Estimates of Probable Construction Costs (30%/60%/90%/100%)
- 1.6.7 Quality Assurance Review (30%/60%/90%/100%)
- 1.6.8 Finalize Construction Documents into Bid Documents (IFB)

The Design Phase will be considered complete upon delivery of Bid Documents and associated permits.

## **2.0 Bidding Phase Services**

Upon authorization by AVL to proceed, CONSULTANT will support AVL in bidding of the projects. It is assumed that the project will require two bids and be awarded to the lowest responsive and responsible bidder. CONSULTANT will coordinate with AVL for setting DBE goals and outreach.

2.1 Assist AVL in reviewing contractors for prequalification and developing prequalification criteria. Assist AVL in prequalifying multiple contractors with disciplines related to the scope of work.

2.2 Assist AVL in advertising for and obtaining bids for the work and, where applicable, maintain a record of prospective bidders to whom Bidding Documents have been issued. Contractors will obtain Bidding Documents electronically on-line.

2.3 Issue addenda as appropriate to answer questions presented to the CONSULTANT, clarify, correct, or change the Bidding Documents.

2.4 Attend and conduct one (1) Pre-Bid Conference at AVL to present the Project to prospective bidders. Prepare conference agenda and conference notes including a list of conference attendees for circulation to all attendees. If possible, the Pre-Bid Conference will be coordinated with construction meetings onsite in order to better utilize time across multiple projects.

2.5 Attend and conduct one (1) Bid Opening at AVL and prepare a bid tabulation. If possible, the Bid Opening will be coordinated with construction meetings onsite in order to better utilize time across multiple projects.

2.6 Consult with AVL as to the acceptability of subcontractors, suppliers, and other individuals and entities proposed by Contractor for those portions of the Work which such acceptability is required by the Bidding Documents.

2.7 Assist AVL in evaluating Bids and in assembling and awarding a construction contract for the Work. AVCON to provide review of bids for compliance with project documents and recommendation of award.

The Bidding Phase will be considered complete upon the AVL's award of the construction contract.

### **3.0 Construction Phase Services**

CONSULTANT will provide construction phase services for each phase of the project for the duration of the project construction. It is anticipated that the project will be scoped with three phases in mind, Taxiway A, C, and D Rehabilitation, work associated with Alternative 1, and work associated with Alternative 2.

The anticipated construction schedule is as shown below based on consecutive calendar days for Work Items 2 and 3 and overlap of schedule for Work Item 4:

1. Project Start Up and Mobilization:	1 Month
2. Taxiway A, C, and D Rehabilitation:	3 Months
3. Alternative 1:	3 Months
4. Alternative 2:	6 Months (4 Months of Overlap)
5. Project Completion and Close Out:	1 Month
Total Construction Time:	10 months

**3.1 Released for Construction Documents.** Upon award of the construction contract, Released For Construction (RFC) documents, plans, specifications, permits, and other construction documents will be developed.

**3.2 Pre-Construction Conference.** Prepare for and develop meeting agenda, attend and conduct a Pre-Construction Conference prior to the start of project construction, and develop meeting notes and sign in sheet for distribution.

**3.3 Construction Meeting and Site Visits.** Provide construction meetings, site visits, and observation services during the construction phase of the project. Site visits and observations will vary depending on the type of work being performed by the contractor, the location, and the contractors' schedules. Based on the project schedule, phasing and bid alternates, it is anticipated

there will be bi-weekly construction progress meetings and provisions for additional planned/unplanned site visits, as needed, and as outlined below:

- 3.3.1 Forty (40) weekly meetings and site visits
- 3.3.2 Pre-paving Meeting
- 3.3.2 Meeting and Site Visit Notes

Proposed meetings include site visits, development of meeting agenda and meeting notes and sign in sheet.

Site visits and observations by CONSULTANT are not intended to be exhaustive or to extend to every aspect of Contractor's work in progress. Observations are to be limited to spot checking, selective measurement, and similar methods of general observation of the Work based on CONSULTANT's exercise of professional judgment. Based on information obtained during such visits and such observations, CONSULTANT will determine if Contractor's work is generally proceeding in accordance with the Contract Documents, and CONSULTANT shall keep AVL informed of the general progress of the Work.

The purpose of CONSULTANT's visits to the site will be to enable CONSULTANT to better carry out the duties and responsibilities assigned in this Agreement to CONSULTANT during the construction phase by AVL, and, in addition, by the exercise of CONSULTANT's efforts, to provide AVL a greater degree of confidence that the completed Work will conform in general to the Contract Documents and that the integrity of the design concept of the completed Project as a functioning whole as indicated in the Contract Documents has been implemented and preserved by Contractor. CONSULTANT shall not, during such visits or as a result of such observations of Contractor's work in progress, supervise, direct, or have control over Contractor's work, nor shall CONSULTANT have authority over or responsibility for the means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction selected by Contractor, for safety precautions and programs incident to Contractor's work, nor for any failure of Contractor to comply with laws and regulations applicable to Contractor's furnishing and performing the Work. Accordingly, CONSULTANT neither guarantees the performance of any Contractor nor assumes responsibility for any Contractor's failure to furnish and perform its work in accordance with the Contract Documents.

**3.4 Recommendations with Respect to Defective Work.** Recommend to AVL that Contractor's work be disapproved and rejected while it is in progress if, on the basis of such observations, CONSULTANT believes that such work will not produce a completed Project that conforms generally to Contract Documents or that it will prejudice the integrity of the design concept of the completed Project as a functioning whole as indicated in the Contract Documents.

**3.5 Clarifications and Interpretations.** Issue necessary clarifications and interpretations of the Contract Documents to AVL as appropriate to the orderly completion of Contractor's work. Such clarifications and interpretations will be consistent with the intent of the Contract Documents following CONSULTANT's discussions with the design engineering firm of record. Field Orders authorizing variations from the requirements of the Contract Documents will be made by AVL.

**3.6 Change Orders.** Recommend Change Orders to AVL, as appropriate. Review and make recommendations related to Change Orders submitted or proposed by the Contractor.

**3.7 Shop Drawings and Samples.** Review and approve or take other appropriate action in respect to Shop Drawings and Samples and other data which Contractor is required to submit, but only for conformance with the information given in the Contract Documents and compatibility with the design concept of the completed Project as a functioning whole as indicated in the Contract Documents. Such review and approvals or other action will not extend to means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction or to related safety precautions and programs.

**3.8 Substitutes and "or-equal."** Evaluate and determine the acceptability of substitute or "or-equal" materials and equipment proposed by Contractor in accordance with the Contract Documents, but subject to the provisions of applicable standards of state or local government entities.

**3.9 Inspections and Tests.** Require such special inspections or tests of Contractor's work as CONSULTANT deems appropriate and receive and review certificates of inspections within CONSULTANT's area of responsibility or of tests and approvals required by laws and regulations or the Contract Documents. CONSULTANT's review of such certificates will be for the purpose of determining that the results certified indicate compliance with the Contract Documents and will not constitute an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the requirements of the Contract Documents. CONSULTANT shall be entitled to rely on the results of such tests and the facts being certified.

**3.10 Disagreements between AVL and Contractor.** As necessary, render written decision on all claims of AVL and Contractor relating to the acceptability of Contractor's work or the interpretation of the requirements of the Contract Documents pertaining to the progress of Contractor's work. In rendering such decisions, CONSULTANT shall be fair and not show partiality to AVL or Contractor and shall not be liable in connection with any decision rendered in good faith in such capacity.

**3.11 Applications for Payment.** Based on CONSULTANT's observations and on review of applications for payment and accompanying supporting documentation:

Determine the amounts that CONSULTANT recommends Contractor be paid. Such recommendations of payment will be in writing and will constitute CONSULTANT's representation to AVL, based on such observations and review, that, to the best of CONSULTANT's knowledge, information and belief, Contractor's work has progressed to the point indicated, such work-in-progress is generally in accordance with the Contract Documents (subject to an evaluation of the Work as a functioning whole prior to or upon Substantial Completion, to the results of any subsequent tests called for in the Contract Documents, and to any other qualifications stated in the recommendation), and the conditions precedent to Contractor's being entitled to such payment appear to have been fulfilled insofar as it is CONSULTANT's responsibility to so determine. In the case of unit price work, CONSULTANT's recommendations of payment will

include final determinations of quantities and classifications of Contractor's work, based on observations and measurements of quantities provided with pay requests.

By recommending any payment, CONSULTANT shall not thereby be deemed to have represented that observations made by CONSULTANT to check Contractor's work as it is performed and furnished have been exhaustive, extended to every aspect of Contractor's work in progress, or involved detailed inspections of the Work beyond the responsibilities specifically assigned to CONSULTANT in this Agreement. Neither CONSULTANT's review of Contractor's work for the purposes of recommending payments nor CONSULTANT's recommendation of any payment including final payment will impose on CONSULTANT responsibility to supervise, direct, or control Contractor's work in progress or for the means, methods, techniques, equipment choice and usage, sequences, or procedures of construction of safety precautions or programs incident thereto, nor Contractor's compliance with Laws and Regulations applicable to Contractor's furnishing and performing the Work. It will also not impose responsibility on CONSULTANT to make any examination to ascertain how or for what purposes Contractor has used the moneys paid on account of the Contract Price, nor to determine that title to any portion of the work in progress, materials, or equipment has passed to AVL free and clear of any liens, claims, security interests, or encumbrances, nor that there may not be other matters at issue between AVL and Contractor that might affect the amount that should be paid.

**3.12 Substantial Completion.** Promptly after notice from Contractor that Contractor considers the entire Work ready for its intended use, in company with AVL and Contractor, conduct a site visit to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list. If after considering any objections of AVL, CONSULTANT considers the Work substantially complete, CONSULTANT shall notify AVL and Contractor.

**3.13 Final Notice of Acceptability of the Work.** Conduct a final site visit to determine if the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that CONSULTANT may recommend, in writing, final payment to Contractor. Accompanying the recommendation for final payment, CONSULTANT shall also provide a notice that the Work is generally in accordance with the Contract Documents to the best of CONSULTANT's knowledge, information, and belief and based on the extent of the services provided by CONSULTANT under this Agreement and based upon information provided to CONSULTANT upon which it is entitled to rely.

**3.14 Limitation of Responsibilities.** CONSULTANT shall not be responsible for the acts or omissions of any Contractor, or of any of their subcontractors, suppliers, or of any other individual or entity performing or furnishing the Work. CONSULTANT shall not have the authority or responsibility to stop the work of any Contractor.

**3.15 Construction Quality Assurance (CQA) Testing Services During Construction.** AVL to work with others to provide CQA testing during construction but will mostly rely on the Contractor's testing during construction and final survey to determine compliance. AVCON to work with others in the review and coordination of CQA testing results and associated reporting.

**3.16 Construction Quality Assurance (CQA) Surveying.** AVL to work with others to provide CQA survey checks during construction but will mostly rely on the Contractor's surveys during construction and final survey to determine compliance. AVCON to work with others in the review and coordination of CQA survey checks.

**3.17 Project Coordination.** CONSULTANT will coordinate project related work and issues with AVL as applicable.

**3.18 Deliverables.** CONSULTANT will provide "record" drawings of the project to AVL. Information gathered by CONSULTANT and "as constructed" information provided by the Contractor will be used for this task. CONSULTANT will provide final abbreviated engineers/construction report for the project. The report will be signed by a licensed North Carolina Professional Engineer.

## **4.0 Additional Information**

### **4.1 Assumptions**

The following assumptions have been made in the development of this Scope of Services:

- AVL will provide access to Airport property to AVCON and AVCON's subconsultants.
- Up to 3 retaining wall alternatives will be developed based on existing and future development along Rental Car Drive.
- Retaining wall design and associated work will not be completed until approved by AVL. The approved retaining wall will be utilized as the basis of design for design services related to Alternative 2.
- Retaining wall location, design, and construction will require impacts and improvements to Rental Car Drive.
- Project drawings will be prepared in AutoCAD 2020 format or newer.
- AVL will coordinate with the FAA ATCT personnel for meeting attendance, review and input regarding construction phasing and sequencing of the construction work, as well as potential aircraft movements on the airfield during construction.
- A NCDEQ Land Disturbance Permit will be required for this project.
- A NCDEQ Stormwater Application and Permit are not required by this project since no additional impervious areas are being created. If additional impervious areas are created or drainage patterns changed beyond those expected, a NCDEQ Stormwater Application and Permit may be required.
- Full Time Inspection and Resident Project Representative (RPR) and construction related testing, observations, and survey to be provided by others.

### **4.2 Deliverables**

- 30% Design Submittal (PDF Only)
- 60% Design Submittal (PDF Only)
- 90%/100% Design Submittal (PDF Only)
- Issued for Bid Submittal (PDF Only)
- NCDEQ application and permit (Word or PDF Only)

#### **4.3 Services Not Included In This Task Order**

- Full Time Inspection and Resident Project Representative (RPR)
- QA/QC Testing
- QA/QC Retaining Wall Testing and Oversight
- QA/QC Survey
- Permitting fees (to be paid by AVL)
- Wayfinding signage
- DBE goal setting or evaluation
- Boundary surveys
- ALP or other planning document updates

#### **4.4 Schedule**

- |                              |                 |
|------------------------------|-----------------|
| • Notice to Proceed          | May 2024        |
| • Survey                     | May – July 2024 |
| • Geotechnical Investigation | May – July 2024 |
| • 30% Design Submittal       | TBD             |
| • 60% Design Submittal       | TBD             |
| • 90%/100% Design Submittal  | TBD             |
| • Advertisement and Bidding  | TBD             |
| • Construction               | Spring 2025     |

**PROFESSIONAL FEE SUMMARY  
DESIGN, BIDDING, AND CPS  
FOR THE  
TAXIWAY A REHABILITATION  
  
ASHEVILLE REGIONAL AIRPORT**

AVCON Project No. 2024.0157.01

DATE: 4/26/2024

<u>Item Description</u>	<u>Fees</u>	<u>Method</u>
<b>TASK 1.1 30% Design</b>		
Direct Labor Costs	\$95,484.00	
Direct Expenses	\$1,900.00	
Subs	\$163,995.00	
30% Design Subtotal	\$261,379.00	
	<b>USE: \$261,379.00</b>	<b>LS</b>
<b>TASK 1.2 60% Design</b>		
Direct Labor Costs	\$152,033.00	
Direct Expenses	\$2,250.00	
Subs	\$0.00	
60% Design Subtotal	\$154,283.00	
	<b>USE: \$154,283.00</b>	<b>LS</b>
<b>TASK 1.3 Final Design</b>		
Direct Labor Costs	\$126,365.00	
Direct Expenses	\$2,400.00	
Subs	\$0.00	
Final Design Subtotal	\$128,765.00	
	<b>USE: \$128,765.00</b>	<b>LS</b>
<b>TASK 1.4 Alternative 1 Services (60%/90%/100% Design)</b>		
Direct Labor Costs	\$79,042.00	
Direct Expenses	\$150.00	
Subs	\$0.00	
Alternative 1 Services Subtotal	\$79,192.00	
	<b>USE: \$79,192.00</b>	<b>LS</b>
<b>TASK 1.5 Alternative 2 Services (60%/90%/100% Design)</b>		
Direct Labor Costs	\$178,099.00	
Direct Expenses	\$150.00	
Subs	\$67,000.00	
Alternative 2 Services Subtotal	\$245,249.00	
	<b>USE: \$245,249.00</b>	<b>LS</b>
<b>TASK 2.0 Bidding Phase Services</b>		
Direct Labor Costs	\$16,820.00	
Direct Expenses	\$1,250.00	
Subs	\$0.00	
Bidding Subtotal	\$18,070.00	
	<b>USE: \$18,070.00</b>	<b>LS</b>
<b>TASK 3.0 Construction Phase Services</b>		
Direct Labor Costs	\$231,104.00	
Direct Expenses	\$11,100.00	
Subs	\$0.00	
CPS Subtotal	\$242,204.00	
	<b>USE: \$242,204.00</b>	<b>LS</b>
<b>TOTAL</b>	<b>USE: \$1,129,142.00</b>	<b>LS</b>





Scope	POSITION	PRINCIPAL		SR. PROJECT MANAGER		SR. ENGINEER / SR. PLANNER		PROJECT ENGINEER		SENIOR CADD DESIGNER		CADD TECH		ADMINISTRATIVE		TOTAL		
	AVCON, INC.															Rate (\$/Hour):	\$278	\$254
Task No.		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Rate
<b>1.2</b>	<b>Design Phase Services (60% Design)</b>																	
1.2.1	Project Management and Coordination		\$0	8	\$2,032	16	\$2,720		\$0		\$0		\$0		\$0	24	\$4,752	\$198
1.2.2	Interim Design Meetings and Coordination (say 2)		\$0	16	\$4,064	16	\$2,720	4	\$536	4	\$492	4	\$392		\$0	44	\$8,204	\$186
1.2.3	Develop Construction Phasing Plan and Refine in Consultation with AVL;		\$0	8	\$2,032	16	\$2,720	24	\$3,216	8	\$984	8	\$784		\$0	64	\$9,736	\$152
1.2.4	Preliminary Milling and Demolition Limits		\$0	2	\$508	8	\$1,360	8	\$1,072	8	\$984	8	\$784		\$0	34	\$4,708	\$138
1.2.5	Preliminary Geometric Layout		\$0	4	\$1,016	8	\$1,360	24	\$3,216	16	\$1,968	8	\$784		\$0	60	\$8,344	\$139
1.2.6	Preliminary Paving Elevations, Spots, and Profiles		\$0	4	\$1,016	16	\$2,720	24	\$3,216	24	\$2,952	16	\$1,568		\$0	84	\$11,472	\$137
1.2.7	Preliminary Erosion and Sediment Control Design		\$0	2	\$508	8	\$1,360	8	\$1,072	8	\$984	8	\$784		\$0	34	\$4,708	\$138
1.2.8	Safety, Phasing, and Access Design		\$0	8	\$2,032	16	\$2,720	16	\$2,144	24	\$2,952	8	\$784		\$0	72	\$10,632	\$148
1.2.9	Prepare Construction Drawings (60%)		\$0	0	\$0	14	\$2,380	116	\$15,544	201	\$24,723	203	\$19,894	0	\$0	534	\$62,541	\$117
1.2.10	Development of 60% Design Documents		\$0	20	\$5,080	20	\$3,400	56	\$7,504	24	\$2,952	16	\$1,568	24	\$1,968	160	\$22,472	\$140
1.2.11	Meet and review completed 60% Design Documents with AVL;		\$0	8	\$2,032	8	\$1,360	8	\$1,072		\$0		\$0		\$0	24	\$4,464	\$186
	<b>Subtotal 60% Design Phase Services Labor:</b>	<b>0</b>	<b>\$0</b>	<b>80</b>	<b>\$20,320</b>	<b>146</b>	<b>\$24,820</b>	<b>288</b>	<b>\$38,592</b>	<b>317</b>	<b>\$38,991</b>	<b>279</b>	<b>\$27,342</b>	<b>24</b>	<b>\$1,968</b>	<b>1134</b>	<b>\$152,033</b>	<b>\$134</b>
	<b>60% Design Phase Direct Expenses</b>																	
	Printing																\$1,500	
	Mileage																\$600	
	Per Diem																\$150	
	<b>Subtotal 60% Design Phase Direct Expenses:</b>																<b>\$2,250</b>	
	<b>60% Design Phase Subcontractors</b>																	
	None																	
	<b>Subtotal 60% Design Phase Subcontractors:</b>																<b>\$0</b>	
	<b>Subtotal 60% Design Phase:</b>																<b>\$154,283</b>	

POSITION AVCON, INC.		PRINCIPAL		SR. PROJECT MANAGER		SR. ENGINEER / SR. PLANNER		PROJECT ENGINEER		SENIOR CADD DESIGNER		CADD TECH		ADMINISTRATIVE		TOTAL		
Scope	Rate (\$/Hour):	\$278		\$254		\$170		\$134		\$123		\$98		\$82		labor hours	Cost	Avg. Hourly Rate
Task No.		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost			
<b>1.3</b>	<b>FINAL DESIGN PHASE SERVICES (90% / 100% DESIGN)</b>																	
1.3.1	Project Management and Coordination		\$0	8	\$2,032	16	\$2,720		\$0		\$0		\$0		\$0	24	\$4,752	\$198
1.3.2	Interim Design Meetings and Coordination (say 2)		\$0	16	\$4,064	16	\$2,720	8	\$1,072	4	\$492		\$0		\$0	44	\$8,348	\$190
1.3.3	Construction Phasing Plan and Refinements in Consultation with AVL		\$0	8	\$2,032	16	\$2,720	16	\$2,144	8	\$984		\$0		\$0	48	\$7,880	\$164
1.3.4	Milling and Demolition Limits		\$0		\$0	8	\$1,360	8	\$1,072	4	\$492	4	\$392		\$0	24	\$3,316	\$138
1.3.5	Geometric Layout		\$0		\$0	8	\$1,360	16	\$2,144	8	\$984	8	\$784		\$0	40	\$5,272	\$132
1.3.6	Paving Elevations, Spots, and Profiles		\$0		\$0	16	\$2,720	24	\$3,216	24	\$2,952	16	\$1,568		\$0	80	\$10,456	\$131
1.3.7	Erosion and Sediment Control Design		\$0		\$0	8	\$1,360	8	\$1,072	4	\$492	4	\$392		\$0	24	\$3,316	\$138
1.3.8	Safety, Phasing, and Access Design		\$0	4	\$1,016	16	\$2,720	8	\$1,072	8	\$984	4	\$392		\$0	40	\$6,184	\$155
1.3.9	Prepare Construction Drawings (90%/100%)		\$0	0	\$0	10	\$1,700	78	\$10,452	133	\$16,359	135	\$13,230	0	\$0	356	\$41,741	\$117
1.3.10	Development of 90%/100% Design Documents		\$0	24	\$6,096	30	\$5,100	64	\$8,576	24	\$2,952	16	\$1,568	36	\$2,952	194	\$27,244	\$140
1.3.11	Meet and review completed 90%/100% Design Documents with AVL		\$0	16	\$4,064	16	\$2,720	8	\$1,072		\$0		\$0		\$0	40	\$7,856	\$196
<b>Subtotal Final Design Phase Services Labor:</b>		<b>0</b>	<b>\$0</b>	<b>76</b>	<b>\$19,304</b>	<b>160</b>	<b>\$27,200</b>	<b>238</b>	<b>\$31,892</b>	<b>217</b>	<b>\$26,691</b>	<b>187</b>	<b>\$18,326</b>	<b>36</b>	<b>\$2,952</b>	<b>914</b>	<b>\$126,365</b>	<b>\$138</b>
<b>Final Design Phase Direct Expenses</b>																		
Printing																		\$1,500
Mileage																		\$700
Per Diem																		\$200
<b>Subtotal Final Design Phase Direct Expenses:</b>																		<b>\$2,400</b>
<b>Final Design Phase Subcontractors</b>																		
None																		
<b>Subtotal Final Design Phase Subcontractors:</b>																		<b>\$0</b>
<b>Subtotal Final Design Phase:</b>																		<b>\$128,765</b>

**ASHEVILLE REGIONAL AIRPORT  
TAXIWAY A REHABILITATION PROJECT**

**Preparation of Construction Drawings for the Taxiway A Rehabilitation Project**

List of Drawings/Plans Sheets					Sr. Project Manager	Sr. Engineer / Sr. Planner	Project Engineer	Sr. CAD Designer	CAD Tech	Admin / Clerical	Total MHS
	Total	60%	90%	100%/Bid							
Cover Sheet	1	1	1	1	0	0	0	2	2	0	4
Index of Drawings	1	1	1	1	0	0	0	2	2	0	4
Bid Schedules and/or Summary of Quantities	2	2	2	2	0	0	2	4	4	0	10
General Notes, Legend, and Abbreviations	1	1	1	1	0	0	0	2	4	0	6
Survey Control Sheet	1	1	1	1	0	0	0	2	4	0	6
Pavement Boring/Core Layout, Core Logs and Related Information	6	0	6	6	0	0	2	6	6	0	14
Access Control Plan/Staging Area/Haul Routes/Notes	3	3	3	3	0	4	4	6	6	0	20
Safety and Security Notes	2	2	2	2	0	0	2	4	4	0	10
Safety Plans, Notes & Details	6	6	6	6	0	4	4	18	18	0	44
Construction Phasing Plan Overview	1	1	1	1	0	4	8	8	4	0	24
Construction Phasing/Sequencing/Schedule Plans/Details/Notes	8	8	8	8	0	4	32	32	32	0	100
Existing Conditions Plans (Taxiway A)	6	6	6	6	0	0	12	18	18	0	48
Demolition/Milling/Pavement Removal Plans (Taxiway A)	6	6	6	6	0	0	6	18	18	0	42
Demolition/Milling/Pavement Removal Details	1	1	1	1	0	0	2	4	4	0	10
Geometric Layout Plans (Taxiway A)	6	6	6	6	0	0	18	36	36	0	90
Grading and Drainage Plans	6	6	6	6	0	0	18	36	36	0	90
Grading and Drainage Details and Notes	1	1	1	1	0	0	4	8	8	0	20
Paving Plans (Taxiway A)	6	6	6	6	0	0	18	36	36	0	90
Typical Sections; Pavement Joint/Tie-In Details	2	2	2	2	0	0	4	8	8	0	20
Pavement Marking Plans (Taxiway A)	6	6	6	6	0	0	18	36	36	0	90
Pavement Marking Plans, Details and Notes	3	3	3	3	0	0	4	8	8	0	20
Miscellaneous Details	2	0	2	2	0	0	8	16	16	0	40
Erosion and Sediment Control Plan	4	4	4	4	0	8	12	16	20	0	56
Erosion and Sediment Control Details and Notes	4	4	4	4	0	0	16	8	8	0	32
<b>TOTAL PLAN SHEETS</b>	<b>85</b>	<b>77</b>	<b>85</b>	<b>85</b>	<b>0</b>	<b>24</b>	<b>194</b>	<b>334</b>	<b>338</b>	<b>0</b>	<b>890</b>
60% Design Submittal (rounded) - 60% effort					0	14	116	201	203	0	534
90%/100% Design Submittal (rounded) - 40% effort					0	10	78	133	135	0	356
check					0	24	194	334	338	0	890

60% Design Development Documents											
Prepare 60% Construction Safety and Phasing Plan (CSPP)					4	4	16	8	8	4	44
Prepare Development Technical Specifications (60%)					4	8	8			8	28
Prepare Engineer's Report (60%)					2		16	8		8	34
Prepare Quantities and Estimates of Probable Construction Costs (60%)					2		16	8	8	4	38
Quality Assurance Review (60%)					8	8					16
<b>Total</b>					<b>20</b>	<b>20</b>	<b>56</b>	<b>24</b>	<b>16</b>	<b>24</b>	<b>160</b>
90%/100% Design Development Documents											
Prepare Final Construction Safety and Phasing Plan (CSPP)					2	2	16	8	8	8	44
Prepare Development Technical Specifications (90%/100%)					8	16	16			16	56
Prepare Engineer's Report (90%/100%)					4		16	8		8	36
Prepare Quantities and Estimates of Probable Construction Costs (90%/100%)					2	4	16	8	8	4	42
Quality Assurance Review (90%/100%)					8	8					16
<b>Total</b>					<b>24</b>	<b>30</b>	<b>64</b>	<b>24</b>	<b>16</b>	<b>36</b>	<b>194</b>
<b>Total</b>					<b>32</b>	<b>38</b>	<b>64</b>	<b>24</b>	<b>16</b>	<b>36</b>	<b>210</b>

Scope	POSITION	PRINCIPAL		SR. PROJECT MANAGER		SR. ENGINEER / SR. PLANNER		PROJECT ENGINEER		SENIOR CADD DESIGNER		CADD TECH		ADMINISTRATIVE		TOTAL			
	AVCON, INC.	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Avg. Hourly Rate	
Task No.	Rate (\$/Hour):	\$278		\$254		\$170		\$134		\$123		\$98		\$82					
<b>1.4</b>	<b>Alternative 1 Services (60%,90%, 100% Design)</b>																		
1.4.1	Removal of Taxiway H and J and Design of a new Taxiway H (including Electrical)		\$0	4	\$1,016	40	\$6,800	24	\$3,216	8	\$984	8	\$784		\$0	84	\$12,800	\$152	
1.4.2	Design of Taxiway G and K Widening and Strengthening (including Electrical)		\$0	4	\$1,016	40	\$6,800	24	\$3,216	8	\$984	8	\$784		\$0	84	\$12,800	\$152	
1.4.3	Develop Construction Phasing Plan and Refinements in Consultation with AVL		\$0	2	\$508	8	\$1,360	4	\$536		\$0		\$0		\$0	14	\$2,404	\$172	
1.4.4	Prepare Construction Drawings (60%, 90%,100%)		\$0	0	\$0	16	\$2,720	22	\$2,948	88	\$10,824	88	\$8,624	0	\$0	214	\$25,116	\$117	
1.4.5	Development of Design Documents (Included with Design Submittals)		\$0	14	\$3,556	60	\$10,200	54	\$7,236	18	\$2,214	16	\$1,568	14	\$1,148	176	\$25,922	\$147	
<b>Subtotal Alternative 1 Services (60%,90%, 100% Design) Services Labor:</b>		<b>0</b>	<b>\$0</b>	<b>24</b>	<b>\$6,096</b>	<b>164</b>	<b>\$27,880</b>	<b>128</b>	<b>\$17,152</b>	<b>122</b>	<b>\$15,006</b>	<b>120</b>	<b>\$11,760</b>	<b>14</b>	<b>\$1,148</b>	<b>572</b>	<b>\$79,042</b>	<b>\$138</b>	
<b>Alternative 1 Services (60%,90%, 100% Design) Phase Direct Expenses</b>																			
Printing																			\$150
Mileage																			\$0
Per Diem																			\$0
																<b>Alternative 1 Services (60%,90%, 100% Design) Direct Expenses:</b>		<b>\$150</b>	
<b>Alternative 1 Services (60%,90%, 100% Design) Phase Subcontractors</b>																			
None																			
																<b>Alternative 1 Services (60%,90%, 100% Design) Subcontractors:</b>		<b>\$0</b>	
<b>Subtotal Alternative 1 Services (60%,90%, 100% Design) Phase:</b>																	<b>\$79,192</b>		

**ASHEVILLE REGIONAL AIRPORT  
TAXIWAY A REHABILITATION PROJECT**

**Preparation of Construction Drawings for the Taxiway A Rehabilitation Project - Alternative 1**

List of Drawings/Plans Sheets					Sr. Project Manager	Sr. Engineer / Sr. Planner	Project Engineer	Sr. CAD Designer	CAD Tech	Admin / Clerical	Total MHs
	Total	60%	90%	100%/Bid							
Construction Phasing/Sequencing/Schedule Plans/Details/Notes	2	2	2	2	0	2	2	8	8	0	20
Existing Conditions Plans	2	2	2	2	0	0	2	8	8	0	18
Geometric Layout Plans	2	2	2	2	0	2	2	8	8	0	20
Demolition/Milling/Pavement Removal Plans	2	2	2	2	0	2	2	8	8	0	20
Grading and Drainage Plans	2	2	2	2	0	2	2	8	8	0	20
Paving Plans	2	2	2	2	0	2	2	8	8	0	20
Pavement Marking Plans	2	2	2	2	0	2	2	8	8	0	20
Erosion and Sediment Control Plan	2	2	2	2	0	2	2	8	8	0	20
Electrical Plans	4	4	4	4	0	2	4	16	16	0	38
Electrical Details	4	4	4	4	0	0	2	8	8	0	18
<b>TOTAL PLAN SHEETS</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>16</b>	<b>22</b>	<b>88</b>	<b>88</b>	<b>0</b>	<b>214</b>
60% Design Submittal (rounded) - 60% effort					0	10	13	53	53	0	129
90%/100% Design Submittal (rounded) - 40% effort					0	6	9	35	35	0	85
					check 0	16	22	88	88	0	<b>214</b>

**60% Design Development Documents**

Prepare 60% Construction Safety and Phasing Plan (CSPP)						2	2	2			6
Prepare Development Technical Specifications (60%)					2	4	4			8	18
Sediment and Erosion Control Design and Application (Initial)						8	16	4	4		32
Prepare Engineer's Report (60%)					2	8				2	12
Prepare Quantities and Estimates of Probable Construction Costs (60%)					2	8	8	4	4		26
Quality Assurance Review (60%)					4	2					6
<b>Total</b>					<b>10</b>	<b>32</b>	<b>30</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>100</b>

**90%/100% Design Development Documents**

Prepare Final Construction Safety and Phasing Plan (CSPP)						2					2
Prepare Development Technical Specifications (90%/100%)						4	4			4	12
Sediment and Erosion Control Design and Application (Final)						8	8	4	4		24
Prepare Engineer's Report (90%/100%)						4	4				8
Prepare Quantities and Estimates of Probable Construction Costs (90%/100%)						8	8	4	4		24
Quality Assurance Review (90%/100%)					4	2					6
<b>Total</b>					<b>4</b>	<b>28</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>76</b>
<b>Total</b>					<b>14</b>	<b>60</b>	<b>54</b>	<b>18</b>	<b>16</b>	<b>14</b>	<b>176</b>

Scope	POSITION	PRINCIPAL		SR. PROJECT MANAGER		SR. ENGINEER / SR. PLANNER		PROJECT ENGINEER		SENIOR CADD DESIGNER		CADD TECH		ADMINISTRATIVE		TOTAL				
	AVCON, INC.															Rate (\$/Hour):	\$278	\$254	\$170	\$134
Task No.		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Rate
<b>1.5</b>	<b>Alternative 2 Services (60%, 90%,100%)</b>																			
1.5.1	Coordination with AVL and Sub-consultants		\$0	2	\$508	4	\$880	4	\$536		\$0		\$0		\$0	10	\$1,724			\$172
1.5.2	Geotechnical Investigation (Performed by Sub-consultant to AVCON)		\$0		\$0	2	\$340	4	\$536		\$0		\$0		\$0	6	\$876			\$146
1.5.3	Retaining Wall Basis of Design Development		\$0	4	\$1,016	16	\$2,720		\$0		\$0		\$0		\$0	20	\$3,736			\$187
1.5.4	Grading and Drainage Design		\$0	8	\$2,032	40	\$6,800	40	\$5,360	16	\$1,968	8	\$784		\$0	112	\$16,944			\$151
1.5.5	Retaining Wall Plan and Profiles		\$0	8	\$2,032	16	\$2,720	24	\$3,216	8	\$984	4	\$392		\$0	60	\$9,344			\$156
1.5.6	Retaining Wall Cross Sections		\$0	2	\$508	8	\$1,360	16	\$2,144	8	\$984	8	\$784		\$0	42	\$5,780			\$138
1.5.7	Fence Layout and Security Design		\$0	4	\$1,016	8	\$1,360	16	\$2,144	8	\$984	8	\$784		\$0	44	\$6,288			\$143
1.5.8	Rental Car Road Improvements		\$0	8	\$2,032	48	\$8,160	40	\$5,360	16	\$1,968	8	\$784		\$0	120	\$18,304			\$153
1.5.9	Develop Construction Phasing Plan and Refinements in Consultation with AVL		\$0	8	\$2,032	8	\$1,360	8	\$1,072	4	\$492	4	\$392		\$0	32	\$5,348			\$167
1.5.10	Prepare Construction Drawings (60%, 90%, 100%)		\$0		\$0	25	\$4,250	106	\$14,204	295	\$36,285	223	\$21,854		\$0	649	\$76,593			\$118
1.5.11	Development of Design Doment (Included with Design Submittals)		\$0	16	\$4,064	68	\$11,560	76	\$10,184	34	\$4,182	24	\$2,352	10	\$820	228	\$33,162			\$145
<b>Subtotal Alternative 2 Services (60%, 90%,100%) Services Labor:</b>		<b>0</b>	<b>\$0</b>	<b>60</b>	<b>\$15,240</b>	<b>243</b>	<b>\$41,310</b>	<b>334</b>	<b>\$44,756</b>	<b>389</b>	<b>\$47,647</b>	<b>287</b>	<b>\$28,126</b>	<b>10</b>	<b>\$820</b>	<b>1323</b>	<b>\$178,099</b>			<b>\$136</b>
<b>Alternative 2 Services (60%, 90%,100%) Direct Expenses</b>																	<b>\$150</b>			
Printing																	<b>\$0</b>			
Mileage																	<b>\$0</b>			
Per Diem																	<b>\$0</b>			
<b>Alternative 2 Services (60%, 90%,100%) Direct Expenses:</b>																	<b>\$150</b>			
<b>Alternative 2 Services (60%, 90%,100%) Subcontractors</b>																				
Retaining Wall Geotechnical Exploration and Design																	\$60,900			
Subconsultant Admin Fee (10%)																	\$6,100			
<b>Alternative 2 Services (60%, 90%,100%) Subcontractors:</b>																	<b>\$67,000</b>			
<b>Subtotal Alternative 2 Services (60%, 90%,100%):</b>																	<b>\$245,249</b>			

**ASHEVILLE REGIONAL AIRPORT  
TAXIWAY A REHABILITATION PROJECT**

**Preparation of Construction Drawings for the Taxiway A Rehabilitation Project - Alternative 2**

List of Drawings/Plans Sheets					Sr. Project Manager	Sr. Engineer / Sr. Planner	Project Engineer	Sr. CAD Designer	CAD Tech	Admin / Clerical	Total MHS
	Total	60%	90%	100%/Bid							
Boring/Core Layout, Core Logs and Related Information	5	5	5	5	0	0	2	8	4	0	14
Access Control Plan/Staging Area/Haul Routes/Notes	1	1	1	1	0	2	4	4	8	0	18
Safety and Security Notes	1	1	1	1	0	0	2	8	4	0	14
Safety Plans, Notes & Details	1	1	1	1	0	2	4	4	4	0	14
Construction Phasing Plan Overview	1	1	1	1	0	2	4	4	4	0	14
Construction Phasing/Sequencing/Schedule Plans/Details/Notes	6	6	6	6	0	0	6	36	18	0	60
Existing Conditions Plans	4	4	4	4	0	0	8	24	12	0	44
Geometric Layout Plans	4	4	4	4	0	0	8	24	12	0	44
Demolition/Milling/Pavement Removal Plans	4	4	4	4	0	0	8	24	12	0	44
Grading and Drainage Plans	4	4	4	4	0	4	8	24	12	0	48
Grading and Drainage Notes	1	1	1	1	0	0	2	4	2	0	8
Rental Car Road Improvements Plan	3	3	3	3	0	3	6	9	9	0	27
Rental Car Road Improvements Profile	2	2	2	2	0	2	4	6	6	0	18
Retaining Wall Plans	3	3	3	3	0	3	6	9	9	0	27
Retaining Wall Profiles	3	3	3	3	0	3	6	9	9	0	27
Retaining Wall Cross Sections	10	10	10	10	0	4	8	30	30	0	72
Typical Sections; Pavement Joint/Tie-In Details (including temp. and permanent transition details)	2	2	2	2	0	0	2	8	8	0	18
Fence Layout and Security Plans	4	4	4	4	0	0	4	16	16	0	36
Fence Details	2	2	2	2	0	0	2	8	8	0	18
Miscellaneous Details	2	2	2	2	0	0	2	8	8	0	18
Erosion and Sediment Control Plan	6	6	6	6	0	0	6	24	24	0	54
Erosion and Sediment Control Details and Notes	4	4	4	4	0	0	4	4	4	0	12
<b>TOTAL PLAN SHEETS</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>0</b>	<b>25</b>	<b>106</b>	<b>295</b>	<b>223</b>	<b>0</b>	<b>649</b>
60% Design Submittal (rounded) - 60% effort					0	15	64	177	134	0	390
90%/100% Design Submittal (rounded) - 40% effort					0	10	42	118	89	0	259
check					0	25	106	295	223	0	649

**60% Design Development Documents**

Prepare 60% Construction Safety and Phasing Plan (CSPP)						2	2	2			6
Prepare Development Technical Specifications (60%)						8	4			4	16
Sediment and Erosion Control Design and Application (Initial)						8	20	8	8		44
Retaining Wall Permit Application to Buncombe County (Initial)						8					8
Prepare Engineer's Report (60%)						4	4			2	10
Prepare Quantities and Estimates of Probable Construction Costs (60%)						4	8	8	4		24
Quality Assurance Review (60%)					8	4					12
<b>Total</b>					<b>8</b>	<b>38</b>	<b>38</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>120</b>

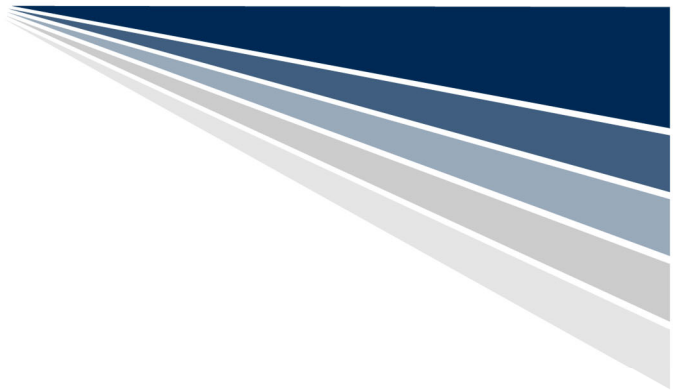
**90%/100% Design Development Documents**

Prepare Final Construction Safety and Phasing Plan (CSPP)						2	2				4
Prepare Development Technical Specifications (90%/100%)						4	4			4	12
Sediment and Erosion Control Design and Application (Final)						8	20	8	8		44
Retaining Wall Permit Application to Buncombe County (Final)						4					4
Prepare Engineer's Report (90%/100%)						4	4				8
Prepare Quantities and Estimates of Probable Construction Costs (90%/100%)						4	8	8	4		24
Quality Assurance Review (90%/100%)					8	4					12
<b>Total</b>					<b>8</b>	<b>30</b>	<b>38</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>108</b>
<b>Total</b>					<b>16</b>	<b>68</b>	<b>76</b>	<b>34</b>	<b>24</b>	<b>10</b>	<b>228</b>



POSITION		PRINCIPAL		SR. PROJECT MANAGER		SR. ENGINEER / SR. PLANNER		PROJECT ENGINEER		SENIOR CADD DESIGNER		CADD TECH		ADMINISTRATIVE		TOTAL			
Scope	AVCON, INC.	\$278		\$254		\$170		\$134		\$123		\$98		\$82		labor hours	Cost	Avg. Hourly Rate	
Task No.	Rate (\$/Hour):	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost				
2.0	<b>Bidding Phase Services</b>																		
2.1	Assist AVL in advertising for and obtaining bids		\$0	4	\$1,016	4	\$680		\$0		\$0		\$0	4	\$328	12	\$2,024	\$169	
2.2	Issue addenda		\$0	4	\$1,016	8	\$1,360	4	\$536		\$0		\$0	4	\$328	20	\$3,240	\$162	
2.3	Attend and Conduct Pre-bid Conference		\$0	8	\$2,032	8	\$1,360	4	\$536		\$0		\$0		\$0	20	\$3,928	\$196	
2.4	Attend and Conduct Bid Opening (2)		\$0	12	\$3,048	12	\$2,040		\$0		\$0		\$0		\$0	24	\$5,088	\$212	
2.5	Acceptability of Contractors and their Sub-contractors		\$0	2	\$508	4	\$680		\$0		\$0		\$0		\$0	6	\$1,188	\$198	
2.6	Bid Evaluation		\$0	2	\$508	4	\$680		\$0		\$0		\$0	2	\$164	8	\$1,352	\$169	
<b>Subtotal Bidding Phase Services Labor:</b>		<b>0</b>	<b>\$0</b>	<b>32</b>	<b>\$8,128</b>	<b>40</b>	<b>\$6,800</b>	<b>8</b>	<b>\$1,072</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>10</b>	<b>\$820</b>	<b>90</b>	<b>\$16,820</b>	<b>\$187</b>	
<b>Bidding Phase Direct Expenses</b>																			
Printing																		\$500	
Mileage																		\$600	
Per Diem																		\$150	
																		<b>Bidding Phase Direct Expenses:</b>	<b>\$1,250</b>
<b>Bidding Phase Subcontractors</b>																			
None																			
																		<b>Bidding Phase Subcontractors:</b>	<b>\$0</b>
																		<b>Subtotal Bidding Phase:</b>	<b>\$18,070</b>

Scope Task No.	POSITION	CONSTRUCTION INSPECTOR		SR. PROJECT MANAGER		SR. ENGINEER / SR. PLANNER		PROJECT ENGINEER		SENIOR CADD DESIGNER		CADD TECH		ADMINISTRATIVE		TOTAL		
	AVCON, INC.	\$107		\$262		\$176		\$139		\$127		\$101		\$85		labor hours	Cost	Avg. Hourly Rate
Rate (\$/Hour):		labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	labor hours	Cost	Rate
3.0	<b>CONSTRUCTION PHASE SERVICES (8 MONTHS), PLUS AN ADDITIONAL 2 MONTHS FOR PROJECT START-UP AND CLOSE-OUT</b>																	
3.1	Released for Construction Documents		\$0	2	\$524	4	\$704	8	\$1,112	8	\$1,016	8	\$808		\$0	30	\$4,164	\$139
3.2	Pre-Construction Conference		\$0	8	\$2,096	8	\$1,408	8	\$1,112		\$0		\$0		\$0	24	\$4,616	\$192
3.3	Construction Meetings and Site Visits																	
3.3.1	Weekly Construction Meetings and Site Visits (40)		\$0	64	\$16,768	320	\$56,320	40	\$5,560		\$0		\$0		\$0	424	\$78,648	\$185
3.3.2	Prepaving Meeting		\$0	8	\$2,096	8	\$1,408	8	\$1,112		\$0		\$0		\$0	24	\$4,616	\$192
3.3.3	Meeting Agendas and Notes		\$0		\$0	40	\$7,040	40	\$5,560		\$0		\$0		\$0	80	\$12,600	\$158
3.4	Recommendations with Respect to Defective Work		\$0	4	\$1,048	16	\$2,816	4	\$556		\$0		\$0		\$0	24	\$4,420	\$184
3.5	Clarifications and Interpretations		\$0	4	\$1,048	16	\$2,816	4	\$556		\$0		\$0		\$0	24	\$4,420	\$184
3.6	Change Orders		\$0		\$0	16	\$2,816	8	\$1,112	8	\$1,016	4	\$404	4	\$340	40	\$5,688	\$142
3.7	Shop Drawings and Samples		\$0		\$0	20	\$3,520	40	\$5,560	20	\$2,540		\$0		\$0	80	\$11,620	\$145
3.8	Substitues and "or equal"		\$0	4	\$1,048	8	\$1,408		\$0		\$0		\$0		\$0	12	\$2,456	\$205
3.9	Inspections and Tests		\$0		\$0	24	\$4,224	24	\$3,336		\$0		\$0		\$0	48	\$7,560	\$158
3.10	Disagreements between AVL and Contractor		\$0		\$0	16	\$2,816	8	\$1,112		\$0		\$0		\$0	24	\$3,928	\$164
3.11	Applications for Payment (12)		\$0		\$0	48	\$8,448	24	\$3,336		\$0		\$0	12	\$1,020	84	\$12,804	\$152
3.12	Substantial Completion (2 Visits)		\$0	16	\$4,192	16	\$2,816		\$0		\$0		\$0		\$0	32	\$7,008	\$219
3.12	Construction Quality Assurance Testing Services Coordination During Construction		\$0		\$0	48	\$8,448	32	\$4,448	16	\$2,032		\$0		\$0	96	\$14,928	\$156
3.13	Construction Quality Assurance Surveying Coordination		\$0		\$0	8	\$1,408	8	\$1,112	8	\$1,016	8	\$808		\$0	32	\$4,344	\$136
3.14	Project Coordination (with AVL and RPR)		\$0	40	\$10,480	160	\$28,160	40	\$5,560		\$0		\$0		\$0	240	\$44,200	\$184
3.15	Deliverables - Record Drawings		\$0		\$0	4	\$704	4	\$556	8	\$1,016	8	\$808		\$0	24	\$3,084	\$129
<b>Subtotal Construction Phase Services Labor:</b>		<b>0</b>	<b>\$0</b>	<b>150</b>	<b>\$39,300</b>	<b>780</b>	<b>\$137,280</b>	<b>300</b>	<b>\$41,700</b>	<b>68</b>	<b>\$8,636</b>	<b>28</b>	<b>\$2,828</b>	<b>16</b>	<b>\$1,360</b>	<b>1342</b>	<b>\$231,104</b>	<b>\$172</b>
<b>Construction Phase Direct Expenses</b>																		
Printing																		\$1,500
Mileage																		\$7,400
Per Diem																		\$2,200
<b>Construction Phase Direct Expenses:</b>																		<b>\$11,100</b>
<b>Construction Phase Subcontractors</b>																		
QA/QC Testing (Budget)																		\$0
Retaining Wall Testing and Oversight (Budget)																		\$0
QA/QC Survey (Budget)																		\$0
Subconsultant Admin Fee (10%)																		\$0
<b>Construction Phase Subcontractors:</b>																		<b>\$0</b>
<b>Subtotal Construction Phase:</b>																		<b>\$242,204</b>



February 16, 2024

James M. Moose, P.E.  
Regional Manager | AVCON, INC.  
Engineers and Planners  
10115 Kincey Avenue, Suite 140  
Huntersville, NC 28078  
Office: 704.954.9008  
Cell: 704.650.6050  
Email: jmoose@avconinc.com

**Proposal for providing Professional Land Surveying Services for the AVL Taxiway A Rehab project at the Asheville Regional Airport in Fletcher, North Carolina.**

Dear James M. Moose,  
Thank you for considering JMT to provide Professional Services for this important project. JMT is well suited to provide you with the highest level of services available on this project. JMT understands the AVCON has requested Surveying and SUE services in the areas shown below in Figure 1. I have outlined the Scope of services and fee below.

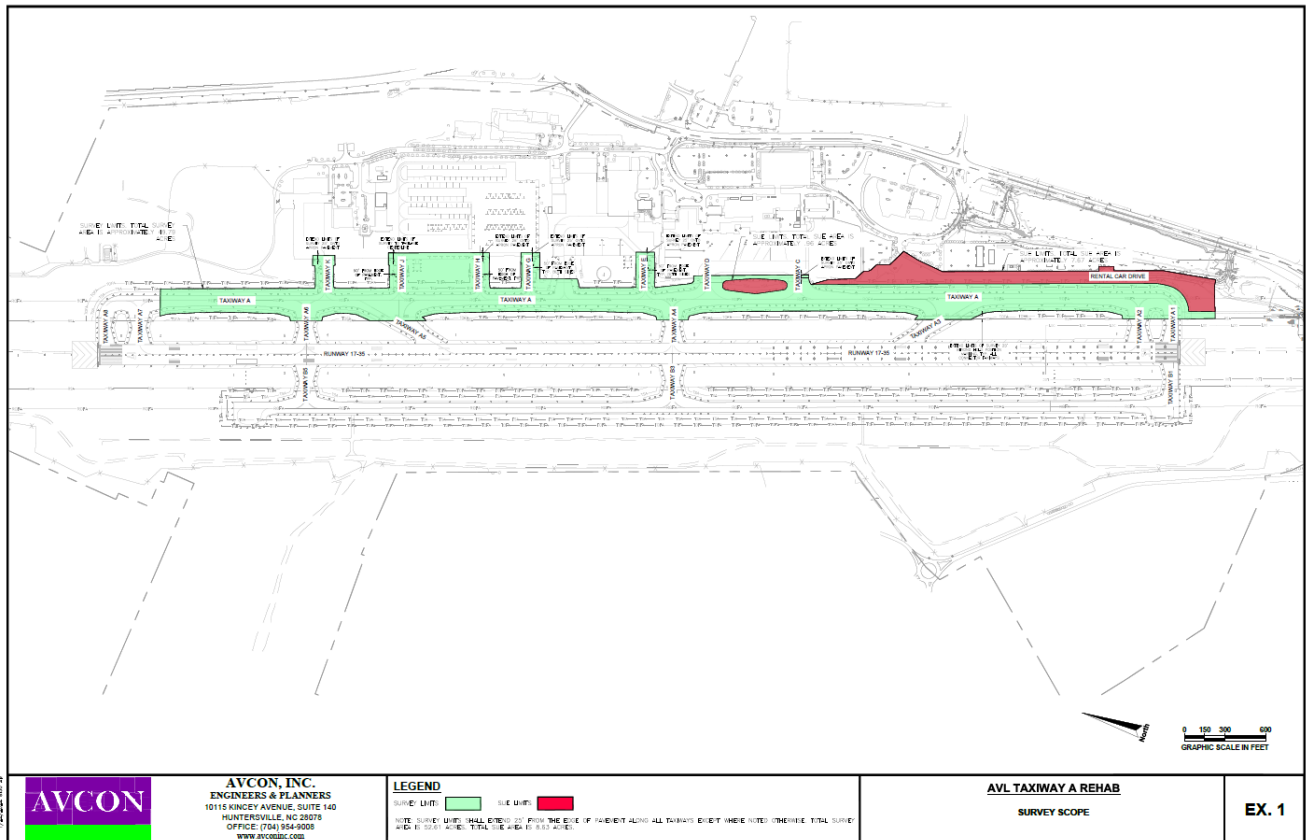


Figure 1. Provided by AVCON.



## Scope of Survey

JMT will provide a topographic survey that will include the areas as defined Figure 1 and as more clearly defined by PDF emailed 1/31/2024. The green area represents survey only area, while the red represents combined Survey and SUE Level B. The survey shall be prepared, stamped, and sealed by a current North Carolina State Licensed Land Surveyor, and shall be provided in the manner defined under section "Deliverables". The survey shall include, but not be limited to, the following requirements:

1. Survey to be to 21 NCAC 56.1606 standards of Horizontal Class AA accuracy and Vertical Class A accuracy.
2. Horizontal control shall be based on NC State Plane Coordinate System NAD 83. Vertical control shall be based on NGS NAVD 88 Datum and tied to AVL Terminal Expansion Project.
3. Topographic Survey of Green area shall include above ground physical improvements only. This includes, but is not limited to; concrete, pavement, above ground utilities, runway lights, drainage structures, walls, fences, signs and buildings. This area does NOT include SUE Level B or gravity utilities. JMT will collect all data in this area via a mobile scan with the exception of a +/- 2.5 acre grass area between Taxiway H and Taxiway J which will be collected via conventional methods.
4. Topographic Survey of Red area shall include physical improvements and Level B SUE. This includes, but is not limited to; concrete, pavement, above ground utilities, runway lights, drainage structures & pipes, gravity sanitary sewer, walls, fences, signs and buildings.
5. SUE Level B shall include the following:
  - a. JMT will Locate, Mark on ground, and Survey any underground utility found using Geophysical locators and GPR Technology in project limits shown above to Level B standards. Level B does NOT include depth of utilities. Utility location services will be provided in a manner consistent with standards of the subsurface utility mapping industry. A reasonable effort will be made to locate all systems of interest. However, it cannot be guaranteed that all existing utility systems can or will be detected. It may not be possible to detect utilities without prior knowledge, such as systems that are not depicted on records that are made available. Non-utility structures such as, but not limited to: foundations, irrigation systems, septic systems, wells, tunnels, concrete or metal structures, sizes and limits of subsurface utility vaults and manholes will not be located.
  - b. JMT will contact the various utility owning agencies, as deemed appropriate, to request and acquire records of the existing underground facilities. Utility record information will be used as an aid in the identification of the number, identity, size and material of utilities located in the field. Records will not be used as a substitute for actual geophysical location unless the system cannot be verified electronically using industry standard techniques for this level of investigation.
6. Contours to be shown at one-foot intervals. Additionally, elevations to shown to the nearest 0.01" on the existing asphalt pavement.

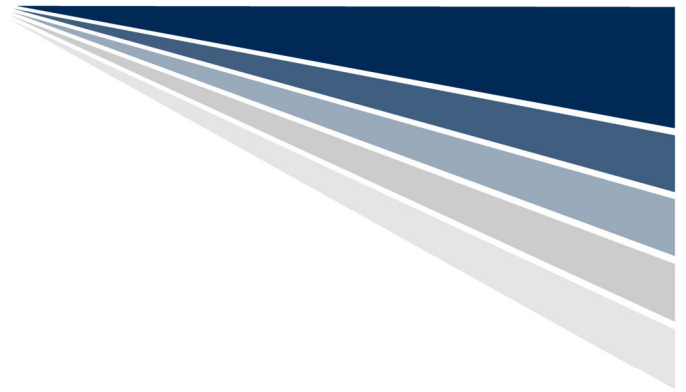


7. Spot elevations to be shown at:
  - a. Control points.
  - b. Scanning Panel points.
  - c. Scanning QC points.
  - d. Random Ground check points.

## SURVEY APPROACH

JMT acknowledges that while some of this work is off the airfield, most of it is on the airfield and will need to be done with a badged staff member. Work along Taxiway A will need to be completed at night between 9 pm and 5 am. Work on Taxiways E, G, H, J and K could be done during the day up to the Taxiway Safety Area/Object Free Areas. JMT intends to badge up to 5 personnel for this project. JMT will adhere to AVL safety policies and procedures. JMT will coordinate with AVL airport authorities to maximize time on Taxiway A and minimize interference with air traffic.

1. JMT intends to set 4 GNSS control points at either end of Taxiway A.
2. JMT will set +/- 50 panels/tiles (12"x12" adhesive tile) with 2" mag nails for mobile scanning control. Nails will be identified by either a small amount of flagging or small painted numbers. Whichever is directed by the Airport.
  - a. Nails will be set every 500' on either side of the taxiway. When it is time to conduct the mobile scan, we will place adhesive vinyl tiles near each nail. The tiles will be pulled after data capture. Nails will need to be placed and identified before panel/tile placement and mobile scanning. (1 night to set nails)
  - b. For Rental Car Road we will set one panel every 500' alternating back and forth on the road. Panels for Rental Car Road can be the same as above or of a more permanent nature.
3. JMT will run a conventional traverse and electronic levels between GNSS control points and through the scanning panel control to apply coordinates to these points. This will include the use of small spotlights and up to 3 trucks. As traverse is being run, scanning QC points will be collected separately from panel control. (7-8 nights for control)
4. JMT will run conventional traverse and electronic levels for additional control along Rental Car Road as needed. (1 night)
5. JMT will attempt to place adhesive panels/tiles at each nail, conduct the mobile scan, and remove the panels/tiles in one night. This will require up to 3 trucks. Two crews will place panels/tiles. Upon completion and clearance of personnel and other vehicles, the specialized mobile scan truck will calibrate and then conduct the scan. Upon completion scan the panels/tiles will be pulled. (1 night.)
6. JMT will coordinate with AVL airport authorities to conduct topographic and SUE surveys in the Taxiway Safety Area/Object Free Areas not captured by the mobile scan after the project control is completed. (2 nights.)
7. JMT will conduct topographic and SUE surveys outside of the Taxiway Safety Area/Object Free Areas in the day.
8. After collection, registration, extraction, and QC of scan data, it will be merged with the conventional topographic survey data to create one drawing.



## **DELIVERABLES**

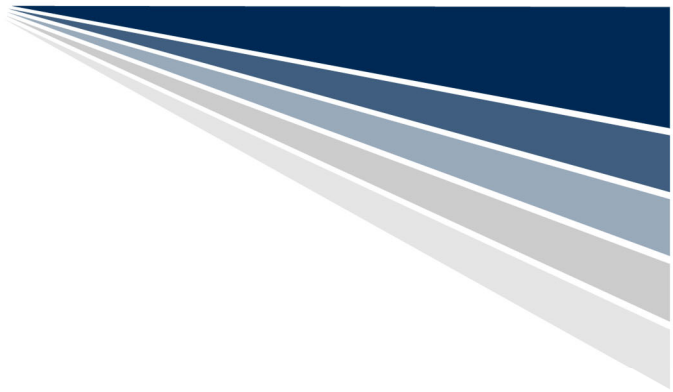
1. PDF stamped and sealed map showing topographic data, and all the above.
2. Digital copy of survey in Civil 3D 2021 or higher shall be provided electronically.

## **SCHEDULE**

Access is to be coordinated and scheduled with Asheville Regional Airport prior to any work on site. JMT will begin the badging process within two weeks of the fully executed contract. Upon badging completion, JMT will begin field work within 1 week. After the completion of field work, JMT will send deliverables within 4 weeks if not before. Due to weather conditions, and air traffic conditions delays could push the schedule back.

### **Not Requested**

1. Boundary Survey
2. Construction staking
3. Level A Test Holes.



### Cost Breakdown and Hours

Task	Hours/Units	Rates	Note	Totals
Survey Control-GNSS	8	175	2-man Crew	1400
Survey-Conv Control-Trav/Level	18	250	3-man Crew	4500
Survey-Topo 11acres non taxiway	40	175	2-man Crew	7000
Survey-Panels(Set) NIGHT	25	195	2-man Crew NIGHT	4875
Survey-Panels( Trav, Level) NIGHT	88	290	3-man Crew NIGHT	25520
Scanning extra man (night)	20	90	Tech-1	1800
Research/SUE	2	150	SUE Designator	300
SUE-Designating 8.5 acres	40	150	SUE Designator	6000
SUE-Surveying	10	175	2-man Crew	1750
Control Adjustments	40	150	CADD Tech 5	6000
CADD TECH	50	115	CADD Tech 4	5750
Scanning (Collection, registration, extraction, QC)	1	27500	Mobile Scan	27500
Badging	1	4300	Badging	4300
Supplies	1	500	Supplies	500
PLS/Project Management	50	210	PLS/PM	10500
				107695

**Total FEE: \$107695**



**Additional Services:** JMT offers many other services not included in this Scope and fee such Boundary Surveys, Level A-D SUE, and construction staking, to name a few. We would be happy to estimate fee for these services. If you have any questions, please contact me at Office: (828)253-2796 or email at [kssluder@jmt.com](mailto:kssluder@jmt.com)

Thank you,

A handwritten signature in black ink that reads "Karsten Sluder". The signature is written in a cursive, flowing style.

JOHNSON, MIRMIRAN & THOMPSON, INC.

**Karsten Sluder, PLS** (NC,GA,KY,VA)

Senior Associate

Project Manager, Survey/SUE

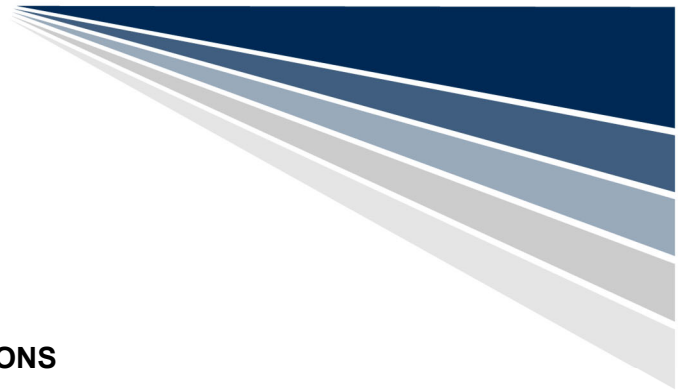
1318-F Patton Ave. Asheville, NC 28806

O: 828.253.2796 D: 828.221.1340

[kssluder@jmt.com](mailto:kssluder@jmt.com)

[jmt.com](http://jmt.com)





## TERMS & CONDITIONS

### A. General Provisions

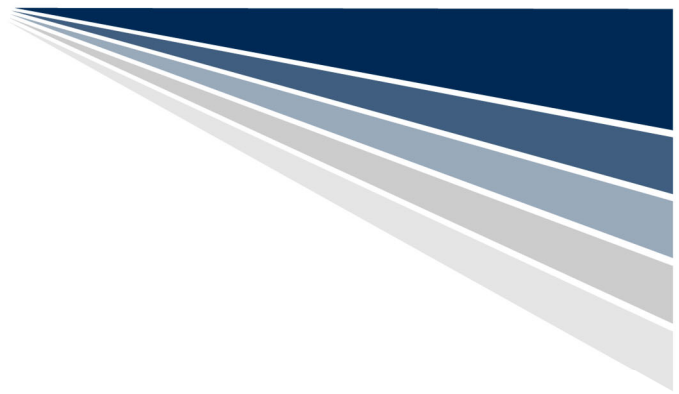
JMT agrees that this proposal shall remain open for 30 days from the date of this proposal. Acceptance of the proposal after the end of the 30 day period is valid if JMT elects, in writing, to reaffirm the proposal and waive its right to re-evaluate and resubmit the proposal.

JMT reserves the right to renegotiate the contract which this proposal, if accepted, will comprise, on or after six (6) months from the date of this proposal, provided the Client is given 30 days of notice in writing, if salaries or operational costs increase in a sufficient amount. Our present quotation is based upon current salaries and operational costs.

It is understood and agreed that once work is started on this project by JMT, only the Client or its duly authorized representative has the authority to order the work stopped on his behalf and only upon giving JMT, 10 days of notice in writing, as to when the work shall stop. The Client further agrees to be liable and pay to JMT, for all labor done, work performed, materials furnished, and expenses incurred up to and including the day work is stopped in accordance with the notice.

JMT will provide the Client with data on electronic files; however, the Client acknowledges that data stored on electronic media can deteriorate undetected or be modified without the JMT's knowledge. Therefore, electronic files are provided without warranty or obligation on the part of JMT as to accuracy of information contained on the electronic files. All information on the electronic files must be independently verified by the Client and the Client agrees to indemnify and hold JMT harmless from any and all claims, damages, losses, and expenses including but not limited to attorney's fees arising out of the use of the electronic files.

Client acknowledges and agrees that JMT may include or otherwise reference the Project in its general project portfolio, and shall be entitled to identify the Project and the services performed by JMT for the Client in its general marketing materials, and for purposes of demonstrating relevant qualifications and experience. JMT shall also have the right to access the Project site to document, photograph, video, and/or record by any media or means, the Project at each phase, during construction and upon completion, for its own use and for other legitimate business purposes, including but not limited to exhibitions, or award competitions, or publication in journals. Any publication of the Project by Client or any representative of the Client, shall include reference to JMT and proper attribution and credit for its role in the Project.



**B. Time of Payments and Litigation Expenses**

JMT will submit monthly certified invoices for services rendered during the preceding month. Payments are due and payable within 30 days from the date of invoice. If Client fails to pay the full amount due for services and expenses within 30 days after date of invoice, the amount due will include a charge at the rate of 1-1/2% per month of the outstanding balance from said 30th day. In addition, in the event any invoice has not been paid in full by its due date, JMT may, after giving three (3) days written notice to Client, suspend services under this Agreement until Client has paid in full amounts due JMT for services, expenses and interest.

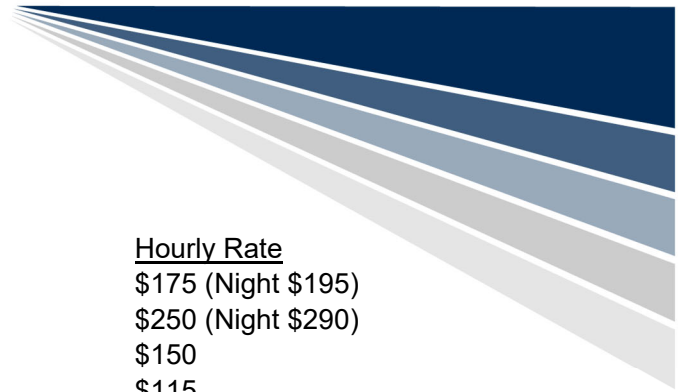
In the event JMT deems it necessary to refer any unpaid invoices to its attorneys for the purposes of instituting collection or mechanic's liens proceedings, Client agrees to pay JMT's attorney's fees, court costs, and litigation expenses, including fees for expert witnesses, trial and deposition transcripts, cost of printing briefs, and travel expenses for witnesses, attorneys and employees.

In the event Client asserts a claim against JMT and/or JMT's subconsultants for any act arising out of performance of the services provided herein, whether by an original action, or by counterclaim set-off or other defense to any mechanic's lien or other claim asserted by JMT as a result of Client non-payment of fees and expenses for services rendered, and if Client fails to prevail in such action, counterclaim, set-off, or defense, Client agrees to pay all attorney's fees, costs and litigation expenses (including fees for expert witnesses, trial transcripts and deposition transcripts) incurred by JMT and/or JMT's subconsultants in opposing any such action, counterclaim, set-off or defense.

JMT may withhold the delivery, signature or sealing plans and specifications, and may repossess all plans and specifications previously delivered to or otherwise made available to Client, their agents or assigns, without incurring any liability for direct and/or consequential damages to Client or anyone claiming through them or on their behalf whenever JMT deems it necessary to ensure payment for services rendered. Should any claim for such damages be made, Client agrees to hold JMT harmless from all litigation expenses incurred by JMT as defined herein.

**C. Additional Services**

In the event additional services beyond those identified in the Scope of Work are required by the Client or by circumstances beyond JMT's control, JMT will furnish such services upon written authorization of the Client. Payment for Additional Services will be charged at the following hourly rates which are inclusive of labor, overhead, payroll burden and profit.



<u>Classification</u>	<u>Hourly Rate</u>
2-Person Survey Crew	\$175 (Night \$195)
3-Person Survey Crew	\$250 (Night \$290)
SUE Designator	\$150
CADD Tech	\$115
PLS/Project Manger	\$210

Any changes to the previously approved submittals will be considered a change in scope of services and JMT will be entitled to additional compensation at the rates herein specified.

**D. Insurance**

JMT maintains Professional Liability, General Liability and Workmen's Compensation Insurance. On request, JMT will furnish Client certification of insurance.

**E. Termination**

In the event of termination of this Agreement by Client, Client shall pay JMT for services (including additional services) rendered, performed, or procured through such phase, including Expenses, at the rates stated in the Agreement, plus all termination expenses. Termination expenses mean additional Reimbursable Expenses directly attributable to termination.

**F. Indemnification and Limitation of Liability**

JMT shall hold harmless and indemnify the Client against injury, loss or damage arising out of its performance of the Services, but only to the extent caused by the negligent acts, errors or omissions of JMT. The Client agrees to limit JMT's liability hereunder to Client and to all Construction Contractors and Subcontractors on the project, due to such negligent acts, errors or omissions, such the total aggregate liability of JMT to all those named shall not exceed JMT's total fee for services rendered on this project.

**G. Standard of Care**

JMT will perform the services in a manner consistent with the degree of skill and care ordinarily exercised by members of the same profession currently practicing under the same conditions. JMT makes no representations or warranties, express or implied, with respect to its services.

**H. Severability**



If any provision of this Agreement, or application thereof, shall be held invalid, the invalidity shall not affect the other provisions of the Agreement which can be given effect without the invalid provisions or applications, and to this end the provisions of this Agreement are declared to be severable.

WE HEREBY AUTHORIZE JOHNSON, MIRMIRAN & THOMPSON, INC. TO PROCEED IN ACCORDANCE WITH THE ABOVE PROPOSAL. IF ANY PROFESSIONAL SERVICES ARE ORDERED BY A REPRESENTATIVE OF THE CLIENT, FOR ITEMS LISTED ABOVE WITH A RETURNED ACCEPTANCE, THE PRICES AND TERMS OF THIS PROPOSAL SHALL BE IN EFFECT.

ORGANIZATION: \_\_\_\_\_

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

TITLE \_\_\_\_\_



February 2, 2024

AVCON  
10115 Kinsey Avenue, Suite 140  
Huntersville, NC 28078

Attention: Mr. James Moose

Reference: **Proposal for Geotechnical Exploration and Environmental Services  
Asheville Regional Airport – Taxiway A Rehab**  
Arden, North Carolina  
S&ME Proposal No. 24410003

Dear Mr. Moose:

The S&ME, Inc. (S&ME) submits this proposal for geotechnical exploration and environmental services related to the proposed repaving and expansion at the Asheville Regional Airport. This proposal describes our understanding of the project, discusses the intended scope of services, outlines the project schedule, and presents the associated compensation for our services. Our Agreement for Services (Form AS-071) is attached to and is incorporated as part of the proposal.

## ◆ Project Description

Information regarding the project was provided by James Moose and Mr. Kaith Bagby Jr. of AVCON, Inc. via email to Matt McCurdy with S&ME between January 3 and 5, 2024. The project was also discussed in a phone call between Mr. Moose and Mr. McCurdy on January 5, 2024. Included in these emails were the following documents:

- AVL Taxiway A Rehab – Survey Scope (Sheet EX. 1) indicating the area for the proposed categorial exclusion.
- AVL Taxiway A Rehab – Geotechnical Boring Layout Exhibit (Sheet EX. 2) indicating 14 requested location for pavement evaluation.
- A marked up aerial image from Mr. Bagby indicating the approximate location of a proposed retaining wall along the southeastern end of Taxiway A.

We understand that the Asheville Regional Airport is planning to mill and replace areas of the existing Taxiway A and considering constructing a retaining wall along the southeastern end of the site between Taxiway A and Rental Car Drive. AVCON estimates milling about 4 to 6 inches of the taxiway asphalt pavement and placing new asphalt. However, one small taxiway will be moved and replaced in a new location. The proposed retaining wall is anticipated to be a fill wall about 2,500 feet in length, retaining fill, with a maximum height of up to 30 feet. A specific retaining wall type was not indicated, but we have experience with similar height fill retaining walls at the AVL property have recently consisted of large gravity block type walls with mechanically stabilized earth (MSE).

Mr. Moose and Mr. Bagby requested that we prepare a proposal for geotechnical services including an evaluation of the existing pavement materials and underlying subgrades and a geotechnical exploration along the proposed



## Proposal for Geotechnical Exploration and Environmental Services Asheville Regional Airport – Taxiway A Rehab

Arden, North Carolina  
S&ME Proposal No. 24410003

new retaining wall alignment. Also requested were environmental/natural/cultural resources services for the proposed repaving and retaining wall construction activities. We understand that coring and soil evaluation work on the existing Taxiway A will need to be performed at night between 12AM and 5AM; however, we anticipate the field work for the CATEX and borings for the proposed retaining wall will be able to be performed during the day. We understand a Notice to Airmen (NOTAM) may be required, depending on the height of the drill rig used. We anticipate this NOTAM will be prepared and submitted by AVL. Additionally, we understand Asheville Regional Airport will provide our representatives with an escort during the field work.

The proposed project is expected to qualify as a Federal Aviation Administration (FAA) categorical exclusion (CATEX) pursuant to compliance with the National Environmental Policy Act (NEPA). In this type of CATEX, the project will require completion of the form provided in FAA document Office of the Associate Administrator for Airports (ARP) Standard Operating Procedures (SOP) 5.10 – *CATEX Determinations*, to document findings; however, supplemental information must additionally be presented to support the findings.

Specific FAA actions subject to NEPA review include, but are not limited to, grants, loans, contracts, leases, construction and installation actions, procedural actions, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans requiring approval, and legislation proposed by the FAA. A CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the environment. A CATEX is not an exemption or waiver of NEPA review; it is a level of NEPA review. Based on our understanding of the current project needs, we have prepared the following scope of services, which entails the preparation of CATEX documentation for the project.

### ◆ Scope of Services

S&ME proposes to provide the following services.

#### Task 1 – Taxiway A Subgrade Evaluation

- Coordinate with airport personnel and AVCON representatives to gain site access to S&ME and subcontractor personnel. We understand AVL will provide an escort for the work, but our personnel may be required to attend a safety meeting at the beginning of each evening's work.
- Contact NC 811 to field mark member underground utilities in the vicinity of the planned test locations. (this is required by law, although we anticipate the private utilities at this site will require location and marking by a private utility locator).
- Field layout of the 14 requested test locations using Global Positioning System (GPS) equipment and/or measuring from existing site features based on the provided documents. Some locations may be adjusted based on observations in the field. During the layout portion of the project, we will subcontract a private utility locator to identify private utilities not marked by NC 811 in the general vicinity of the planned test locations.
- We will subcontract with a pavement coring contractor to core the pavement at each test location. This service through a subcontractor to S&ME is important due to the depth of asphalt sections expected within the pavement areas to be explored. We will measure the thicknesses of the asphalt and underlying subbase and/or crushed stone base course (if present). Photographs of the cores will be taken in our laboratory.



- After removing the pavement materials, we will perform Kessler DCP testing to evaluate the stone base (where practical) and soil subgrade consistency to a depth of approximately 2 to 3 feet below the bottom of the pavement at each coring location. We will then perform a shallow hand auger boring at up to about 5 to 7 of the test locations to obtain representative samples of the subgrade soils from within the tested layers.
- After checking for the presence of subsurface water, we will backfill the augered holes with soil and gravel, and the pavement at all coring locations will be patched with low shrink grout material.
- We estimate at least 4 nights will be required to complete the field work (1 for layout/private utility location and 3 for coring and testing).
- At our laboratory, we will blend the soil samples (based on similar soil features) to prepare up to two (2) composite bulk soil samples. Composite samples will be subjected to index tests (moisture content, grain size, Atterberg limits), modified Proctor compaction testing, and California Bearing Ratio testing for pavement section thickness design (by AVCON).
- Following completion of the field work, we will prepare a formal report to document our findings of the exploration and the laboratory testing results. The report will describe the existing pavement section thicknesses and subgrade conditions. We will also present recommendations for appropriate subgrade support (K) values, based on the CBR/Kessler DCP test data, for use by AVCON in the pavement design. The report will be sent to you electronically in PDF format.

## **Task 2 – Geotechnical Exploration for Site Retaining Wall**

- Coordinate with airport personnel and AVCON representatives to gain site access to S&ME and subcontractor personnel. We understand AVL will provide an escort for the work.
- Contact NC 811 to field mark member underground utilities in the vicinity of the planned test locations. (this is required by law, although we anticipate the private utilities at this site will require location and marking by a private utility locator).
- Field layout of the soil boring locations at spacings of approximately 100 feet along the proposed wall alignment using GPS equipment and/or measuring from existing site features (about 26 borings anticipated). We anticipate these borings will be predominately laid out along the existing gravel haul road located between the existing Taxiway A and Rental Car Drive. During the layout portion of the project, we will subcontract a private utility locator to identify private utilities not marked by NC 811 in the general vicinity of the planned test locations.
- Mobilization of a truck-, ATV-, or track- mounted drill rig to the site.
- Performance of soil test borings with Standard Penetration Tests to depths of 10 to 30 feet, or auger refusal, whichever occurs first. A total of 440 feet of drilling is budgeted for this project.
- A bulk sample will be obtained at about 3 of the boring locations for use in laboratory testing. Additionally, about 2 bulk samples will be shoveled from the fill slope and about 4 relatively undisturbed (Shelby tube) samples will be attempted.
- Backfill boreholes with soil cuttings and install a hole closure device near the ground surface.
- Stratification of the boring soil samples by a geotechnical professional.
- Laboratory testing including natural moisture contents, Atterberg limits, grain size distribution, standard Proctor compaction, direct shear, and triaxial shear (if undisturbed samples are obtained).
- Evaluation of the subsurface conditions encountered in light of the proposed construction.



- Preparation of an engineering report summarizing our understanding of the proposed construction, exploration, subsurface conditions, and recommendations. The report will include or address:
  - ◆ Boring location plan;
  - ◆ Boring logs;
  - ◆ Description of the project background and existing site conditions;
  - ◆ Description of the subsurface conditions encountered;
  - ◆ Retaining wall subgrade preparation and foundation recommendations; and
  - ◆ Recommended design parameters for the proposed retaining wall.

### **Task 3 – CATEX Review**

An S&ME Natural Resources professional will visit the project area in order to take representative photographs of the project area and characterize observed habitat conditions. Additional information proposed to be collected is outlined below.

#### *Federally Listed Species and Habitat Assessment*

To address potential concerns related to federal listed species in compliance with the Endangered Species Act (ESA) of 1973 (16 USA 1531-1543), as amended, S&ME will perform a Federally Listed Species and Habitat Assessment of the project area. This task will begin with a review of the U.S. Fish and Wildlife Service (USFWS) current list of protected species for the site vicinity using the USFWS Information for Planning and Consultation (IPaC) online system. S&ME will also consult with the North Carolina Natural Heritage Program (NCNHP) online database for documentation of current or historical Element Occurrences (EOs) of federally listed species, natural areas, and/or managed areas within a one-mile radius, and including, the project area. S&ME personnel will incorporate the results of these reviews with the pedestrian review of the project area to locate potential habitat or the presence of federally listed species that were identified through the records review.

Please note that this assessment does not include sampling for bats and/or aquatic federally listed species. This assessment is limited to the presence or absence of those species' habitat as well as for those species assessed outside of the optimal survey window as set by the USFWS.

In the event that federally listed species or potential federally listed species are identified during field review, a separate proposal may be necessary for additional fieldwork or agency coordination associated with the identified federally listed species. The results of the field review for federally listed species will be summarized in the environmental documentation.

#### *Jurisdictional Waters Assessment*

To address potential concerns related to jurisdictional waters, S&ME will conduct a jurisdictional waters assessment within the project area. The purpose of the jurisdictional waters assessment is to identify potential waters of the U.S. (WOTUS), which includes wetlands and non-wetlands such as streams, tributaries, and open waters, and demarcate the boundaries between those areas and upland areas. Jurisdictional WOTUS are regulated by the U.S. Army Corps of Engineers (USACE). To receive verification from the USACE, the on-site





jurisdictional boundaries must be delineated and mapped. S&ME’s approach to performing the delineation includes the following activities.

S&ME Natural Resources professionals will review supporting information prior to initiating field activities such as U.S. Geological Survey (USGS) Topographic Maps, local soil survey data, National Wetlands Inventory (NWI) mapping, and the U.S. Department of Agriculture (USDA) Hydric Soils of the U.S. publication. S&ME Natural Resources professionals will then field review the property and identify areas with conditions consistent with wetlands in accordance with guidance set forth in the 1987 USACE Wetland Delineation Manual as amended by the Eastern Mountains and Piedmont Region Supplement Guide. S&ME professionals will document field conditions at specific locations with photographs and by using the USACE Routine Wetland Determination Data Form. The boundaries of areas determined to be potentially jurisdictional wetlands will be marked with sequentially numbered flagging and located with a GPS receiver capable of sub-meter accuracy.

S&ME will also field review the property for streams or other non-wetland WOTUS (tributaries, open waters). Drainage features identified during the field review will be assessed and will be classified as either non-jurisdictional or potentially jurisdictional. If appropriate, S&ME will use the NCDEQ-DWR Stream Classification Form (Ver. 4.11) to document characteristics of identified drainage features on the day of the assessment. S&ME will then similarly demarcate the boundaries of potentially jurisdictional non-wetland waters of the U.S. with sequentially numbered flagging and located with a GPS receiver capable of sub-meter accuracy.

S&ME will then post-process the GPS field data and prepare a computer-generated feature exhibit that incorporates available topography and aerial orthophotography depicting the approximate extent and location of potentially jurisdictional features. This and a discussion of any delineated WOTUS will be included in the CATEX document. The GPS data will be provided to the client for reference and to assist surveyors (retained by others) in locating delineated areas. Please note the collection and presentation of GPS data points is for informational and reference uses only and does not constitute a surveyed wetland boundary plat.

### *State Agency/Cultural Resources/Tribal Consultation*

Upon completion of the site visit, S&ME will prepare a scoping package that will include project information, mapping and site photographs and submit it to the North Carolina State Clearinghouse (NC SCH) for their distribution to appropriate state agencies so that state agencies can comment on the proposed project. Responses received will be incorporated into the CATEX documentation, discussed below.

S&ME will review readily available online resources including the National Register of Historic Places (NRHP) and the North Carolina State Historic Preservation Office (SHPO) website to identify historic properties including archaeological sites and historic resources (structures) that are listed on, or eligible for listing on, the NRHP. S&ME will summarize our resource review and correspond with the SHPO through the NC SCH to obtain comments relative to the proposed project. It is important to note that this scope of service does not include survey efforts necessary to identify undocumented resources or the evaluation of NRHP-eligibility of documented resources identified during this research. SHPO may find that additional survey and/or evaluation efforts are necessary during their review. The results of SHPO scoping will be included in the CATEX document, as appropriate.



A component of the CATEX document also includes consultation with certain Tribal Historic Preservation Offices (THPO). This consultation is conducted directly between the THPO and the FAA. S&ME will consult with the United States Department of Housing and Urban Development (US HUD) online Tribal Directory Tool for a list of tribes that have an interest in the site vicinity and contact the appropriate FAA individual to initiate the consultations. The results will be included in the appropriate section of the CATEX document.

### *CATEX Documentation*

S&ME will complete the form provided in FAA document Office of the ARP SOP 5.10 – *CATEX Determinations* and will attach supplemental materials, as appropriate, to support the presumed findings that the proposed project will not result in significant adverse environmental impacts. This submittal may include information provided by others outside of S&ME. A deliverable for this task will include a draft copy of the FAA CATEX Form with supporting environmental documentation, to be submitted to the client/airport sponsor. Upon approval of the draft, S&ME will complete the environmental documentation to be forwarded to the NC Department of Transportation (NC DOT), Division of Aviation (DOA) for approval. S&ME will coordinate, as necessary, with the airport sponsor to communicate findings and to receive concurrence regarding appropriate actions. This task includes time for one S&ME professional to attend up to three hours of conference call meetings.

### **Task 4 – Retaining Wall Design**

The following scope of services is proposed for this project based on the information we have been provided and our understanding of the project. Using the provided and most recent grading plans, we will design the proposed site retaining wall as follows:

- Review the soil test borings and laboratory data for the project site (obtained in the previous portion of this scope).
- Design the proposed MSE retaining wall in accordance with National Concrete Masonry Association (NCMA).
- Perform global stability analyses.
- Prepare and submit construction drawings sealed by a registered Professional Engineer in the state of North Carolina.
- Construction drawings will include wall face elevations, typical wall section(s), wall embedment depth(s), geogrid lengths, design loads, details required for wall construction, and construction specifications.

### **◆ Excluded Services**

Without attempting to be a list of all services or potential services that will be excluded from this proposal, the following services are specifically excluded from this proposal.

- Performance of field work for Task 2 and 3 outside of regular business hours.
- Providing airport badged personnel.
- Surveying of as-drilled boring locations.
- Clearing vegetation for access.
- Pavement design.



- Addenda to the geotechnical report to address changes or additions to the proposed project not known to us at the time of this proposal.
- Environmental site assessment (i.e., the assessment of site environmental conditions or testing for the presence of contaminants in the soil, surface water or groundwater).
- Construction-phase services (i.e., monitoring of construction or testing of construction materials).
- 8-Step Process for Floodplain/Wetland Impacts.
- Nationwide Permit (NWP) or Individual Permit (IP) Preparation or Wetland and Stream Mitigation activities/fees.
- Fish/mussel/turtle/bat surveys or other sampling for aquatic species.
- Additional site visits to confirm the presence or absence of protected species if potential habitat is located and original protected species survey was conducted outside the optimal survey window for the floral species or if new species are added.
- On-site meetings with the USFWS or biological assessments/formal Section 7 consultation with the USFWS.
- Direct consultation with THPOs.
- Wall Final Construction Letter.
- Submission of retaining wall design documents to contractors for pricing or to regulatory agencies for permitting.
- Revisions to wall design documents resulting from revised grading and/or changed conditions.
- Surveying and/or wall layout.
- Civil design, including surface water management.

If any of the excluded services are required, please contact us so that we can modify this proposal or prepare a proposal for additional services.

## ◆ **Client Responsibilities**

The Scope of Services, fee, and project schedule presented herein are contingent upon the client fulfilling the following responsibilities:

- ◆ Execute our Agreement for Services (attached Form AS-071) or provide other written authorization.
- ◆ Provide access to the property and permission to perform the proposed work.
- ◆ Provide information regarding underground utilities (if available).
- ◆ Provide the latest site/grading plans and project information (if available).
- ◆ Provide an AVL escort for field activities.

As part of our scope of services, we will request that buried utilities be located on the site by the North Carolina 811 (NC 811) and subcontract a private utility locator. NC 811 has information primarily limited to public utilities located within public rights-of-way. They do not typically include private utilities located outside the rights-of-way. Therefore, any on-site private utilities must be identified to us. We will not be responsible for damage to private or public utilities that are not identified to us prior to our commencing work.



## ◆ Schedule and Fee

We propose to complete the services outlined above for the following lump sum fees.

Task	Scope Description	Fee
Task 1	Taxiway A Subgrade Evaluation – Field Exploration and Report Preparation	\$22,800
	Private Utility Location	\$1,500
	Pavement Coring	\$3,600
	Laboratory Testing	\$1,500
	<b>Subtotal</b>	<b>\$29,400</b>
Task 2	Geotechnical Exploration for Site Retaining Wall – Field Exploration and Report Preparation	\$31,700
	Private Utility Location	\$1,200
	Laboratory Testing	\$6,000
	<b>Subtotal</b>	<b>\$38,900</b>
Task 3	CATEX	<b>\$12,000</b>
Task 4	Retaining Wall Design	<b>\$22,000</b>
	<b>Total</b>	<b>\$102,300</b>

We anticipate we can begin the field work for Task 1 within about 2 weeks of authorization, depending on the availability of AVL staff for escorting our personnel. We anticipate private utility location and marking of coring locations will take 1 night and coring/subgrade testing/patching will take 3 nights. We anticipate laboratory testing will require 2 weeks and report preparation will require another 1 to 2 weeks. In summary, we anticipate we can submit our report for Task 1 within about 7 weeks of authorization. However, we can provide verbal results after the field work is complete, if requested.

Based on current drill rig availability, we anticipate that we can mobilize a drill rig for Task 2 to the site within approximately 2 to 3 weeks from receiving formal authorization to proceed. We expect the drilling will take 4 days to complete but could take longer depending on weather and/or site conditions. We anticipate laboratory testing will require 2 to 3 weeks and report preparation will require another 1 to 2 weeks. In summary, we anticipate we can submit our report for Task 2 within about 9 weeks of authorization. However, we can provide verbal results after the field work is complete, if requested.

Field work associated with Task 3 will be completed within three weeks of notice to proceed. The Environmental Documentation services can generally be completed within five weeks of visiting the site for Task 3, pending receipt of state agencies, SHPO and THPO responses to scoping. State agencies, SHPO and THPO responses to scoping are dictated by their schedule and S&ME has no control over their schedules; but this typically takes 30 to 45 days.



## ◆ Authorization

Our Agreement for Services, Form Number AS-071, is attached and is incorporated as a part of this proposal. Please indicate your acceptance of our proposal by signing the AS-071 and returning a copy to our office. We will then proceed with the performance of services. If you elect to accept our proposal by issuing a purchase order, then please reference this proposal number and date. Your purchase order will be an acceptance of our Agreement of Services and an authorization to proceed with the performance of our services. The terms and conditions included in any purchase order shall not apply, as our agreement is for services that are not compatible with purchase order agreements.

If this proposal is transmitted to you via e-mail, and if you chose to accept this proposal by e-mail, your reply e-mail acceptance will serve as your representation to S&ME that you have reviewed the proposal and the associated Agreement for Services (AS-071) and hereby accept both as written.

This proposal is solely intended for the Basic Services as described in the Proposed Scope of Service. The Scope of Service may not be modified or amended, unless the changes are first agreed to by the client and S&ME. Use of this proposal and resulting documents, including the final report, are limited to the referenced project and client. No other use is authorized by S&ME.

## ◆ Closing

S&ME appreciates the opportunity to be of service to you. If you have any questions regarding the outlined scope of services, or if we may be of any further assistance, please call us.

Sincerely,

**S&ME, Inc.**

Handwritten signature of Christopher Fujita-Mentch in blue ink.

Christopher Fujita-Mentch, PE  
Associate Project Manager

Handwritten signature of Matthew H. McCurdy in blue ink.

Matthew H. McCurdy, PE  
Principal Engineer/Project Manager

Handwritten signature of Suzanne L. Knudsen in blue ink.

Suzanne L. Knudsen  
Natural Resources Project Manager

CATEX portion senior reviewed by Chris Daves

Attachment: Agreement for Services (AS-071)



parties without Consultant's specific written consent. Any acceptance by Client is limited to acceptance of the express terms set forth in this Agreement for Services.

3. **SCOPE OF SERVICES:** Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services included in Consultant's proposal received by Client are adequate and sufficient for Client's intended purpose. Client shall communicate the provisions of this Agreement for Services to each and every third party to whom Client transmits any part of Consultant's work. Consultant shall have no duty or obligation to any third party except as specifically set forth in Consultant's proposal.

Consultant has provided Client with the Proposal identified under "Services to be Rendered." By signing below, Client agrees that Client or the Client's representative has examined Consultant's proposal, which includes a scope of work to be performed by Consultant, an opinion on the cost to perform Consultant's scope of work, and an opinion on the amount of time required to perform Consultant's scope of work along with any other documents, opinions, or advice prepared or provided by Consultant and Client agrees that Client is fully satisfied with Consultant's Proposal and Client obtained the advice of any other consultant(s) as the Client deems necessary to protect the Client's interests. Client also agrees by signing below it is responsible for requesting additional services not included in Consultant's proposal and if necessary, Client agrees it is responsible (even if delegated to a third party) for notifying and scheduling Consultant so Consultant can perform the Services. Consultant shall not be responsible for damages caused by services not performed due to any failure to request or schedule Consultant's Services. If project conditions change materially from those described to Consultant at the time of proposal, Consultant is entitled to a change order equitably adjusting its Services and fee.

Consultant shall not supervise, direct or have control over the Client's work nor have any responsibility for the construction means, methods, techniques, sequences or procedures selected by the Client's contractor and/or agents. These rights and responsibilities are solely those of the contractor or agent in accordance with its agreement with Client. Only Client has the right to reject or stop work of its contractor or agents. Consultant's presence on site does not in any way guarantee the completion, quality or performance of the work by any other party retained by Client. Consultant does not guarantee the performance of any contractor or agent of Client and shall not be responsible for such party's failure to perform its work in accordance with any applicable documents, including but not limited to, the plans and specifications or any applicable laws, codes, rules or regulations.

Any evaluations of the Client's budget for the project, and any preliminary or updated estimates of the cost of the work prepared by Consultant represent Consultant's judgment as a design professional familiar with the construction industry. It is recognized, however, that neither Consultant nor Client has control over the cost of the labor, materials or equipment, over the contractor's methods of determining bid prices, or over competitive bidding, market or negotiating conditions. Accordingly, Consultant does not warrant or represent that bids or negotiated prices will not vary from Client's budget for the project, or from any estimate of the cost of the work evaluation prepared or agreed to by Consultant.

4. **CHANGE ORDERS:** Client may request changes to the scope of Services by altering or adding to the Services to be performed. If Client so requests, Consultant will provide a change order proposal including Client's requested changes to the scope of Services for Client's review and approval. Following Client's approval, Client shall provide written acceptance and such Change Order Proposal shall become part of the Contract Documents and shall supersede any prior conflicting terms. If Client does not follow these procedures, but instead directs Consultant to perform changed or additional work without an executed change order, (1) the Services are changed according to Consultant's understanding of Client's direction; and (2) and Consultant will be paid for this work according to the current fee schedule plus fifteen percent (15%).
5. **PAYMENT:** Client will pay Consultant for Services and expenses in accordance with the Contract Documents. If prices for Services are not specified in the Contract Documents, Consultant's current fee schedule in effect for the type of services performed shall control. Unless otherwise agreed prior to the start of the Services, Consultant will submit invoices to Client monthly and a final invoice upon completion of Services. Payment is due upon receipt of the invoice unless otherwise agreed to in writing prior to the submittal of the invoice.

Invoices are past due 30 calendar days after the date of the invoice. Past due amounts are subject to a late fee of one and one-half percent per month (18 percent per annum) or the highest amount allowed by applicable law on the outstanding balance, whichever is less. Attorney's fees and other costs incurred in collecting past due amounts shall be paid by Client. The Client's obligation to pay under this Agreement is in no way dependent upon the Client's ability to obtain financing, payment from third parties, approval of governmental or regulatory agencies, or Client's successful completion of the Project. In addition, CONSULTANT reserves the right to suspend the performance of all services in any case where invoices remain unpaid more than sixty (60) days from the invoice date.

To verify the CLIENT's requirements for appropriate invoicing, the following information is requested.

CLIENT Accounts Payable contact name:

CLIENT Accounts Payable contact phone number:

CLIENT Accounts Payable email address:

Upon execution of this document, CONSULTANT will reach out to the contact provided to gather CLIENT's required information such as purchase order number, client project number, email address or website for invoice submission, monthly deadline for invoice submission, CLIENT legal entity name for invoicing, CLIENT address for invoicing, etc.

6. **STANDARD OF CARE**: Consultant and its agents, employees and subcontractors shall endeavor to perform the Services for Client with that degree of care and skill ordinarily exercised, under similar circumstances, by consultants practicing in the same discipline at the same time and location. In the event any portion of the Services fails to substantially comply with this standard of care obligation and Consultant is promptly notified in writing prior to one year after completion of such portion of the Services, Consultant will re-perform such portion of the Services, or if re-performance is impractical, Consultant will refund the amount of compensation paid to Consultant for such portion of the Services. **NOTWITHSTANDING ANY TERMS IN OR APPLICABLE TO THIS AGREEMENT, CONSULTANT MAKES NO WARRANTIES OR GUARANTEES, EXPRESS OR IMPLIED, RELATING TO CONSULTANT'S SERVICES OR WORK PRODUCT, AND CONSULTANT DISCLAIMS ANY IMPLIED WARRANTIES OR WARRANTIES IMPOSED BY LAW, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.**
7. **LIMITATION OF LIABILITY**: Client and Consultant have evaluated the risks and rewards associated with this project, including Consultant's fee relative to the risks assumed, and agree to allocate certain of the associated risks. To the fullest extent permitted by law, Consultant's aggregate liability to Client, including that of Consultant's officers, directors, employees and agents, is cumulatively limited to \$100,000, hereinafter referred to as LIMITATION OF LIABILITY. This LIMITATION OF LIABILITY applies to all lawsuits, claims or actions, whether identified as arising in tort, INCLUDING NEGLIGENCE (WHETHER SOLE OR CONCURRENT), PROFESSIONAL ERROR OR OMISSIONS, BREACH OF WARRANTY (EXPRESS OR IMPLIED), NEGLIGENT MISREPRESENTATION, AND STRICT LIABILITY, contract, or other legal theory, including without limitation, Consultant's indemnity obligations to Client related to the Services provided in this Agreement and any continuation or extension of Consultant's Services.  
  
By entering into this Agreement, Client acknowledges that this LIMITATION OF LIABILITY provision has been reviewed, understood and is a material part of this Agreement, and that Client has had an opportunity to seek legal advice regarding this provision.
8. **NO CONSEQUENTIAL DAMAGES**: In no event shall Consultant or Client be liable to the other for any special, indirect, incidental or consequential loss or damages, including, but not limited to, lost profits, damages for delay, or loss of use arising from or related to Services provided by Consultant.
9. **INSTRUMENTS OF SERVICE**: In connection with the performance of the Services, Consultant may deliver to Client reports, drawings, specifications, computer files, field data, notes, and other documents and instruments prepared by the Consultant reflecting Services provided and the results of such Services ("Instruments of



Service"). Statements made in Consultant's Instruments of Service are opinions based upon engineering judgment and are not to be construed as representations of fact. All Instruments of Service, other written documents, all original data gathered by Consultant and work papers produced by Consultant in the performance of or intrinsic to the Services included in the Services are, and shall remain, the sole and exclusive property of Consultant. Files shall be maintained in general accordance with Consultant's document retention policies and practices. Client shall indemnify, defend, and hold Consultant harmless from any and all claims, damages, or losses arising from any unauthorized reuse or modification of the Instruments of Service.

10. **SAFETY**: Consultant has no authority and no responsibility for general job safety and for the safety of persons who are not employed by Consultant. Should Client, or third parties, be conducting activities on the Site, then each shall have responsibility for their own safety and compliance with applicable safety requirements.
11. **SAMPLES**: Samples are consumed in testing or disposed of upon completion of tests (unless stated otherwise in the Services).
12. **HAZARDOUS MATERIALS**: Nothing contained within this agreement shall be construed or interpreted as requiring Consultant to assume the status of an owner, operator, generator, storer, transporter, treater or disposal facility as those terms appear within RCRA or within any Federal or State statute or regulation governing the generation, transportation, treatment, storage and disposal of pollutants. Client retains full responsibility for compliance with the provisions of RCRA and any other Federal or State statute or regulation governing the handling, treatment, storage and disposal of pollutants.
13. **CLIENT OBLIGATIONS**:
  - (a) Client warrants that all information provided to Consultant regarding the Project and Project location are complete and accurate to the best of Client's knowledge.
  - (b) Client agrees to furnish (or obtain from the Owner should the Client not be the Owner) Consultant, its agents, employees, and subcontractors a right-of-entry and any authorizations needed for Consultant to enter onto the project site to perform the Services included in this Agreement.
  - (c) Client recognizes that the performance of the Services included in this Agreement may cause alteration or damage to the Site. Client acknowledges that some site disturbance is inherent in the work for which Consultant will not be responsible. Should Client not be owner of the property, then Client agrees to notify the owner of the aforementioned possibility of unavoidable alteration and damage and Client shall arrange for the repair of any alteration and damage.
  - (d) Client agrees to disclose the identity of all utilities serving the Project Site, the presence and accurate location of hidden or obscured man-made objects known to Client that may be in Consultant's work area and the nature and location of any known or suspected hazardous materials that may exist on the property.
  - (e) The Client shall furnish, at the Client's expense, all information, requirements, reports, data, surveys and instructions required by this Agreement. The Consultant may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof.
  - (f) In order to make informed decisions based on the Instruments of Service, Client's review and study of the Instruments of Service is vital to take full advantage of the consulting process. Client shall review in detail all Instruments of Service, including attachments and references therein, and in the event of questions or concerns, shall contact the project manager. Consultant provides information in the Instruments of Service which assists the Client and/or user in understanding and using the deliverable. The information includes direction on the extent to which the information can be relied on and applied to Client's decision-making process.
  - (g) Provide prompt written notice to CONSULTANT if CLIENT becomes aware of any fault or problem in the PROJECT, including any errors or omissions in CONSULTANT'S work.

(h) Client is responsible for reporting any releases of hazardous substances to appropriate government agencies as required by law. Client acknowledges that Consultant also may have reporting obligations under controlling law and regulations. Client waives any claim against Consultant and will indemnify and hold Consultant harmless from any claim, injury or loss arising from the discovery of unforeseen hazardous substances.

14. **CERTIFICATIONS**: Client understands and agrees that Consultant's Instruments of Services are limited to an expression of professional opinion based upon the Services performed by the Consultant and does not constitute a warranty or guarantee, either express or implied. In addition, Client agrees that Consultant will not be required to execute any document that would result in certifying, guaranteeing or warranting the existence of conditions whose existence the Consultant cannot reasonably ascertain.

15. **FAILURE TO FOLLOW RECOMMENDATIONS**: The Client agrees that it would be unfair to hold the Consultant liable for problems that may occur if the Consultant's recommendations are not followed. Accordingly, the Client waives any claim against the Consultant, and agrees to indemnify, and hold harmless the Consultant from any claim or liability for injury or loss that results from failure to implement the Consultant's recommendations or from implementation of the Consultant's recommendations in a manner that is not in strict accordance with them.

16. **TERMINATION**:

For Convenience - Upon written notice, Client or Consultant may terminate the performance of any further Services included in this Agreement if the terminating party determines termination is in the terminating party's interest. Upon receipt of a termination notice by either party, Consultant shall stop work on all Services included in this Agreement and deliver any Instruments of Service complete at that time to Client and Client shall pay Consultant within thirty (30) days for all Services performed up to the dispatch or receipt of the termination notice. Upon Termination for Convenience, Consultant and Client shall have no further rights or remedies other than those included in this paragraph.

For Cause –In the event of material breach of this Agreement, the party not breaching the Agreement may terminate it upon five (5) business days written notice delivered or mailed to the other party, which notice must identify the material breach. The Agreement may not be terminated for cause if the breaching party cures the breach within five (5) business days of receipt of the written notice. Upon Termination for Cause, Consultant shall stop work on all Services included in this Agreement and deliver any instruments of service complete at that time to Client and Client shall pay Consultant within thirty (30) days for all Services performed up to the termination. Upon Termination for Cause, Consultant and Client shall have no further rights or remedies other than those included in this paragraph.

17. **UNFORESEEN CONDITIONS OR OCCURRENCES**: If, during the performance of Services ,any unforeseen hazardous substance, material, element or constituent or other unforeseen or changed conditions or occurrences are encountered which, in Consultant's judgment, significantly affects or may affect the Services, the risk involved in providing the Services, or the recommended Scope of Services, Consultant will promptly notify Client. Subsequent to that notification, Consultant may: (a) If practicable, in Consultant's judgment and with approval of Client, complete the original Scope of Services in accordance with the procedures originally intended in the Proposal; (b) Agree with Client to modify the Scope of Services and the estimate of charges to include the previously unforeseen conditions or occurrences, such revision to be in writing and signed by the parties and incorporated into this Agreement; or (c) Terminate the Services effective on the date of notification pursuant to the terms of TERMINATION FOR CONVENIENCE.

18. **FORCE MAJEURE**: Consultant shall not be deemed to be in default of this Agreement to the extent that any delay or failure in the performance of the Scope of Work results from any causes beyond its reasonable control. For this purpose, such acts or events shall include, but are not limited to, storms, floods, unusually severe weather, epidemics, pandemics, quarantines, acts of government, civil disturbances, war, riot, strikes, lockouts or other industrial disturbances, and the inability within reasonable diligence to supply personnel, equipment, information or material to the Project. In the event that such acts or events occur, it is agreed that Consultant shall attempt to resume performance of the Services covered by this Agreement as soon as

reasonably possible. If the force majeure event adversely affects the scope or schedule, Client agrees to modify the Scope of Services and the estimate of charges, such revision to be in writing and signed by the parties and incorporated into this Agreement.

19. **INSURANCE**: Consultant shall maintain at its own expense, during the term of this Agreement, the following insurance: (1) Workers' Compensation providing statutory coverages required by the state where services are provided, (2) Employer's Liability with limits of \$1,000,000 each accident, (3) Commercial General Liability with limits of \$1,000,000 each occurrence / \$2,000,000 aggregate, (4) Commercial Automobile with limits of \$1,000,000 each accident, (5) Umbrella Excess Liability with limits of \$5,000,000 each occurrence and (6) Professional Liability with limits of \$1,000,000 each claim.
20. **INDEMNITY**: Consultant shall indemnify Client from and against damages, losses and judgments arising from claims by third parties, including reasonable attorneys' fees and expenses recoverable under applicable law, but only to the extent caused by the negligent acts, errors, or omissions of Consultant in the performance of services under this Agreement. Notwithstanding any terms in or applicable to this Agreement, it is understood and agreed that Consultant shall have no affirmative defense obligations.
21. **DISPUTE RESOLUTION**: In the event of a dispute between Consultant and Client with regard to any matter arising out of or related to this Agreement, the Parties will use their best efforts to resolve the dispute amicably using negotiation and mediation within fifteen (15) calendar days. If the dispute cannot be settled amicably, the Parties agree that the dispute shall be resolved by litigation in a court of competent jurisdiction within the State where project is located.
22. **ASSIGNMENT**: Neither party may assign this Agreement, in whole or in part, without the prior written consent of the other party.
23. **NO WAIVER**: No waiver by either party of any default by the other party in the performance of any provision of this Agreement shall operate as or be construed as a waiver of any future default, whether like or different in character.
24. **MISCELLANEOUS**: The validity, interpretation, and performance of this Agreement shall be governed by and construed in accordance with the laws of the state where project is located without regard to choice of law provisions. This Agreement represents the entire understanding and agreement between the parties hereto relating to the Services and supersedes any and all prior negotiations, discussions, and Agreements, whether written or oral, between the parties regarding same. No amendment or modification to this Agreement or any waiver of any provisions hereof shall be effective unless in writing, signed by both Parties. If any part of this Agreement is found to be unenforceable, then the parties' intent is to have such part rewritten to attain as close as possible the original intent of the unenforceable provision, and all remaining provisions shall continue in full force and effect.
25. **TIME BAR**: Notwithstanding any applicable state statute of repose or statute of limitation, the Parties agree that all legal actions by either party against the other concerning this Agreement or the work performed in relation to this Agreement, will become barred two (2) years from the time the party knew or should have known of the claim, or two (2) years after completion of Consultant's Services, whichever occurs earlier.
26. **NO DISCRIMINATION**: To the extent applicable, this contractor and subcontractor shall abide by the requirements of 41 CFR §§ 60-1.4(a), 60-300.5(a) and 60-741.5(a) and the posting requirement under 29 CFR Part 471, appendix A to subpart A. These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities, and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity or national origin. Moreover, these regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, protected veteran status or disability.
27. **NO THIRD PARTY LIABILITY**: Nothing in this Agreement or as a consequence of any of the Services provided gives any rights or benefits to anyone other than Client and Consultant. All duties and responsibilities

undertaken pursuant to this Agreement are for the sole and exclusive benefit of Client and Consultant and not for the benefit of any other party. No third party shall have the right to rely on the Instruments of Service without Consultant's prior written consent and the third party's agreement to be bound to the same terms and conditions as the Client.

28. **INDIVIDUAL LIABILITY:** CLIENT AGREES THAT CONSULTANT'S SERVICES WILL NOT SUBJECT CONSULTANT'S INDIVIDUAL EMPLOYEES, OFFICERS OR DIRECTORS TO ANY PERSONAL LIABILITY, AND THAT NOTWITHSTANDING ANY OTHER PROVISION OF THIS AGREEMENT, CLIENT AGREES THAT ITS SOLE AND EXCLUSIVE REMEDY SHALL BE TO DIRECT OR ASSERT ANY CLAIM, DEMAND, OR SUIT ONLY AGAINST CONSULTANT.

**CONSULTANT HEREBY ADVISES CLIENT THAT ITS PERFORMANCE OF THIS AGREEMENT IS EXPRESSLY CONDITIONED ON CLIENT'S ASSENT TO THE TERMS AND CONDITIONS DETAILED HEREIN.**

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representative.

CLIENT: \_\_\_\_\_

S&ME, Inc.

BY: \_\_\_\_\_  
(Signature)

BY: \_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Print Name / Title)

\_\_\_\_\_  
(Print Name / Title)

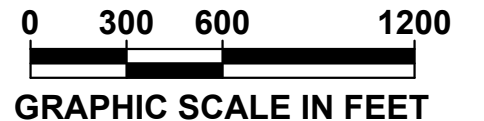
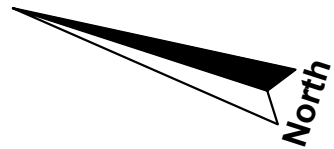
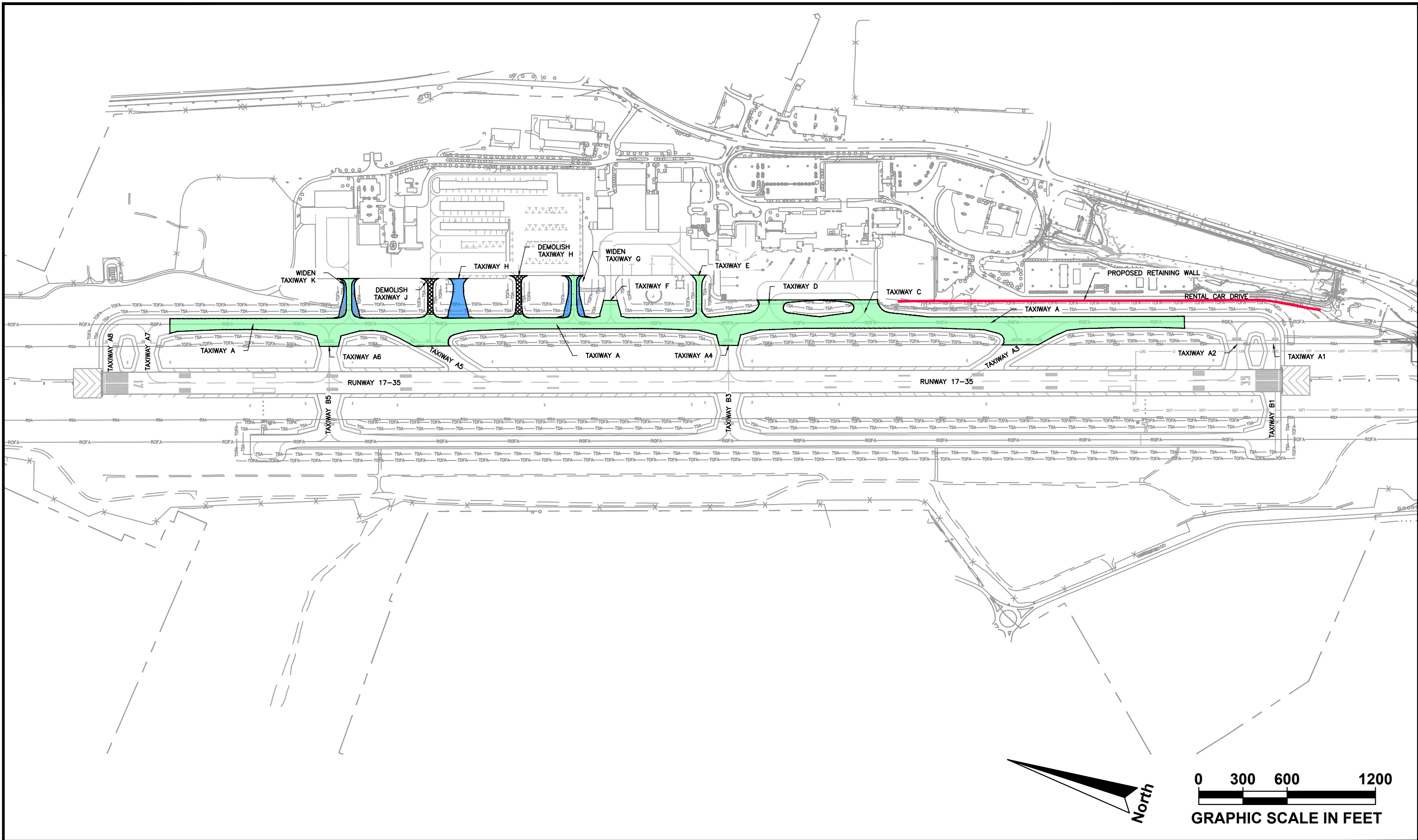
DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

PROPOSAL NUMBER: \_\_\_\_\_

**Client's FAXED or DIGITAL signature to be treated as original signature**

P:\2024\2024.0157.01 - AVL Taxiway A Rehab\01 Preliminary\Subconsultants\AVL Taxiway A Rehab NEPA.dwg 4/9/2024 12:17 PM



**AVCON, INC.**  
 ENGINEERS & PLANNERS  
 10115 KINCEY AVENUE, SUITE 140  
 HUNTERSVILLE, NC 28078  
 OFFICE: (704) 954-9008  
 www.avconinc.com

**LEGEND**

- PROPOSED TAXIWAY RELOCATION / WIDENING
- PAVEMENT REHABILITATION
- TAXIWAY TO BE DEMOLISHED

**AVL TAXIWAY A REHABILITATION**

NEPA

**EX. 1**



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## MEMORANDUM

TO: Members of the Airport Authority Board

FROM: Jared Merrill  
Vice President – Planning

DATE: May 10, 2024

### ITEM DESCRIPTION – New Business Item B

Approve Construction Contract Change Order No. 2 for the Air Traffic Control Tower and Associated Facilities Project

### BACKGROUND

The Airport Authority Board approved the construction contract for the Air Traffic Control Tower and Associated Facilities with J. Kokolakis Contracting, Inc. on November 18, 2022. Subsequently, in October of 2023 the Board approved Change Order #1 in the amount of \$855,650.42.

Since then, due to multiple submittal reviews and Requests for Information (RFIs) there have been eight change order requests that have been compiled into this Change Order #2. These change requests include but are not limited to: additional slab termite treatment, specification changes to the Air Handling Unit, changing the cabling for the Airport Surveillance Radar from copper to fiber, changing the fire alarm frequency to match our existing systems and local emergency frequencies, and increasing the size of the slat wall system to house the amount of FAA equipment in the tower cab.

The design team and their sub-consultants have reviewed these changes and provided recommendations to proceed with them. Upon negotiations with the contractor the total cost of this change is \$136,504.18.

### ISSUES

None. This work is required to complete the project.

New Business – Item B



## **ALTERNATIVES**

The Board could elect not to move forward with this approval. However, this could delay the completion of these items and potentially delay the project.

## **FISCAL IMPACT**

The total cost for Change Order No. 2 for the Air Traffic Control Tower and Associated Facilities is \$136,504.18. This does fall within the construction allowance that was approved with the contract and does not require a budget amendment. Presently, the Authority's intent is to utilize FAA funds for a portion of this project. As part of the Bipartisan Infrastructure Law (BIL) the Airport has currently been awarded \$28,500,000.00.

## **RECOMMENDED ACTION**

It is respectfully requested that the Airport Authority Board resolve to (1) approve Change Order No. 2 with Kokolakis Contracting in the amount of \$136,504.18; (2) and authorize the President and CEO to execute the necessary documents.



# AIA® Document G701® – 2017

## Change Order

**PROJECT:** *(Name and address)*  
 Greater Asheville Regional Airport  
 Air Traffic Control Tower (ATCT) and  
 Associated Facilities Project  
 146 Westfeldt Road  
 Mills River, NC 28732

**CONTRACT INFORMATION:**  
 Contract For: Construction  
 Date: December 05, 2022

**CHANGE ORDER INFORMATION:**  
 Change Order Number: 02  
 Date: 05/01/2024

**OWNER:** *(Name and address)*  
 Greater Asheville Regional Airport  
 Authority  
 61 Terminal Drive, Suite 1  
 Fletcher, NC 28732

**ARCHITECT:** *(Name and address)*  
 Pond and Company  
 3500 Parkway Lane, Suite 500  
 Peachtree Corners, GA 30092

**CONTRACTOR:** *(Name and address)*  
 Kokolakis Contracting, Inc.  
 202 E. Center Street  
 Tarpon Springs, FL 34689

### THE CONTRACT IS CHANGED AS FOLLOWS:

*(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)*

Work for Change Order No. 02 include the following:

COR No. 09r1 - Added Slab Termite Treatment per RFI 44	\$ 6,229.32
COR No. 11r1 - ASI 005 Costs Related to AHU Specification Changes	\$ 8,970.41
COR No. 15r1 - Fire Alarm VHF Frequencies	\$ 28,039.71
COR No. 14r1 - Added Electrical Airfield Cabling	\$ 51,689.05
COR No. 16 - Chiller Yard Adds	\$ 5,119.71
COR No. 19 - Slat Wall Revisions	\$ 21,530.11
COR No. 20 - Generator Auxilar Panel Changes	\$ 4,025.28
COR No. 22 - Additional Riser for S-11	\$ 10,900.59

The original Contract Sum was	\$ 44,344,052.00
The net change by previously authorized Change Orders	\$ 855,660.42
The Contract Sum prior to this Change Order was	\$ 45,199,712.42
The Contract Sum will be increased by this Change Order in the amount of	\$ 136,504.18
The new Contract Sum including this Change Order will be	\$ 45,336,216.60

The Contract Time will be increased by Zero (0) days.  
 The new date of Substantial Completion will be August 13, 2024

**NOTE:** This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

### NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

Pond and Company

Kokolakis Contracting, Inc.

Greater Asheville Regional Airport  
 Authority

ARCHITECT *(Firm name)*

CONTRACTOR *(Firm name)*

OWNER *(Firm name)*

SIGNATURE

SIGNATURE

SIGNATURE

Jared J. Reynolds, Project Manager

Joseph J. Kokolakis,

Lew Bleiweis, President & CEO

PRINTED NAME AND TITLE

President  
 PRINTED NAME AND TITLE

PRINTED NAME AND TITLE

DATE

DATE

DATE

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User Notes:

(3B9ADA55)



KOKOLAKIS



CONTRACTING

~~June 12, 2023~~ September 22, 2023

Jim Hinda – Resident Project Representative  
Arora Engineers  
1180 Peachtree Street – Suite 1950  
Atlanta, GA 30309

**Project: Greater Asheville Regional Airport Authority ATCT & TRACON  
Asheville, NC**

**SUBJECT: COR#009r1- Added Slab Termite Treatment per RFI 44**

Mr. Hinda,

Attached you will Kokolakis Contracting's itemized cost proposal No. 009r1 which encompasses the additional labor, materials and equipment associated with the added Slab Chemical Termite Treatment at the ATCT & TRACON slabs per RFI 44.

Enclosed please find a detailed cost breakdown, summary of changes and back-up related to this change order, which to the best of our knowledge incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$6,229.32**.

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

*John Kokolakis*  
**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: Field / File

FORGING RELATIONSHIPS

**COST PROPOSAL BREAKDOWN SHEET**  
**KC-245- Asheville Regional Airport New ATCT & Base Building**



202 E. Center Street, Tarpon Springs, Florida 34689  
 O: 727.942.2211

OWNER RFP #                   TBD  
 KOKOLAKIS PROPOSAL #       9r1

TITLE        Added Slab Termite Treatment per RFI 44

DATE        22-Sep-23

<u>Description of Work</u>	<u>Material</u> <u>Quantity</u>	<u>Unit</u> <u>Cost</u>	<u>Per</u>	<u>Total</u> <u>Material</u>	<u>Labor</u> <u>Factor</u>	<u>Per</u>	<u>Total</u> <u>Hours</u>	<u>Labor</u> <u>Rate</u>	<u>Total</u> <u>Labor</u>	<u>Total</u> <u>Cost</u>
<b><u>Kokolakis Self Perform</u></b>										
										0.00
<b>Sub-Total</b>				<b>\$0.00</b>					<b>\$0.00</b>	<b>\$0.00</b>
<b><u>Subcontracted</u></b>										
Fessler & Bowman Inc.										5,072.12
<b>Sub-Total</b>										<b>\$5,072.12</b>
<b>TOTAL DIRECT COST</b>										<b>\$5,072.12</b>
Kokolakis OH @	10.00%									507.21
Kokolakis Profit @	10.00%									557.93
Bond Rate	1.50%									92.06
<b>TOTAL PROPOSAL</b>										<b>\$6,229.32</b>



Fessler & Bowman Inc  
 10616 Westlake Drive  
 Charlotte, North Carolina 28273  
 Phone: +17044130700

Project: 23-014MW - Asheville Airport ATCT & TRACON  
 146 Westfeldt Rd.  
 Asheville, North Carolina 28732

**DRAFT**

**Prime Contract Potential Change Order #002: CE #002 - Termite Treatment for ATCT and TRACON**

<b>TO:</b>	Kokolakis Contracting, Inc. 202 E. Center St. Tarpon Springs , Florida 34689	<b>FROM:</b>	Fessler & Bowman Inc 4099 Eagle's Nest Court Flushing, Michigan 48433
<b>PCO NUMBER/REVISION:</b>	002 / 0	<b>CONTRACT:</b>	KC-0245-22 - Asheville Airport ATCT & TRACON Prime Contract
<b>REQUEST RECEIVED FROM:</b>		<b>CREATED BY:</b>	Gary Rowe (Fessler & Bowman Inc)
<b>STATUS:</b>	Draft	<b>CREATED DATE:</b>	5/16/2023
<b>REFERENCE:</b>		<b>PRIME CONTRACT CHANGE ORDER:</b>	None
<b>FIELD CHANGE:</b>	No		
<b>LOCATION:</b>		<b>ACCOUNTING METHOD:</b>	Amount Based
<b>SCHEDULE IMPACT:</b>		<b>PAID IN FULL:</b>	No
		<b>TOTAL AMOUNT:</b>	\$5,088.95

POTENTIAL CHANGE ORDER TITLE: CE #002 - Termite Treatment for ATCT and TRACON

CHANGE REASON: Allowance

POTENTIAL CHANGE ORDER DESCRIPTION: *(The Contract Is Changed As Follows)*

CE #002 - Termite Treatment for ATCT and TRACON  
Termite Treatment for Asheville Airport ATCT and TRACON.

Summit to perform pre-construction treatment for termites using Premise Pre-Construction soil applied termiticide at .05% dilution (single strength) before plastic is put down for slab pours. Treatment is for approximately 16,000 square feet and includes a (10) year bond with annual inspections. Damage repair warranty limited to the aggregate of \$10,000.

F&B Supervision to be on site during treatment.

ATTACHMENTS:

[Asheville Airport ATCT and TRACON Termite Estimate.pdf](#)

#	Cost Code	Description	Type	Quantity	Units	Unit Cost	Pre-Markup Subtotal	Safety (5.00% Applies to all line item types.)	Small Tools (5.00% Applies to Labor.)	Supervision (7.00% Applies to Labor and SUBCONTRACTORS.)	Subtotal
1	35-993599.103 - PROJ. SPECIFIC ITEM #3 [CHANGE NAME]	Termite Treatment	SUBCONTRACTORS	1.0	Is	\$ 2,880.00	\$ 2,880.00	\$ 144.00	\$ 0.00	\$ 211.68	\$ 3,235.68
2	10-13100.130 - SITE SUPERVISION	F&B Site Supervision	Labor	12.0	hours	\$95.00	\$ 1,140.00	\$ 57.00	\$ 57.00	\$ 79.80	\$ 1,333.80





# Pest Control Service Estimate

Customer Service Number: (828) 707-0282

Estimate Date: 2/17/2023

SERVICE ADDRESS	BILLING ADDRESS
Name: Asheville Airport ATCT and TRACON Address: 61 Terminal Dr City: Fletcher State: NC Zip: 28732 Phone: (980) 310-2360 Other Phone: Email: mpicciano@fesslerbowman.com	Name: Address: 61 Terminal Dr City: Fletcher State: NC Zip: 28732 Phone: Other Phone:

DESCRIPTION OF SERVICE	QTY	EACH	AMOUNT
Summit to perform pre-construction treatment for termites using Premise Pre-Construction soil applied termiticide at .05% dilution (single strength) before plastic is put down for slab pours. Treatment is for approximately 16,000 square feet and includes a (10) year bond with annual inspections. Damage repair warranty limited to the aggregate of \$10,000.	1	\$ <u>2880</u>	\$ <u>2880</u>
		\$ _____	\$ _____
		\$ _____	\$ _____
		\$ _____	\$ _____
<b>Total:</b>			\$ <u>2880</u>

**Company Information**

Name: Summit Pest Solutions	License Number: 1992-PWF	State: NC	Zip: 28732
Address: 20 Heritage Park Dr	City: Fletcher		

Thank you for being a valuable customer! Let us know how we can better serve you.

KOKOLAKIS



CONTRACTING

~~June 16, 2023~~ September 22, 2023

Jim Hinda – Resident Project Representative  
Arora Engineers  
1180 Peachtree Street – Suite 1950  
Atlanta, GA 30309

TRANSMITTED VIA ELECTRONIC MAIL

**Project: Greater Asheville Regional Airport Authority ATCT & TRACON  
Asheville, NC**

**SUBJECT: COR#011r1 – Costs Related to ASI-005 Changes to Air Handling Unit Specification**

Mr. Hinda,

Attached you will Kokolakis Contracting's itemized cost proposal No. 011r1 which encompasses the additional costs associated with the changes made to specification section 237313 – Modular Indoor Central-Station Air-Handling Unit per ASI-005.

Enclosed please find a detailed cost breakdown, summary of changes and back-up related to this change order, which to the best of our knowledge incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$8,970.41**.

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

*John Kokolakis*  
**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: Field / File

FORGING RELATIONSHIPS

**COST PROPOSAL BREAKDOWN SHEET**

**KC-245- Asheville Regional Airport New ATCT & Base Building**



202 E. Center Street, Tarpon Springs, Florida 34689  
O: 727.942.2211

OWNER RFP # TBD  
KOKOLAKIS PROPOSAL # 11r1

TITLE ASI-005 Changes to Air Handling Unit Specifications

DATE 21-Sep-23

Description of Work	<u>Material</u> <u>Quantity</u>	<u>Unit</u> <u>Cost</u>	<u>Per</u>	<u>Total</u> <u>Material</u>	<u>Labor</u> <u>Factor</u>	<u>Per</u>	<u>Total</u> <u>Days</u>	<u>Daily</u> <u>Rate</u>	<u>Total</u> <u>Labor</u>	<u>Total</u> <u>Cost</u>
<u>Kokolakis Self Perform</u>										
										0.00
										0.00
										0.00
<b>Sub-Total</b>				<b>\$0.00</b>					<b>\$0.00</b>	<b>\$0.00</b>
<u>Subcontracted</u>										
Cam-Ful Industries										7,304.00
									\$ -	0.00
									\$ -	0.00
<b>Sub-Total</b>										<b>\$7,304.00</b>
<b>TOTAL DIRECT COST</b>										<b>\$7,304.00</b>
Kokolakis OH @	10.00%									730.40
Kokolakis Profit @	10.00%									803.44
Bond Rate	1.50%									132.57
<b>TOTAL PROPOSAL</b>										<b>\$8,970.41</b>



INDUSTRIES INC.  
P.O. BOX 279  
PINEVILLE, NC 28134

Phone: 704/556-0301  
Fax: 704/556-0366

September 19, 2023

Via Email: [Johnmk@jkokolakis.com](mailto:Johnmk@jkokolakis.com)

Kokolakis Contracting  
202 E Center Street  
Tarpon Springs, FL 34689

Attn: John Kokolakis

**RE: GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY ATCT & TRACON  
HVAC SUBCONTRACT  
CAM-FUL CHANGE REQUEST NUMBER 3786-500-005 R1  
CHANGES TO AIR HANDLER SPECIFICATION PER ASI-005**

Dear John

Please find the attached detailed labor, material, and equipment breakdown for the additional work related to the changes to the air handler specification per ASI-005. After your review of the attached detailed breakdown for this additional work, please advise us upon approval and/or change order proceedings.

**TOTAL CAM-FUL CHANGE REQUEST NUMBER 3786-500-005 R1 \$7,304.00**

If you have any questions or concerns regarding this change request for additional work, please feel free to contact our office.

**Exclusions:** No painting, ceiling grid or tile removal and replacement, power or control wiring, overtime work, concrete work, cutting or patching sheet rock or masonry or roofing. No vapor barrier for underground piping.

**Note:** Due to market price fluctuations beyond our control, this proposal is offered 30 days and may be withdrawn from consideration due to cost increase or change in job conditions creating additional cost of installation.

Sincerely,  
**CAM-FUL INDUSTRIES, INC.**

*Tom Gombas*

Tom Gombas  
HVAC Department Manager

Attachments – (3)  
2– Labor & Material Breakdown  
1- Email from JCI

CC: 3786-500 CR  
TCC / RS

TG/ds







**INDUSTRIES INC.**  
**P.O. BOX 279**  
**PINEVILLE, NC 28134**

**Phone: 704/556-0301**  
**Fax: 704/556-0366**

**CHANGE REQUEST LABOR & MATERIAL BREAKDOWN**

<b>ATTENTION:</b>	<b>John Kokolakis; Kokolakis Contracting</b>						
<b>JOB NAME:</b>	<b>Greater Asheville Regional Airport Authority ATCT &amp; TRACON</b>						
<b>JOB NUMBER:</b>	<b>3786-500</b>						
<b>CHANGE REQUEST NUMBER:</b>	<b>3786-500-005 R1</b>						
<b>CHANGE REQUEST DESCRIPTION:</b>	<b>Changes to Air Handler specification per ASI-005</b>						
1	COST OF MATERIALS (Per attached breakdown)						\$ -
2	EQUIPMENT RENTAL (Per attached breakdown)						\$ -
3	SUBTOTAL I (Add lines 1 & 2)						\$ -
4	SALES TAX (7.25% of Subtotal I)						\$ -
5	LABOR						
	GENERAL LABOR	HRS @	\$ 55.61	\$ -			
	OPERATOR LABOR	HRS @	\$ 57.17	\$ -			
	PLUMBER LABOR	HRS @	\$ 59.90	\$ -			
	HVAC DUCT LABOR	HRS @	\$ 58.73	\$ -			
	PIPE FITTER LABOR	HRS @	\$ 71.01	\$ -			
	FIRE PROTECTION LABOR	HRS @	\$ 56.13	\$ -			
	HVAC TECH/ENGINEERING LABOR	HRS @	\$ 75.00	\$ -			
					LABOR SUBTOTAL	\$ -	
6	LABOR BURDEN (Insurance & related payroll cost - 46.55% of line 5)						N/A
7	SUBTOTAL II (Add lines 3, 4, 5, and 6)						\$ -
8	GENERAL OVERHEAD						
	N/A						
	N/A - if change involves deduction						
9	PROFIT						\$ -
	10% - if change involves additional cost						
	N/A - if change involves deduction						
	SUBCONTRACT WORK (Itemized breakdown(s) attached)						
	JOHNSON CONTROLS-Logan Hrischuk 9-19-23						\$ 6,640.00
	FIELD LEAKAGE TESTING WITH MANUFACTURER REP - LOCAL BRANCH						
10	TOTAL SUBCONTRACT(S)						\$ 6,640.00
11	COMMISSION ON SUBCONTRACT(S)						
	10% - if change involves additional cost						\$ 664.00
	0% - if change involves deduction						
12	FINAL SUBTOTAL (Add lines 7, 8, 9, 10, and 11)						\$ 7,304.00
13	BONDS COST						N/A
	<b>TOTAL CHANGE REQUEST:</b>						<b>\$ 7,304.00</b>
	<b>EXTENSION OF TIME REQUESTED:</b>						

---

**From:** Tom Gombas <[TGombas@cam-ful.com](mailto:TGombas@cam-ful.com)>  
**Sent:** Tuesday, September 19, 2023 8:17 AM  
**To:** Darlene Symanski <[DSymanski@CAM-FUL.COM](mailto:DSymanski@CAM-FUL.COM)>  
**Subject:** FW: AVL - ATCT & TRACON - COR 008, 009, & 011

---

**From:** Logan Hrischuk <[logan.hrischuk@jci.com](mailto:logan.hrischuk@jci.com)>  
**Sent:** Tuesday, September 19, 2023 8:15:51 AM (UTC-05:00) Eastern Time (US & Canada)  
**To:** Tom Gombas <[TGombas@cam-ful.com](mailto:TGombas@cam-ful.com)>  
**Subject:** RE: AVL - ATCT & TRACON - COR 008, 009, & 011

Good Afternoon Tom,

Hope you had a good weekend at the beach! I just got off the phone with the local service branch, we were able to get the revised pricing down to **\$6,640** for (4) days of supervision (2) days per AHU from the local branch. The 49er's were looking good yesterday, hopefully they can keep up that momentum!

Let me know how else I can help!

Thanks,



**Logan Hrischuk**  
9844-B Southern Pines Blvd.  
Charlotte, NC 28273  
Mobile: 704-307-9123

---

**From:** John Kokolakis <[johnmk@jkokolakis.com](mailto:johnmk@jkokolakis.com)>  
**Sent:** Monday, September 18, 2023 4:22 PM  
**To:** Tom Gombas <[TGombas@cam-ful.com](mailto:TGombas@cam-ful.com)>; Darlene Symanski <[DSymanski@CAM-FUL.COM](mailto:DSymanski@CAM-FUL.COM)>  
**Cc:** Cameron Champaigne <[CChampaigne@JKokolakis.com](mailto:CChampaigne@JKokolakis.com)>; Logan Hrischuk <[logan.hrischuk@jci.com](mailto:logan.hrischuk@jci.com)>  
**Subject:** RE: AVL - ATCT & TRACON - COR 008, 009, & 011

Date: 05/03/2024

Mr. Jared Merrill, Planning Manager  
Greater Asheville Regional Airport Authority  
61 Terminal Drive, Suite 1  
Fletcher, North Carolina 28732

**RE: ATCT & TRACON – COR #014 r1 Airfield Electrical Cabling Pricing  
Asheville Regional Airport (AVL); Asheville, NC**

Dear Mr. Merrill,

Pond and Company (Pond) has reviewed the following Change Order Requests (COR) submitted by Kokolakis Contracting:

- COR #014r1 – Airfield Electrical Cabling Pricing
  - This COR was generated per the response to RFP 01. Pricing for a 100 Pair cable and to switch to Fiber cabling was provided.
  - The EOR has reviewed the initial COR #014 and provided comments to GC for revisions. The GC revised and resubmitted COR #020r1.
  - Recommended total: \$51,689.05

I have attached the COR #014 r1 for your reference. If GARAA agrees with Pond's recommendation, we can add these to the scope of Change Order No. 02.

Please let us know if you have any questions or would like to set up a time to review.

Sincerely,



Jared J. Reynolds  
Senior Project Manager-Aviation  
Pond & Company, Inc.

Cc: Mike Reisman, Chief Operating Officer, Greater Asheville Regional Airport  
Chance Beaver, Pond and Company  
James Moose, AVCON

KOKOLAKIS



CONTRACTING

May 2, 2024

Jared Reynolds – Senior Project Manager/Aviation  
POND  
110 Veterans Boulevard Suite 347  
Metairie, Louisiana 70005

**Project: Greater Asheville Regional Airport Authority ATCT & Base Building  
Asheville, NC**

**SUBJECT: COR#14r1 – RFP 001 Added Airfield Electrical Cabling Pricing**

Mr. Reynolds,

Attached you will Kokolakis Contracting's itemized cost proposal No. 014r1 which encompasses the costs associated with RFP 001 – Added Scope for Airfield Underground and COMM and the selection of the fiber optic cable. This proposal includes the CSI costs/credits as well as Visions unit cost for the underground duct bank run @ 1000LF estimate.

Enclosed please find a detailed cost breakdown and summary of changes, which to the best of our knowledge incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$51,689.05**

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: Field / File

FORGING RELATIONSHIPS





**Contract Modification Cost Proposal**

Control No. COP #6 DATE: 09/6/2023  
 Revision No. \_\_\_\_\_

**PROJECT: 220027-FL (TOWER NEW ATCT-TRACON FAC AVL)**

**DESCRIPTION** Cost Change associated with Pond Proposal request #1 dated 10/6/23 - added scope for airfield underground and comm

Special Note: None.

<b>LABOR</b>			
Rates Effective 1/1/2023 - 12/31/2023			
Estimated Manhours:	RATE	HOURS	
	\$68.00	0.00	\$0.00
Estimated Manhours (Premium Labor)	\$34.00	0.00	\$0.00
Estimated Manhours (Supervision Labor)	\$80.00	0.00	\$0.00
	Labor Subtotal		\$0.00
Project Management:	\$85.00	8.00	\$680.00
Estimator:	\$75.00	0.00	\$0.00
	Mgmt. Subtotal		\$680.00
<b>TOTAL LABOR</b>			<b>\$680.00</b>

<b>MATERIAL</b>			
Material :			\$0.00
Miscellaneous Materials:		0.00%	\$0.00
Quoted Material (BSE Supply):			\$0.00
Freight:			\$0.00
	SUBTOTAL		\$0.00
	T/O Mat'l Escalation	0.00%	1 Year \$0.00
	State Sales Tax North Carolina	7.00%	\$0.00
<b>TOTAL MATERIAL</b>			<b>\$0.00</b>

<b>EQUIPMENT</b>		
Construction Equipment:		\$0.00
Mobilization/Demobilization:		\$0.00
		\$0.00
<b>TOTAL EQUIPMENT</b>		<b>\$0.00</b>

<b>OTHER</b>		HOURS
Other Costs:		\$0.00
<b>TOTAL OTHER COSTS</b>		<b>\$0.00</b>



**Contract Modification Cost Proposal**

<b>SUBTOTAL</b>	<b>SUBTOTAL DIRECT COSTS</b>	<b>\$680.00</b>
	Overhead & Profit	5.00% \$34.00
	Home Office Overhead	0.00% \$0.00
	Corporate Insurances	0.00% \$0.00
	Contingency	0.00% \$0.00
	Profit	5.00% \$35.70
<b>JOB SUBTOTAL (Minus Subcontracts)</b>		<b>\$749.70</b>

<b>SUBCONTRACT</b>		
Subcontracts (CSI RFP #1):		NA
Subcontracts (CSI RFP #2):		(\$108,700.00)
Subcontracts (CSI RFP #3):		NA
Subcontracts (VISION RFP #4):		NA
Subcontracts (VISION RFP #5):		NA
Subcontracts (CSI RFP#6):		\$53,550.00
VISION DB to Radar \$95/ft @ 1000ft estimate - No steel plating included		\$95,000.00
VISION DB Manholes - 6x6x6 @ \$21,000 each installed		\$0.00
VISION DB locating		\$1,250.00
VISION Rock excavation if needed \$15/cubic foot		\$0.00
	<b>Subtotal Subcontract</b>	<b>\$41,100.00</b>
Subcontract Mark-Up:	10.00%	\$4,110.00
<b>TOTAL SUBCONTRACT</b>		<b>\$45,210.00</b>

	<b>JOB SUBTOTAL</b>	<b>\$749.70</b>
	<b>TOTAL SUBCONTRACT</b>	<b>\$45,210.00</b>
	Bond Premium	1.00% \$459.60
<b>TOTAL REQUESTED</b>		<b>\$46,419.30</b>

Submitted By: Ryan Spierowski Additional Time Required None

**ATTACHMENTS**  
 Subcontractor Documentation  
 Reference Documentation

**NOTES**

1. This Proposal does not contain any costs related to extension of contract time, nor acceleration of performance if required to maintain contract time, due to addition of this work.
2. This proposal will remain valid for thirty (30) days.



CAUTION: This effort originated from outside your organization. Exercise

1,000 = 95,000

Use 95.00 per foot for the duct bank at ~~2,000' = 190,000.00~~

~~4 - 6'x6'x6' man hole @21,000.00 each 84,000.00~~

Labor to locate existing utilities 1250.00 total

Total 275,250.00 in standard soil conditions.

If rock excavation is required add 15.00 per cubic foot of rock excavated.

Sincerely

Mark Hall

“Good men don’t become legends”

“Good men don’t need to become legends”

“They just do what’s right anyway “



# Cabling Solutions Inc.

P.O.Box 1739  
Denver, NC 28037-1739

Telephone: (704) 489-1187  
Facsimile: (704) 489-1191

## Change Order Request No. 1 - REV1

Company Name: <u>Besco Electrical</u>	Date: <u>5.01.2024</u>
Contact Person: <u>Ryan Spierowski</u>	Customer ID: <u>N/A</u>
Job Title: <u>Asheville Regional Airport Authority</u> <u>NEW ATCT &amp; TRACON Facility</u>	phone: <u>704.892.4200 x 104</u>
Job Description: <u>Telecommunications</u>	email: <u><a href="mailto:r.spierowski@bescoelectrical.com">r.spierowski@bescoelectrical.com</a></u>

**REV1**

**\*\*\*\* IMPORTANT, PLEASE READ CAREFULLY \*\*\*\***

This quotation is 3 pages in length. This, the first page consists of the Scope of Work. Page two contains a pricing breakdown. Page three includes the Terms and Conditions and the total contract price.

We at CSI wish to provide our clientele with all the necessary information to make solid decisions concerning their communications needs. We welcome you to share with us how we can continue to serve your company more effectively.

### Scope Of Work

This proposal is for the installation of telecommunications structured cabling for the New Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON) Facility located at the Asheville Regional Airport in Fletcher, NC. This proposal is based on the Specifications and drawings provided with Change Order Request No. 1 (Architect's Project Number 1210250)

The description of the changes being made to the Air Traffic Control Tower (ATCT) and Associated Facilities Project are outlined in the document titled "G709 Request for Pricing Q1- Additional Airfield Elec. Cabling-" and emailed to CSI on 10.09.2023. The following scope of work will give a description of the changes that are requested to be made to the project requirements.

**6. Provide pricing for materials and installation for 7,000 linear feet of one (1) 24 strand, single mode, OSP fiber cable.**

### Notes, Assumptions and Disclaimers

- > This price includes the materials and installation of cabling only. This price does not include termination of cabling.
- > This price does not include testing of cabling.
- > This price does not include innerduct (or fabric mesh innerduct) for cabling
- > CSI assumes all pathways are provided and installed by others. CSI assumes pathways shall have pullstring included.
- > The specification calls for PE-39 OSP copper cabling to be installed in this scope of work. PE-39 OSP copper cabling is currently not available in all cable sizes and quantities requested by this RFP. In the event this proposal is approved, CSI reserves the right to utilize PE-89 OSP copper cabling in the event PE-39 OSP copper cabling is not readily available.
- > **REV1 - Updated pricing per Ryan Spierowski on May 1st, 2024. Updated pricing includes outside plant fiber optic cable only. This does not include outside plant copper cabling.**

**Scope Of Work, Cont'd**

**Pricing Breakdown**

Asheville Regional Airport Authority ATCT & TRACON - Change Order Request No. 1 REV1				Totals (USD)
Unit Pricing	Description	Quantity	Unit Cost	Total Cost
No. 6	24 Strand Single-Mode fiber optic cable Installed in FAA Duct or Conduit	7000 LF	\$ 7.65	\$ 53,550.00

**Terms and Conditions**

Quote is valid for a period 30 days, unless otherwise noted in quotation.  
All terms are to be net 30 days unless otherwise specified in quotation. As a condition of this agreement all past due amounts may be subject to a 1.5% per month service charge.  
Materials will be invoiced upon notification to proceed.  
Labor will be invoiced on a monthly basis or at the completion of the project, which ever comes first.  
Any changes to the quotation shall constitute a change order. Change orders shall; list scope of change requested, material changes and any additional labor associated with the change.  
All change orders are subject to the same terms as listed above.

**Addendums**

Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____
Addendum No.:	_____	Date of Addendum:	_____

**Required Signatures**

By signing and dating this agreement customer acknowledges receipt of all three (3) pages of Cabling Solutions, Inc.'s quote and accept the quotation as defined and agree to all terms and conditions stated in and with this quotation in the amount of

See Pricing Breakout on Page 2

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Job Title: Asheville Regional Airport Authority  
NEW ATCT & TRACON Facility  
Telecommunications

PO/SR#: \_\_\_\_\_  
(if applicable)

REV1

So that we may provide prompt service, please sign and email to [slawing@csi-ti.net](mailto:slawing@csi-ti.net)

## Proposal Request

---

**PROJECT:** *(name and address)*

Greater Asheville Regional Airport  
Air Traffic Control Tower (ATCT) and  
Associated Facilities Project  
146 Westfield Road  
Mills River, NC 28732

**CONTRACT INFORMATION:**

Contract For: Construction  
Date: December 05, 2023

Architect's Project Number: 1210200

Proposal Request Number: 01  
Proposal Request Date: 10/06/2023

**OWNER:** *(name and address)*

Greater Asheville Regional Airport  
Authority  
61 Terminal Drive, Suite 1  
Fletcher, NC 28732

**ARCHITECT:** *(name and address)*

Pod & Company  
3500 Parkway Lane, Suite 500  
Peachtree Corners, GA 30092

**CONTRACTOR:** *(name and address)*

Kokolakis Contracting, Inc.  
202 E. Center Street  
Tarpon Springs, FL 34689

---

The Owner requests an itemized proposal for changes to the Contract Sum and Contract Time for proposed modifications to the Contract Documents described herein. The Contractor shall submit this proposal within Fifteen (15) days or notify the Architect in writing of the anticipated date of submission.

*(Insert a detailed description of the proposed modifications to the Contract Documents and, if applicable, attach or reference specific exhibits.)*

1. Provide pricing for material and installation for 5,000 linear feet of 100 pair #19 AWG cable.
2. Provide pricing (credit) for material and installation for 5,000 linear feet of 50 pair #19 AWG cable.
3. Provide pricing for material and installation for (2) runs of 5,000 linear feet of 12 pair #19 AWG cable.
4. Provide pricing for material and installation for one (1) 4" conduit to the directional bore, 1,200 linear feet.
5. Provide pricing for material and installation for 2,200 linear feet of direct buried in truf conduit.
5. Provide pricing for material and installation for 7,000 linear feet of one (1) 24 strand, single mode, OSP fiber cable

**THIS IS NOT A CHANGE ORDER, A CONSTRUCTION CHANGE DIRECTIVE, OR A DIRECTION TO PROCEED WITH THE WORK DESCRIBED IN THE PROPOSED MODIFICATIONS.**

---

**REQUESTED BY THE ARCHITECT:**



# AIA® Document G714™ – 2017

## Construction Change Directive

**PROJECT:** *(Name and address)*

**CONTRACT INFORMATION:**

**CCD INFORMATION:**

Contract For:

Directive No:

Date:

Date:

**OWNER:** *(Name and address)*

**ARCHITECT:** *(Name and address)*

**Contractor:** *(Name and address)*

The Contractor is hereby directed to make the following change(s) in this Contract:

*(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits.)*

### PROPOSED ADJUSTMENTS

1. The proposed basis of adjustment to the Contract Sum or Guaranteed Maximum Price:

Lump Sum (increase) (decrease) of \$

Unit Price of \$

Cost, as defined below, plus the following fee:  
*(Insert a definition of or method for determining, cost)*

As Follows:

2. The Contract Time is proposed to (be adjusted)(remain unchanged). The proposed adjustment, if any, is (an increase of \_\_\_\_\_ days)(decrease of \_\_\_\_\_ days).

*NOTE: The Owner, Architect and Contractor should execute a Change Order to supersede this Construction Change Directive to the extent they agree upon adjustments to the Contract Sum, Time, or Guaranteed Maximum price for the change(s) described herein.*

Contractor signature indicates agreement with the proposed adjustments in Contract Sum and Contract Time set forth in this CCD.

\_\_\_\_\_  
CONTRACTOR

\_\_\_\_\_  
PRINTED NAME AND TITLE

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

KOKOLAKIS



CONTRACTING

January 25, 2024

Jared Reynolds – Senior Project Manager/Aviation  
POND  
110 Veterans Boulevard Suite 347  
Metairie, Louisiana 70005

**Project: Greater Asheville Regional Airport Authority ATCT & Base Building  
Asheville, NC**

**SUBJECT: COR#15r2 – RFI 95 Fire Alarm VHF Frequency**

Mr. Reynolds,

Attached you will find Kokolakis Contracting's itemized cost proposal No. 015r2 which encompasses the costs associated with RFI-095. Initially during bid time, ERRC-DAS system was specified to be 700/800 MHZ frequency. RFI-095 stated the tower is being built in Henderson County, NC which uses VHF frequency for their emergency radios rather than 700/800MHZ. This proposal entails the costs to provide a VHF frequency in compliance with the RFI95 attachments, in lieu of the 700/800MHZ as initially bid and specified.

This COR#15r2 entails an additional cost breakdown sheet by JCI specific to the requests of PONDs 1/11/24 letter and discussions at our 1/17/24 Fire Alarm meeting.

Enclosed please find a detailed cost breakdown and summary of changes, which to the best of our knowledge incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$28,039.71**.

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

*John Kokolakis*  
**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: POND/GARAA/Field / File

FORGING RELATIONSHIPS

**COST PROPOSAL BREAKDOWN SHEET**  
**KC-245- Asheville Regional Airport New ATCT & Base Building**



OWNER RFP #                      TBD  
 KOKOLAKIS PROPOSAL #        15r2

TITLE        RFI 95 Fire Alarm VHF Frequency

DATE        25-Jan-23

<u>Description of Work</u>	<u>Material Quantity</u>	<u>Unit Cost</u>	<u>Per</u>	<u>Total Material</u>	<u>Total Days</u>	<u>Daily Rate</u>	<u>Total Labor</u>	<u>Total Cost</u>
<b><u>Kokolakis Self Perform</u></b>								
								0.00
								0.00
								0.00
<b>Sub-Total</b>				<b>\$0.00</b>			<b>\$0.00</b>	<b>\$0.00</b>
<b><u>Subcontracted</u></b>								
Besco Electrical								25,181.03
							\$ -	0.00
							\$ -	0.00
							\$ -	0.00
							\$ -	0.00
<b>Sub-Total</b>								<b>\$25,181.03</b>
<b>TOTAL DIRECT COST</b>								<b>\$25,181.03</b>
Kokolakis OH@	5.00%							1,259.05
Kokolakis Profit @	5.00%							1,322.00
Bond Rate	1.00%							277.62
<b>TOTAL PROPOSAL</b>								<b>\$28,039.71</b>





**Contract Modification Cost Proposal**

Control No. COP #7 DATE: 11/8/2023  
 Revision No. \_\_\_\_\_

PROJECT: 220027-FL (TOWER NEW ATCT-TRACON FAC AVL)

**DESCRIPTION** Cost Change associated with EERC Johnson Controls change

Special Note: None.

**LABOR**

Rates Effective 1/1/2023 - 12/31/2023		RATE	HOURS	
Estimated Manhours:		\$68.00	0.00	\$0.00
Estimated Manhours (Premium Labor)		\$34.00	0.00	\$0.00
Estimated Manhours (Supervision Labor)		\$80.00	0.00	\$0.00
Labor Subtotal				\$0.00
Project Management:		\$85.00	1.00	\$85.00
Estimator:		\$75.00	0.00	\$0.00
Mgmt. Subtotal				\$85.00
<b>TOTAL LABOR</b>				<b>\$85.00</b>

**MATERIAL**

Material :				\$0.00
Miscellaneous Materials:			0.00%	\$0.00
Quoted Material (BSE Supply):				\$0.00
Freight:				\$0.00
<b>SUBTOTAL</b>				<b>\$0.00</b>
T/O Mat'l Escalation		0.00%	1 Year	\$0.00
State Sales Tax North Carolina			7.00%	\$0.00
<b>TOTAL MATERIAL</b>				<b>\$0.00</b>

**EQUIPMENT**

Construction Equipment:				\$0.00
Mobilization/Demobilization:				\$0.00
<b>TOTAL EQUIPMENT</b>				<b>\$0.00</b>

**OTHER**

Other Costs:	HOURS	
		\$0.00
<b>TOTAL OTHER COSTS</b>		<b>\$0.00</b>



**Contract Modification Cost Proposal**

<b>SUBTOTAL</b>	<b>SUBTOTAL DIRECT COSTS</b>	<b>\$85.00</b>
	Overhead & Profit	5.00% \$4.25
	Home Office Overhead	0.00% \$0.00
	Corporate Insurances	0.00% \$0.00
	Contingency	0.00% \$0.00
	Profit	5.00% \$4.46
<b>JOB SUBTOTAL (Minus Subcontracts)</b>		<b>\$93.71</b>

<b>SUBCONTRACT</b>		
Subcontracts (Johnson Controls EERC):		\$22,580.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
	Subtotal Subcontract	\$22,580.00
Subcontract Mark-Up:	10.00%	\$2,258.00
<b>TOTAL SUBCONTRACT</b>		<b>\$24,838.00</b>

	JOB SUBTOTAL	\$93.71
	TOTAL SUBCONTRACT	\$24,838.00
	Bond Premium	1.00% \$249.32
<b>TOTAL REQUESTED</b>		<b>\$25,181.03</b>

Submitted By: Ryan Spierowski Additional Time Required: None

**ATTACHMENTS**  
 Subcontractor Documentation  
 Reference Documentation

**NOTES**

1. This Proposal does not contain any costs related to extension of contract time, nor acceleration of performance if required to maintain contract time, due to addition of this work.
2. This proposal will remain valid for thirty (30) days.



# AIA® Document G714™ – 2017

## Construction Change Directive

**PROJECT:** *(Name and address)*

Asheville ATCT Facility

146 Wesfeldt Rd. Mills River

**CONTRACT INFORMATION:**

Contract For: BESCO Electrical

Date: 4/3/23

**CCD INFORMATION:**

Directive No:

Date: 11/8/23

**OWNER:** *(Name and address)*

Asheville Regional Airport

**ARCHITEC** *(Name and address)*

Pond & Company

**Contractor** *(Name and address)*

Kokolakis Contracting

The Contractor is hereby directed to make the following change(s) in this Contract:

*(Insert a detailed description of the change and, if applicabe, attach or reference specific exhibits.)*

### PROPOSED ADJUSTMENTS

1. The proposed basis of adjustment to the Contract Sum or Guaranteed Maximum Price:

Lump Sum (increase) (decrease) of \$25,181.03

Unit Price of \$

Cost, as defined below, plus the following fee:  
*(Insert a definition of or method for determining, cost)*

As Follows:

2. The Contract Time is proposed to (be adjusted)(remain unchanged). The proposed adjustment, if any, is (an increase of 5 days)(decrease of 0 days).

*NOTE: The Owner, Architect ad Contractor should execute a Change Order to supersede this Construction Change Directive to the extent they agree upon adjustments to the Contract Sum, Time, or Guaranteed Maximum price for the change(s) described hereinn.*

Contractor signature indicates agreement with the proposed adjustments in Contract Sum and Contract Time set forth in this CCD.

**BESCO Electrical**

CONTRACTOR

**Ryan Spierowski**

PRINTED NAME AND TITLE

11/08/23

Signature

Date



Johnson Controls LP  
36 Rosscraggon Road  
Suite H&I  
Asheville, NC 28803

Tele: (828)684-0736  
Fax: (828)684-0584

DATE: 11-7-23  
TO: BESCO  
ATTN: Ryan Spierowski  
FROM: Jeff Kilpatrick  
RE: Asheville Airport-ATC Tower-CO to convert ERRC-DAS system to VHF frequency

Ryan,

This change order is for the following:

- ERRC-DAS system was specified during original bidding to be 700/800 MHZ frequency
- Per research and RFI responses, the Tower is being built in Henderson County, NC. Henderson County uses VHF frequency for their emergency radios rather than 700/800 MHZ.
- This change order is to provide a ERRC-DAS system that uses VHF frequency rather than 700/800 MHZ.

The proposal includes revising the equipment as detailed above.

- PRICE.....\$22,580

To accept this change order and revise BESCO PO # 220027-030 please sign where indicated and email to [jeffrey.kilpatrick@jci.com](mailto:jeffrey.kilpatrick@jci.com) We will add this amount to your original contract amount.

Thanks,

Jeff

Accepted:

DATE: \_\_\_\_\_

PRINT NAME: \_\_\_\_\_

SIGNED: \_\_\_\_\_

Asheville Regional Airport- Tower

Notes for the Increase in Costs

1. When it became known that the tower is in Henderson County and operates on VHF frequencies, the original design and engineered drawings had to be updated to transition from 800MHz to VHF.
2. VHF equipment is substantially more expensive and caused the equipment costs to increase by more than double.
3. VHF ERRCS requires specialized equipment as well as additional equipment that is specific to VHF.

700/800 MHz System			VHF System		
Qty	Item	Cost	Qty	Item	Cost
3	Yagi Antenna for 700/800MHz with hardware	\$940.00	3	VHF Yagi Antenna with hardware	\$1,500.00
100	Outdoor Cable	\$1,060.00	100	Outdoor Cable	\$1,060.00
31	Connector	\$1,085.00	31	Connector	\$1,085.00
1	Polyphaser	\$250.00	1	Polyphaser	\$315.00
1	Standard Ground Kit for 1/2 inch Coaxial Cable	\$50.00	1	Standard Ground Kit for 1/2 inch Coaxial Cable	\$50.00
1	Universal Weatherproofing Kit	\$100.00	1	Universal Weatherproofing Kit	\$100.00
1	700/800MHz BDA	\$20,870.00	1	VHF BDA	\$39,340.00
1	BBU for 700/800MHz BDA	\$3,120.00	1	BBU for BDA	\$3,500.00
1	Remote Annunciator	\$1,000.00	1	Remote Annunciator	\$1,500.00
400	Indoor Cable	\$4,000.00	400	Indoor Cable	\$4,000.00
4	Jumper for 700/800MHz	\$250.00	4	Jumper for VHF	\$250.00
3	Directional Antenna for 700/800MHz	\$425.00	3	Directional Antenna for VHF Bands	\$440.00
2	Omni-directional Antenna for 700/800MHz	\$500.00	2	Omni-directional Antenna for VHF Bands	\$1,260.00
1	2-Way Power Divider for 700/800MHz	\$400.00	1	2-Way Power Divider for VHF	\$500.00
2	13 dB Power Tapper for 700/800MHz	\$400.00	2	13 dB Power Tapper for	\$400.00
1	10 dB Power Tapper for 700/800MHz	\$200.00	1	10 dB Power Tapper for VHF	\$200.00
2	5 dB Power Tapper for 700/800MHz	\$350.00	2	5 dB Power Tapper for VHF	\$350.00
<b>Total</b>		<b>\$35,000.00</b>	<b>Total</b>		<b>\$55,850.00</b>

As you can see from this rough list, several items are specific to the frequency band they are designed to work with. VHF is all specialized and is not readily available off the shelf. The BDU for VHF are custom manufactured.

KOKOLAKIS



CONTRACTING

January 15, 2024

Jared Reynolds – Senior Project Manager/Aviation  
POND  
110 Veterans Boulevard Suite 347  
Metairie, Louisiana 70005

**Project: Greater Asheville Regional Airport Authority ATCT & Base Building  
Asheville, NC**

**SUBJECT: COR#16r1 – RFI 150.1 Chiller Yard Electrical Adds**

Mr. Reynolds,

Attached you will Kokolakis Contracting's itemized cost proposal No. 016 which encompasses the costs associated with RFI-150. This RFI 150 added ESK 007 & ESK 008 with updated information on the weatherproof convenience receptacles and barrel heaters at the chiller yard.

Enclosed please find a detailed cost breakdown and summary of changes, which to the best of our knowledge incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$5,199.71**.

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

*John Kokolakis*  
**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: POND/GARAA/Field / File

FORGING RELATIONSHIPS





# BESCO ELECTRICAL

## Contract Modification Cost Proposal

Control No.                      **COP #9** DATE: 12/5/2023  
 Revision No.                     

**PROJECT: 220027-FL (TOWER NEW ATCT-TRACON FAC AVL)**

<b>DESCRIPTION</b>	<b>Cost Change associated with RFI 150 Chiller Yard</b>
Special Note: None.	

LABOR			
Rates Effective 1/1/2023 - 12/31/2023			
Estimated Manhours:	RATE	HOURS	
	\$68.00	33.72	\$2,292.96
Estimated Manhours (Premium Labor)	\$34.00	0.00	\$0.00
Estimated Manhours (Supervision Labor)	\$80.00	0.00	\$0.00
Labor Subtotal			\$2,292.96
Project Management:	\$85.00	1.00	\$85.00
Estimator:	\$75.00	0.00	\$0.00
Mgmt. Subtotal			\$85.00
<b>TOTAL LABOR</b>			<b>\$2,377.96</b>

MATERIAL			
Material :			\$1,692.83
Miscellaneous Materials:		0.00%	\$0.00
Quoted Material (BSE Supply):			\$0.00
Freight:			\$0.00
SUBTOTAL			\$1,692.83
T/O Mat'l Escalation	0.00%	1 Year	\$0.00
State Sales Tax North Carolina		7.25%	\$122.73
<b>TOTAL MATERIAL</b>			<b>\$1,815.56</b>

EQUIPMENT	
Construction Equipment:	\$0.00
Mobilization/Demobilization:	\$0.00
	\$0.00
<b>TOTAL EQUIPMENT</b>	
<b>\$0.00</b>	

OTHER	
Other Costs:	\$0.00
<b>TOTAL OTHER COSTS</b>	
<b>\$0.00</b>	





# BESCO ELECTRICAL

## Contract Modification Cost Proposal

<b>SUBTOTAL</b>		<b>SUBTOTAL DIRECT COSTS</b>	<b>\$4,193.52</b>
		Overhead & Profit	5.00% \$209.68
		Home Office Overhead	0.00% \$0.00
		Corporate Insurances	0.00% \$0.00
		Contingency	0.00% \$0.00
		Profit	5.00% \$220.16
<b>JOB SUBTOTAL (Minus Subcontracts)</b>			<b>\$4,623.36</b>

<b>SUBCONTRACT</b>			
	Subcontracts (Vision ):		\$0.00
	Subcontracts (Vision ):		\$0.00
	Subcontracts ():		\$0.00
	Subcontracts ():		\$0.00
	Subcontracts ():		\$0.00
	Subcontracts ():		\$0.00
	Subcontracts ():		\$0.00
		Subtotal Subcontract	\$0.00
Subcontract Mark-Up:	10.00%		\$0.00
<b>TOTAL SUBCONTRACT</b>			<b>\$0.00</b>

	<b>JOB SUBTOTAL</b>	<b>\$4,623.36</b>
	<b>TOTAL SUBCONTRACT</b>	<b>\$0.00</b>
	Bond Premium	1.00% \$46.23
<b>TOTAL REQUESTED</b>		<b>\$4,669.59</b>

Submitted By: Ryan Spierowski Additional Time Required None

**ATTACHMENTS**  
Subcontractor Documentation  
Reference Documentation

### NOTES

1. This Proposal does not contain any costs related to extension of contract time, nor acceleration of performance if required to maintain contract time, due to addition of this work.
2. This proposal will remain valid for thirty (30) days.



3500 Parkway Lane, Suite 500  
Peachtree Corners, Georgia 30092

T: 678.336.7740 | F: 678.336.7744  
www.pondco.com

DATE: 12/06/2023

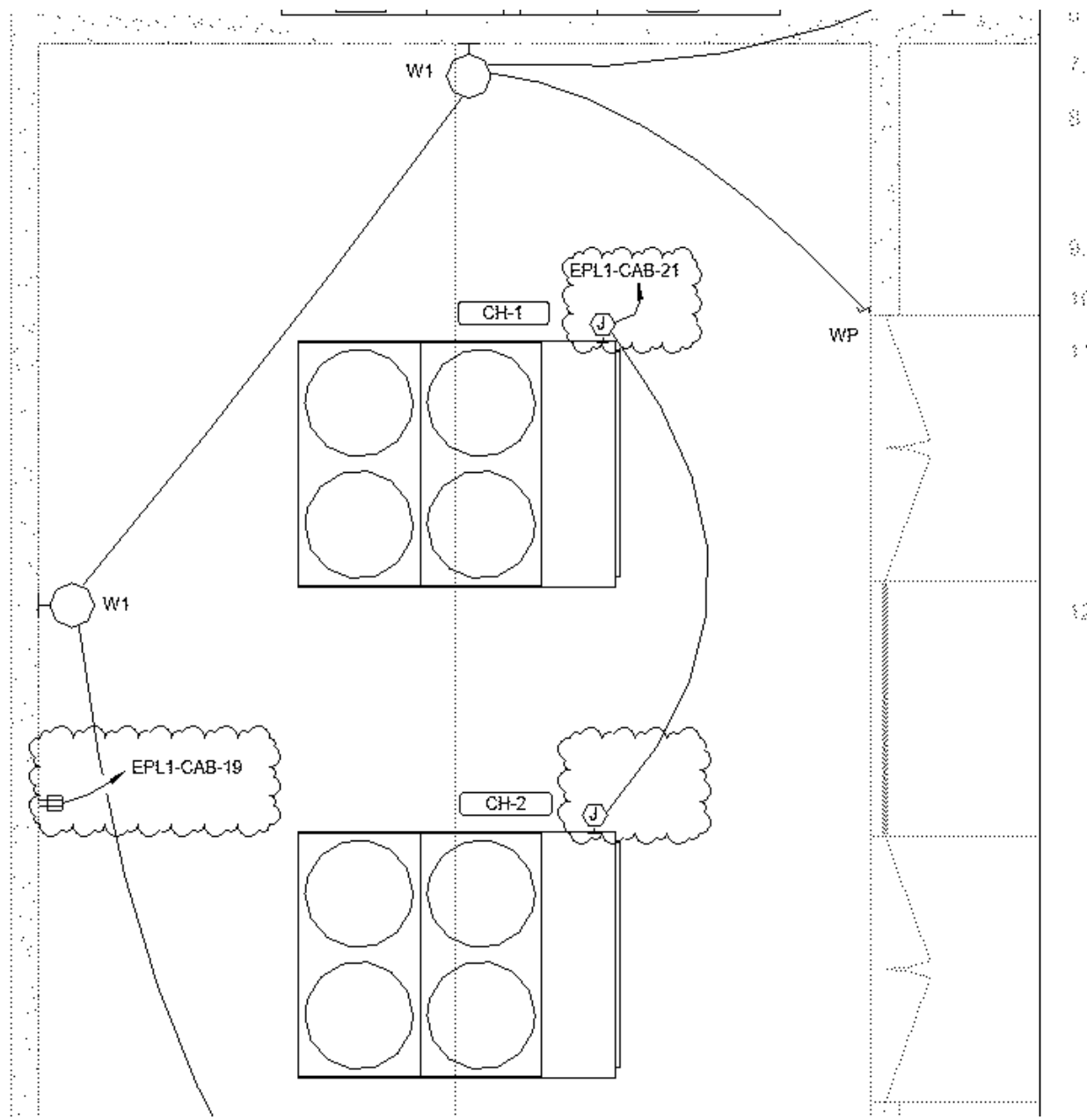
RFI #~~150~~ – Chiller Yard Clarification  
150.1

#### Question

- *Please see attached and advise what needs to be done regarding questions below:*
- *We don't recall locating any convenience outlets in the chiller yard. Are they needed? In our past experiences, they have been required after the initial build and were difficult to add after the fact.*
- *Does the chiller need a 120V feed for any heat tracing? Our past experiences, this is often overlooked and we didn't see any accounted for on this unit.*

#### Response

- Please refer to the attached ESKs with updated information on the weatherproof convenience receptacles and barrel heater circuits for the chillers. Heat trace is not required.



GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY ATCT & TRACON  
 146 WESTFELDT RD, MILLS RIVER, NC 28732



3500 Parkway Lane  
 Suite 500  
 Peachtree Corners, GA 30092  
 Phone (678) 336-7740  
 Fax (678) 336-7744  
 Web: www.pondco.com

DESCRIPTION:

RFI 150

DATE:  
 12/01/23

DRAWING NO:  
**ESK 007**

SCALE: N.T.S.

# PANELBOARD SCHEDULE: EPL1-CAB

**LOCATION:** ELEC T106  
**SUPPLY FROM:** EDPL-CAB  
**MOUNTING:** SURFACE  
**ENCLOSURE:** NEMA 1

**MAINS RATING:** 100A MCB  
**VOLTAGE:** 208Y/120  
**PHASES:** 3  
**WIRES:** 4

**MINIMUM BREAKER SCCR:** 10,000

				CONNECTED LOAD KVA									
CKT	CIRCUIT DESCRIPTION	TRIP	POLE	A		B		C		POLE	TRIP	CIRCUIT DESCRIPTION	CKT
1	RECP EXTERIOR TOWER	20 A	1	0.54	0.72					1	20 A	RECP T100, T104, T105, T106	2
3	RECP T206	20 A	1			0.18	0.18			1	20 A	RECP ELEVATOR T103	4
5	RECP T2A0	20 A	1					0.18	0.54	1	20 A	RECP T200, T204, T205	6
7	ELEVATOR CTRL PNL SHUNT	20 A	1	0.18	0.18					1	20 A	RECP T3A0	8
9	ELEVATOR CAB LIGHTS & FAN	20 A	1			0.00	0.54			1	20 A	RECP T300, T304, T305	10
11	RECP STAIR 1 (L1, L2, L3)	20 A	1					0.54	0.55	2	15 A	FCU-T1	12
13	RECP STAIR 2 (L1, L2, L3)	20 A	1	0.54	0.55					--	--	--	14
15	FCU-T2	15 A	2			0.55	1.18			1	15 A	ELEVATOR SUMP PUMP (SP-1)	16
17								0.55	1.18	1	20 A	ELEVATOR SUMP PUMP (SP-2)	18
19	RECP CHILLER YARD	20 A	1	0.18	0.00					1	20 A	SPARE	20
21	CH-1, CH-2 BARREL HEATER	20 A	1			0.18	0.00			1	20 A	SPARE	22
23	SPACE	--	1					--	0.00	1	20 A	SPARE	24
25	SPACE	--	1	--	0.00					1	20 A	SPARE	26
27	SPACE	--	1			--	0.00			1	20 A	SPARE	28
29	SPACE	--	1					--	0.00	1	20 A	SPARE	30
31	SPACE	--	1	--	0.00					1	20 A	SPARE	32
33	SPACE	--	1			--	0.00			1	20 A	SPARE	34
35	SPACE	--	1					--	0.00	1	20 A	SPARE	36
37	SPACE	--	1	--	0.00					3	30 A	SPD	38
39	SPACE	--	1			--	0.00			--	--	--	40
41	SPACE	--	1					--	0.00	--	--	--	42
<b>TOTAL LOAD:</b>				2.89		2.81		3.54		<b>TOTAL CONNECTED CURRENT:</b> 26 A			
								<b>TOTAL EST. DESIGN CURRENT:</b> 29 A					

**NOTES:**

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY ATCT & TRACON  
 146 WESTFELDT RD, MILLS RIVER, NC 28732



3500 Parkway Lane  
 Suite 500  
 Peachtree Corners, GA 30092  
 Phone (678) 336-7740  
 Fax (678) 336-7744  
 Web: www.pondco.com

DESCRIPTION:

RFI 150

DATE:  
12/01/23

DRAWING NO:  
**ESK 008**

SCALE: N.T.S.

**NOTES**

Item				Material	Labor
Size	Item Desc	Qty	UOM	Mat Ext	Lbr Ext
	PWR 6X6X4 N4XSS ENCL	1.00		330.00	2.2000
1"	PVC SCH 40	150.00	FEET	267.30	4.9500
1"	GRC	30.00	FEET	143.88	1.7160
3/4"	EMT	100.00	FEET	116.60	2.2000
1"	PVC SCH 40 90 ELBOW	10.00	EACH	15.62	1.1000
1"	GRC 90 ELBOW	6.00	EACH	39.34	1.9800
1"	PVC COUPLING	6.00	EACH	1.98	0.3960
1"	PVC ADPT/FEMALE	6.00	EACH	3.43	0.6600
3/4"	EMT STL RT INS CONN	2.00	EACH	1.23	0.1760
3/4"	EMT STEEL COMP COUP	10.00	EACH	5.72	0.5500
1"	GRC COUPLING	6.50	EACH	21.02	0.7151
1"	LOCKNUT	6.00	EACH	3.17	0.1980
1"	PLASTIC BUSHINGS	2.00	EACH	0.57	0.3300
1"	BONDING BUSHINGS-INS	5.00	EACH	19.25	1.3750
1"	CUT/THREAD-LABOR	12.00	EACH	0.00	3.1680
	#12 GRD PIGTAIL	4.00	EACH	1.54	0.0880
3/4"	CADDY 812M34-BAR JST	10.00	EACH	32.78	0.3300
1"	MINERALLAC STRAP	2.00	EACH	1.67	0.0880
1/4.	BEAM CLAMP-STEEL	2.00	EACH	3.52	0.3300
1/4-20	1 MACHINE SCREW	2.00	EACH	0.31	0.0022
	TEK SCREWS	2.00	EACH	0.31	0.0440
3/4"	UNISTRUT STRAP	10.00	EACH	9.90	0.2750
1"	UNISTRUT STRAP	6.00	EACH	6.73	0.1650
1"	LIQUIDTITE CONDUIT	12.00	FEET	43.30	0.3960
1"	LIQUIDTITE ANGLE CON	2.00	EACH	21.91	0.3080
1"	LIQUIDTITE STR CONN	2.00	EACH	9.72	0.2640
4 SQ BOX	2-1/8D 1/2 & 3/4 KO	4.00	EACH	7.74	0.5280
4 SQ	BOX EXTENSION 1/2 KO	4.00	EACH	9.77	0.4400
4 SQ	4 SQ BLANK COVER	4.00	EACH	1.14	0.1320
1.	FDD (2-HUB DEEP) BOX	1.00	EACH	38.65	0.3850
20A	DX REC HUBBELL CR20I	2.00	EACH	7.15	0.3960
2G	FS SWITCH PLATE	1.00	EACH	13.20	0.0770
	NYLON LINE	250.00	FEET	5.50	0.2750
10	THHN STR CU	530.00	FEET	163.24	2.9150
8	THHN STR CU	500.00	FEET	275.00	3.3000
6-4	T&B INS CT 2C	8.00	EACH	68.64	0.8800
	SCOTCHLOCKS-RED	9.00	EACH	1.98	0.3960
<b>Grand Totals</b>				<b>1,692.83</b>	<b>33.7283</b>

# AIA<sup>®</sup> Document G714<sup>™</sup> – 2017

## Construction Change Directive

**PROJECT:** *(Name and address)*

**CONTRACT INFORMATION:**

**CCD INFORMATION:**

Contract For:

Directive No:

Date:

Date:

**OWNER:** *(Name and address)*

**ARCHITECT:** *(Name and address)*

**Contractor:** *(Name and address)*

The Contractor is hereby directed to make the following change(s) in this Contract:

*(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits.)*

### PROPOSED ADJUSTMENTS

1. The proposed basis of adjustment to the Contract Sum or Guaranteed Maximum Price:

- Lump Sum (increase) () of \$4,669.59
- Unit Price of \$
- Cost, as defined below, plus the following fee:  
*(Insert a definition of or method for determining, cost)*
- As Follows:

2. The Contract Time is proposed to (be adjusted)(remain unchanged). The proposed adjustment, if any, is (an increase of \_\_\_\_\_ days)(decrease of \_\_\_\_\_ days).

**NOTE:** *The Owner, Architect and Contractor should execute a Change Order to supersede this Construction Change Directive to the extent they agree upon adjustments to the Contract Sum, Time, or Guaranteed Maximum price for the change(s) described herein.*

Contractor signature indicates agreement with the proposed adjustments in Contract Sum and Contract Time set forth in this CCD.

\_\_\_\_\_  
CONTRACTOR

\_\_\_\_\_  
PRINTED NAME AND TITLE

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

KOKOLAKIS



CONTRACTING

January 10, 2024

Jared Reynolds – Senior Project Manager/Aviation  
POND  
110 Veterans Boulevard Suite 347  
Metairie, Louisiana 70005

**Project: Greater Asheville Regional Airport Authority ATCT & Base Building  
Asheville, NC**

**SUBJECT: COR#19 – Additional Slatwall Items per FAA**

Mr. Reynolds,

Attached you will Kokolakis Contracting's itemized cost proposal No. 019 which encompasses the costs associated with the additional items included in the Slatwall Design. These items were requested to be added by the FAA during the 50% & 75% design development review meetings, with the bulk of the costs stemming from the additional 5' structure in the TRACON OPS ROOM.

Enclosed please find a detailed cost breakdown and summary of changes from RussBassett Corp., which incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$21,530.11**.

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

*John Kokolakis*  
**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: POND/GARAA/Field / File

FORGING RELATIONSHIPS







Date: 01-08-2024

PRICE PROPOSAL - LINE ITEM LISTING

Project: **ASHEVILLE REGIONAL AIRPORT NEW ATCT AND TRACON FACILITY**

Prepared for: **J KOKOLAKIS CONTRACTING**  
 Attn: BRIAN AMOR  
 CARMEN RAMOS  
 202 E. CENTER STREET

Ship To: **ASHEVILLE ATC TOWER/TRACON**

Line Item Quotation #:

Drawing #:

	OPT	REV
<b>ATQ-231.5</b>	<b>CO#1-B</b>	
<b>ATD-1089-TW</b>		<b>D</b>
<b>ATD-1089-TR</b>		<b>D</b>

RBC Representative

Mitch Herrick

Director - ATC Consoles

8189 Byron Road

Whittier, CA 90606

(C) 413.446.7242

mherrick@russbassett.com

bamor@jkkokolakis.com

727-942-2211 | 727-741-7473

Thank you for your interest in Russ Bassett products. We are pleased to submit the following quotation:

#	Ref	QTY	Model No.	CLIN	Description	Net Price	Net Extended
<b>TOWER:</b>							
1	WS	21	VX-WR-P/FT		VX WS P/FT W/ALUMN EXT & N GLARE ACRYLIC	\$ 633.00	\$ 13,293.00
2		4	RADIUS END		COST TO ADD RADIUS END TO TOP	\$ 460.00	\$ 1,840.00
3	FOOTREST	2	VX-LG-504-30		VX FOOTREST-ATTACHES TO CONSOLE- 30" BAR	\$ 397.00	\$ 794.00
4	MOBILE PEDESTAL	1	FPM-2015-BBF-S-N		FLEX MOBILE PED, BBF	\$ 690.00	\$ 690.00
5	DEF CABINET	1	DEF SHF-2436-2H-OS		'DEFINECAB,24x36x29,2 HIGH,OPEN SHELF	\$ 871.00	\$ 871.00
6	SLIDE-OUT TRAY	1	VG-AC-005-925	B-2-7	Slide out KB tray 9"D-25"W ID (28" OD)	\$ 422.00	\$ 422.00
7	PRINTER	1	VG-EH-028-4FP-SH	B-4-40	FDIO BOCA FLAT NESTING PLATE W/X SHELF	\$ 432.00	\$ 432.00
8	LIGHT GUN	2	VG-EH-090-1		LIGHT GUN SHELF - 12Wx10D ATI -CLT	\$ 210.00	\$ 420.00
9	CRASH PHONE	1	DAC-SW-PHONE-12		STANDARD DESIENCE PHONE SHELF - 12"	\$ 128.00	\$ 128.00
10	FLT STRIP HOLDER	2	VG-EH-010-2		2 BAY FLIGHT STRIP - ORDER ARM SEPARATE	\$ 391.00	\$ 782.00
11	TASK LIGHT	1	VG-LE-003-8-18		GOOSENECK LIGHT KIT, 2 MOUNTS PLUS HOOD -18"	\$ 218.00	\$ 218.00
12	ASOS SWITCH	1	VG-EH-501-10		CLUSTER HOUSING - ATIS AAIU & RCU 1000	\$ 172.00	\$ 172.00
13		1	VG-VS-VESA-HGR		HANDSET HANGER W/VESA PLATE	\$ 90.00	\$ 90.00
14	ARM	1	VG-AM-104-SW		14" POLE KIT, SPRING TILTER, SW MOUNT	\$ 311.00	\$ 311.00
15	SHELF	1	VG-AC-001-4	B-21-6.1	SLATWALL MOUNTED SHELF WITH STRAP 9Dx18W	\$ 144.00	\$ 144.00
16		1	VG-AC-001-5	B-21-6.1	SLATWALL MOUNTED SHELF WITH STRAP 7Dx9W	\$ 144.00	\$ 144.00
17		1	VG-AC-005-925	B-2-7	Slide out KB tray 9"D-25"W ID (28" OD)	\$ 422.00	\$ 422.00
18	MOUNT	1	VG-AM-132-1		RBC FLAT SW MOUNT W/ VESA QUICK DISC	\$ 87.00	\$ 87.00
19	SHADES	8	VX-AC-PULLEY PLATE		VX PLATE FOR EXISTING SHADE CONTROLS	\$ 25.00	\$ 200.00
20		1	VX-AC-SHADE CORD		3/16 BLACK SHADE CORD-500' ROLL	\$ 200.00	\$ 200.00
<b>TRACON:</b>							
1	END CAP	1	SEC-FS-5-815-RH		STRUCT END CAP, FLAT, 5.13WX81 5/8H - RH	\$ 93.00	\$ 93.00

#	Ref	QTY	Model No.	CLIN	Description	Net Price	Net Extended
2	IVSR	2	VG-VT-IV		IVSR TED HOUSING - TRACON	\$ 201.00	\$ 402.00
3		2	VG-VS-IV-HB		IVSR SPKR-VOL HOUSING - HORIZ - BLACK	\$ 172.00	\$ 344.00
4		1	VG-VT-IV-RC		REAR COVER FOR VG-VT-IV	\$ 41.00	\$ 41.00
5		1	VG-VS-IV-H-RC		REAR COVER FOR VG-IV-ET-H	\$ 29.00	\$ 29.00
6		3	VG-VJ-IV-M		IVSR UNDER MOUNT JACK BOX W-MIC	\$ 317.00	\$ 951.00
7		1	VG-VS-IV-1X		IVSR SPEAKER ONLY HOUSING - 1X	\$ 172.00	\$ 172.00
8	FLT STRIP HOLDE	3	VG-EH-010-1		1 BAY FLIGHT STRIP - ORDER ARM SEPARATE	\$ 190.00	\$ 570.00
9	SHELF	5	VG-AC-001-4	B-21-6.1	SLATWALL MOUNTED SHELF WITH STRAP 9Dx18W	\$ 144.00	\$ 720.00
10	ARMS	8	VG-AM-104-SW		14" POLE KIT, SPRING TILTER, SW MOUNT	\$ 311.00	\$ 2,488.00
11		2	VG-AM-132-1		RBC FLAT SW MOUNT W/ VESA QUICK DISC	\$ 87.00	\$ 174.00
12		1	VG-AM-420		RBC TED-SPEAKER ARTICULATING ARM - VESA	\$ 538.00	\$ 538.00
<b>TOTAL ADDITIONS:</b>							<b>\$ 28,182.00</b>

**TOWER CREDITS:**

1	WS	3	VX-WR-1672-BR		VX ISLAND WS NO GLARE ACRYLIC 16DX72W	\$ 4,715.00	\$ (14,145.00)
2	FOOTREST	1	VX-LG-504-36		VX FOOTREST-ATTACHES TO CONSOLE- 36" BAR	\$ 417.00	\$ (417.00)
3		1	VF-LAM-SHF-1272		LAM. 12"Dx72"W SHELF	\$ 522.00	\$ (522.00)
4	MOBILE PEDESTA	1	FPM-2015-BBF-S-N		FLEX MOBILE PED, BBF	\$ 397.00	\$ (397.00)
5	DEF CABINET	1	DEF SHF-1536-2H-OS		DEFINE CAB,15x36x29,2 HIGH,OPEN SHELF	\$ 755.00	\$ (755.00)
6	FDIO PRINTER	1	VG-EH-028	B-4-40	FDIO PRINTER (WHITE) SLIDE OUT SHELF	\$ 512.00	\$ (512.00)
7	CLOCK	1	VG-EH-072-1		TCD CLOCK SHELF, VESA MNT - ARM SEPARATE	\$ 101.00	\$ (101.00)
8	FLIGHT STRIP HO	2	VG-EH-020-2		FS BOARD, NON-SLIP, 2 WIDE, NO ARM	\$ 457.00	\$ (914.00)
9	SHADES	1	VX-AC-SHADE-CORD		3/16 BLACK SHADE CORD-500' ROLL	\$ 100.00	\$ (100.00)
10	ARMS	3	VG-AM-105		RBC POLE MOUNT HD TILTER W/10" HORIZ ARM	\$ 311.00	\$ (933.00)
11		1	VG-AM-701		RBC 5.5" FIXED ARM, 45° TILT UP AND SWIVEL	\$ 219.00	\$ (219.00)
12		1	VG-AM-106-14		Innovative 14" POLE WITH COLLAR STOPPER	\$ 58.00	\$ (58.00)
13	MISC.	1			AVL BUDGET FOR MISC MOUNTS, TBD, NOT OTHERWISE COVERED	\$ 2,500.00	\$ (2,500.00)

**TRACON CREDITS:**

1	ADMIN PHONE	1	DAC-SW-PHONE-12		STANDARD DESIENCE PHONE SHELF - 12"	\$ 128.00	\$ (128.00)
2		2	VG-AM-702		RBC 11" ARM, 45° TILT DOWN-SWIVEL - VESA	\$ 219.00	\$ (438.00)
3	MISC.	1			AVL BUDGET FOR MISC MOUNTS, TBD, NOT OTHERWISE COVERED	\$ 2,500.00	\$ (2,500.00)

**TOTAL CREDITS: \$ (24,639.00)**

**CHANGE ORDER SUB-TOTAL: \$ 3,543.00**

\*Sales Tax (Product, Freight, Services) 6.75% \$ 239.15

**CHANGE ORDER TOTAL: \$ 3,782.15**

#	Ref	QTY	Model No.	CLIN	Description	Net Price	Net Extended
<b>OPTION: OPS ROOM - STRUCTURE ADDITION</b>							
1	STRUCTURE	2	SFR-30-815-EFSW		ST FRAME W/EXT FULL SW – 30W X 81 5/8H	\$ 2,234.25	\$ 4,468.50
2	WS	1	VR-WR-3060	B-2-5	VR WS, 30x60 W/ RECSN NON GLARE ACRYLIC	\$ 3,738.00	\$ 3,738.00
3	GUSSET	1	VR-LS-01-1		VECTOR CONTINUOUS DECK SUPPORT GUSSET 14	\$ 173.00	\$ 173.00
4		1	VR-LS-01-2		VECTOR CONTINUOUS DECK SUPPORT GUSSET 20	\$ 173.00	\$ 173.00
5	SHIMS	1	SSG-22-SK		ST WS SHIM KIT - 8 SHIMS 22D X 1/8 THICK	\$ 50.00	\$ 50.00
6	GROUND	2	VG-LE-205-2		2 x 12 x 1/4 FAA GROUND BAR -	\$ 207.00	\$ 414.00
7	POWER	2	VG-LE-180-24		PWR STP, 6 OUTLET, 20A 15' TWIST - 24"	\$ 179.00	\$ 358.00
8	LED	2	VG-LE-012-24		24" BLUE LGHT & CHNL- FOR 30"W STRUCTURE	\$ 244.00	\$ 488.00
9	UNISTRUT	2	SUK-R-30		STRUCTURE REAR UNISTRUT KIT 30W	\$ 51.00	\$ 102.00
10	ST REAR	4	SSW-R-0630		STRUCTURE RECSN INLAY SW KIT 6H X 28W	\$ 144.00	\$ 576.00
11		2	SSW-R-1830		STRUCTURE RECSN INLAY SW KIT 18H X 28W	\$ 477.00	\$ 954.00
12		6	SSW-R-1230		STRUCTURE RECSN INLAY SW KIT 12H X 28W	\$ 318.00	\$ 1,908.00
13		6	SBG-R-30		STRUCTURE REC INLAY BRUSH GRMT KIT - 28W	\$ 90.00	\$ 540.00
14		2	SFP-R-6-30		STRUCT FILLER PNL, RECESSED, 6"H - 30"W	\$ 66.00	\$ 132.00
15	END CAP	1	SEC-FS-5-815-RH		STRUCT END CAP, FLAT, 5.13WX81 5/8H - RH	\$ 93.00	\$ 93.00
16	LIGHT BLOCK	1	VR-TF-12 X 60		TOP FILLER VECTOR OR STRUCTURE 60WX12 H	\$ 92.00	\$ 92.00
17	CLOSE OFF	1	VR-EP-99-ST		VR FLAT CLOSE OFF PANEL / STRUCTURE	\$ 148.00	\$ 148.00
18	ANCHOR	1	VG-AC-802-A		.375 X3.5 ANCHOR BOLT KIT, 2EA - ADDER	\$ 12.00	\$ 12.00
19	TEMPLATE	2	ST-30-TEMPL		STRUCTURE WALL, 30W - TEMPLATE	\$ 75.00	\$ 150.00

**OPTION SUB-TOTAL: \$ 14,569.50**

\*Sales Tax (Product, Freight, Services) 6.75% \$ 983.44

**TOTAL: \$ 15,552.94**

**TOTAL W/ OPS ROOM - STRUCTURE ADDITION: \$ 19,335.09**

Authorized Signature:

*Maria Victoria Higuera*

Maria Victoria Higuera

Applications Engineer, ATC Products



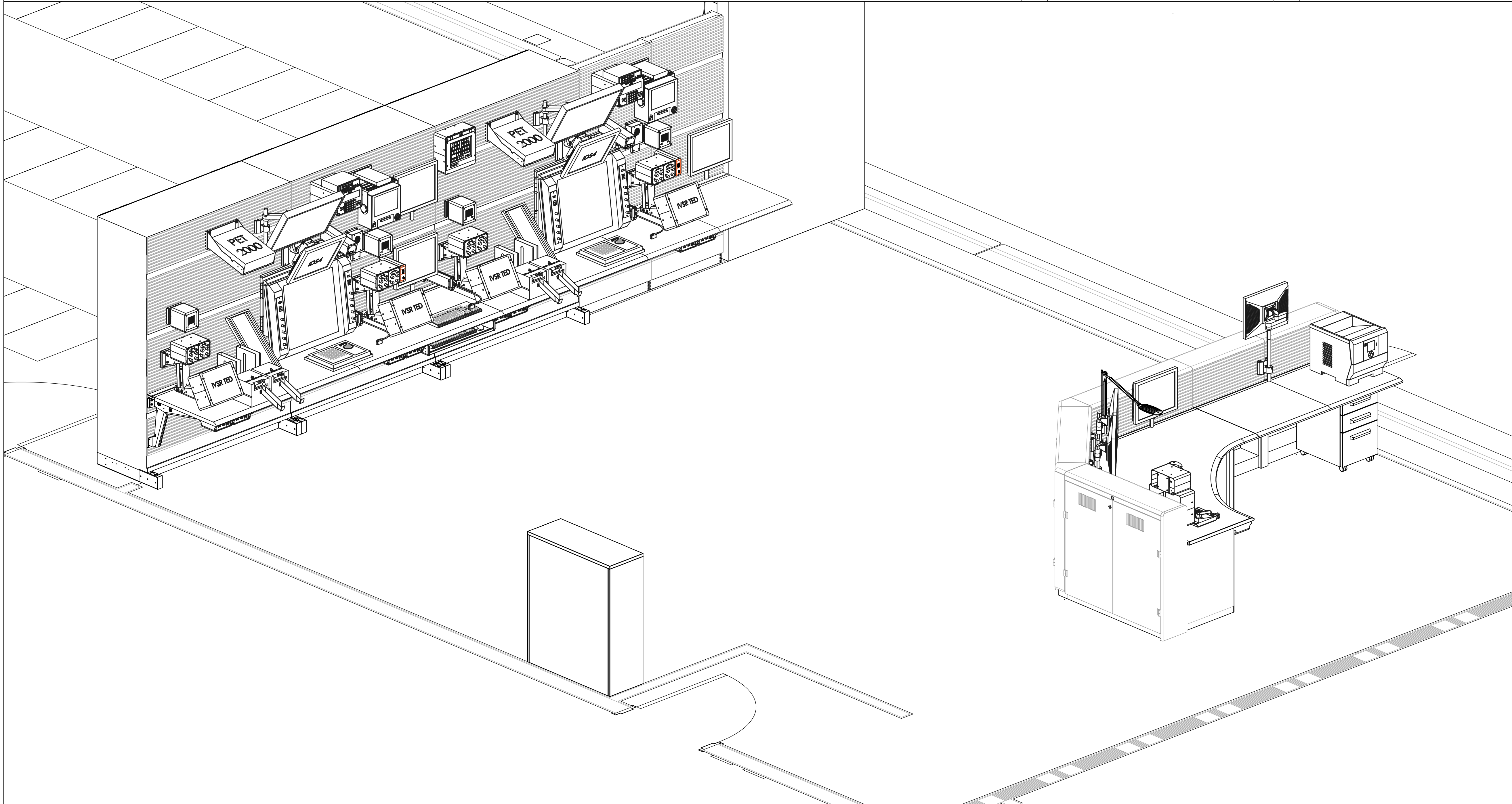
**SHEET INDEX:**

NO.	SHEET NAME
1	COVER SHEET - ISOMETRIC VIEW
2	PLAN VIEW - VIEW KEY
3	VIEW A: OPS RM VECTOR CONSOLES
4	VIEW B-C: OPS RM CENTER ATC FLEX
5	VIEW D-E: EQUIP. RM. STRUCTURE
6	VIEW F: TRAINING RM.VECTOR/STUCT.
7	VIEW G: OPS RM. CUBBIES
8	VECTOR CONSOLES ELEV. DETAILS
9	
10	
11	
12	
13	

**SHEET INDEX:**

NO.	SHEET NAME

**ATC Slatwall Consoles**



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

**REVISIONS**

REV	DATE	DESCRIPTION	BY
A	9-27-23	INITIAL DRAWING	MH
B	11-2-23	REV. PER TELCON	MH
C	1-02-24	EQUIP. POSITION ON VECTOR	MH
D	1-03-24	ADDED. MON. ARM TO CC	MH

CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:  
ASHEVILLE TRACON FACILITY  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:  
ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

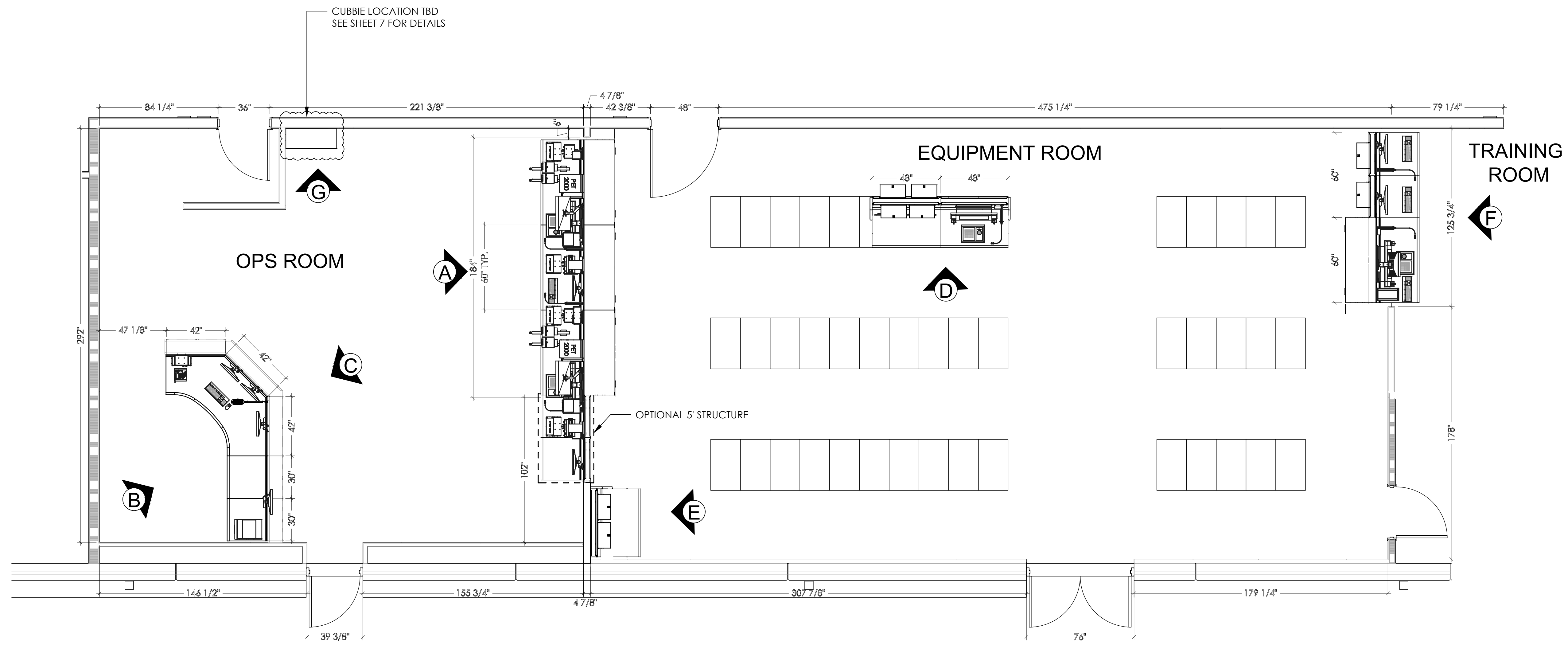
**ASHEVILLE TRACON  
FACILITY (AVL)**

FINAL APPROVAL BY:

DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TR	-	D	1 / 8



### TRACON FACILITY PLAN VIEW

NOTE: ALL DIMENSION TO BE FIELD VERIFIED.  
CHAIRS SHOWN FOR ILLUSTRATION: NOT INCLUDED.

### ATC Slatwall Consoles



**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
MH

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#### CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:  
ASHEVILLE TRACON FACILITY  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:  
ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

#### SCALE:

N.T.S.

#### FINAL APPROVAL BY:

#### DATE:

#### SHEET DESCRIPTION:

**TRACON FACILITY  
PLAN VIEW - VIEW KEY**

FINAL APPROVAL BY:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TR	-	D	2 / 8

# ATC Slatwall Consoles



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

### REVISIONS

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:  
ASHEVILLE TRACON FACILITY  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:  
ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

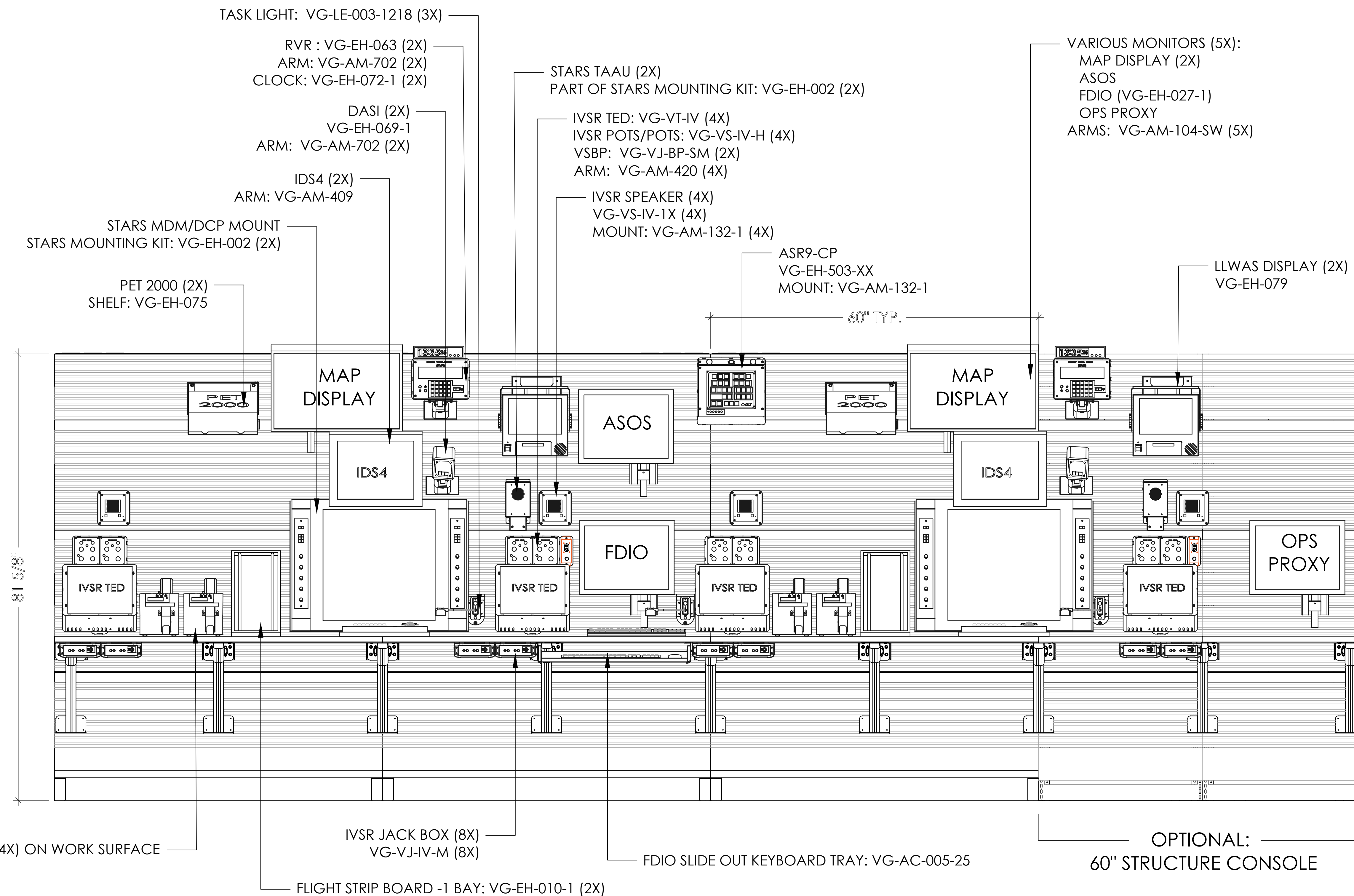
DATE:

SHEET DESCRIPTION:

**TRACON OPS RM.  
VIEW A**

DRAWING # OPTION REV. SHEET

ATD-1089-TR - D 3 / 8



## TRACON OPS ROOM - VIEW A

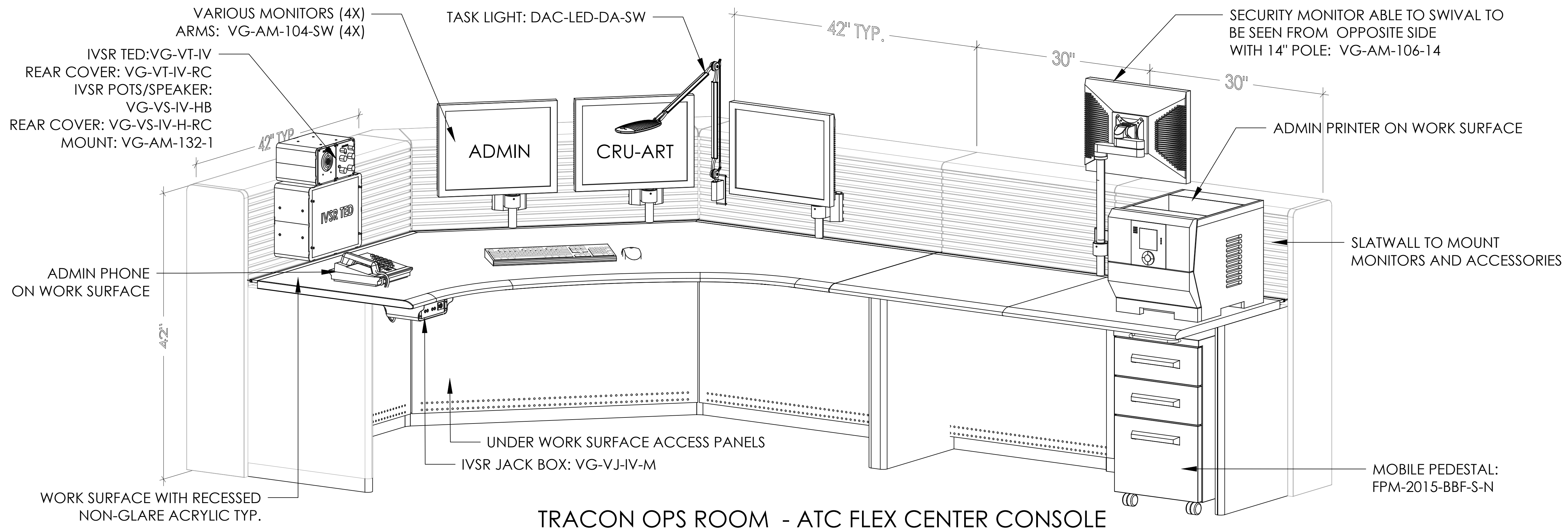
SEE SHEET 8 FOR VECTOR CONSOLE DETAILS

NOTE: TENTATIVE EQUIPMENT LAYOUT  
ALL EQUIPMENT, ITS LOCATION, AND QUANTITY TO BE CONFIRMED.

FINAL APPROVAL BY:

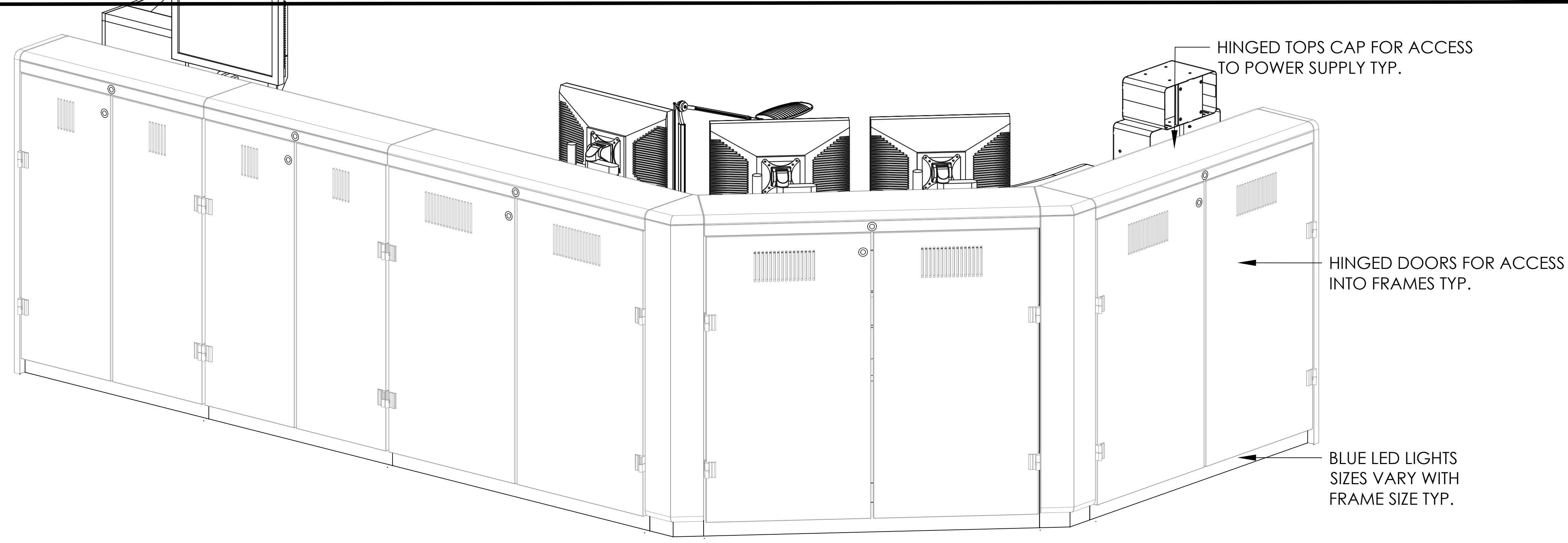
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TRACON OPS ROOM - ATC FLEX CENTER CONSOLE  
 POSITION: SUPERVISOR, VIEW B

NOTE: TENTATIVE EQUIPMENT LAYOUT  
 ALL EQUIPMENT, ITS LOCATION, AND QUANTITY TO BE CONFIRMED.



VIEW C

ATC Slatwall Consoles



**russ bassett**  
 8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
 MITCH HERRICK

DRAWN BY:  
 MH

REVISIONS			
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CUSTOMER:  
 J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:  
 ASHEVILLE TRACON FACILITY  
 61 TERMINAL DR. SUITE #2  
 FLETCHER, NC 28732

PROJECT NAME:  
 ASHEVILLE REGIONAL AIRPORT  
 NEW ATCT AND TRACON FACILITY

SCALE:  
 N.T.S.

FINAL APPROVAL BY:  
 DATE:

SHEET DESCRIPTION:  
 TRACON-OPS RM. CENTER  
 CONSOLE: VIEW B - C

FINAL APPROVAL BY:

DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TR	-	D	4 / 8

# ATC Slatwall Consoles



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

### REVISIONS

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

ASHEVILLE TRACON FACILITY  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

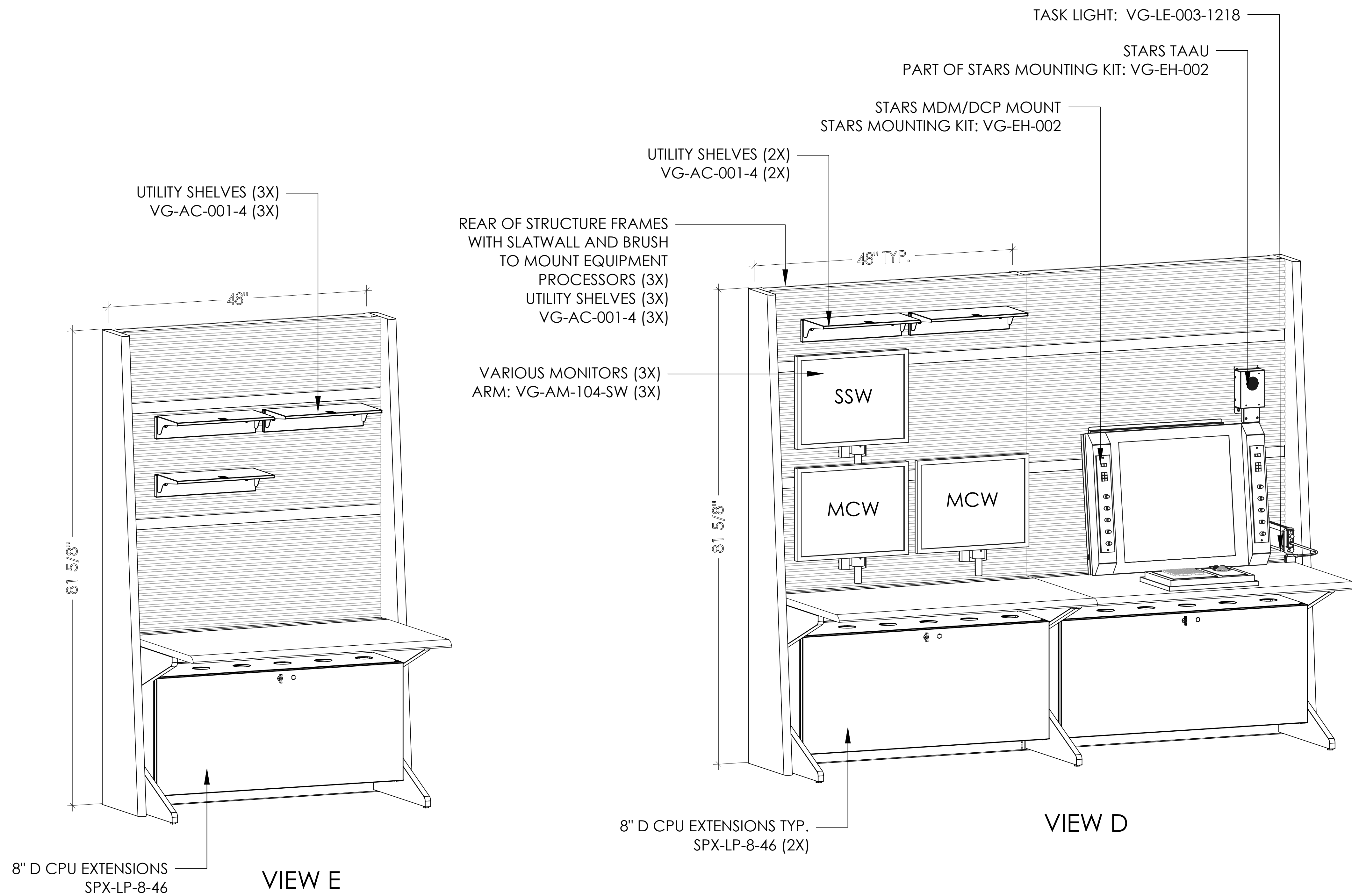
FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

**EQUIPMENT ROOM  
VIEW D - E**

DRAWING #	OPTION	REV.	SHEET
ATD-1089-TR	-	D	5 / 8



## EQUIPMENT ROOM STRUCTURE CONSOLES

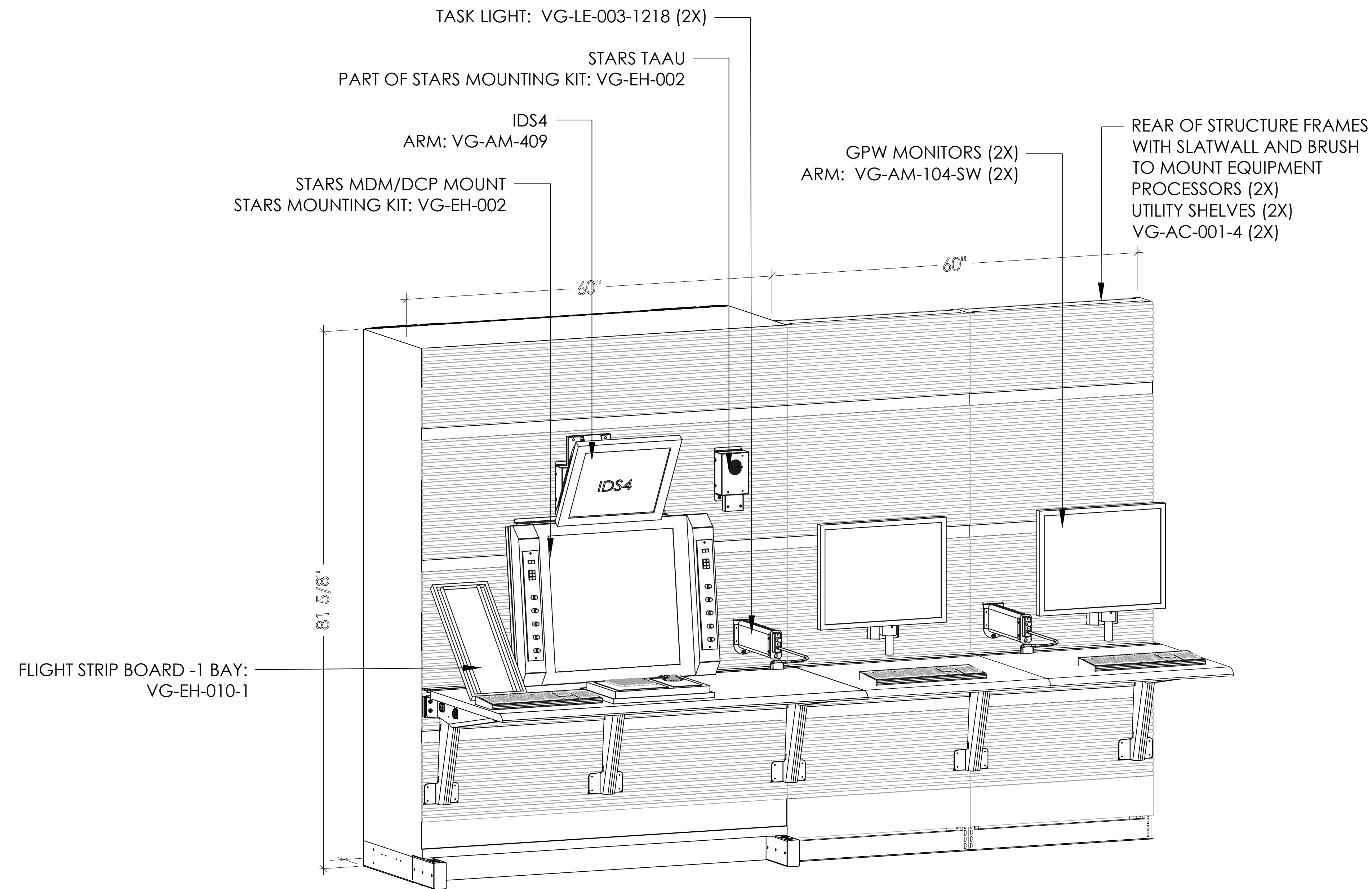
NOTE: TENTATIVE EQUIPMENT LAYOUT  
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STRUCTURE CONSOLE

VECTOR CONSOLE  
(SEE SHEET 7 FOR VECTOR CONSOLE DETAILS)

### TRAINING ROOM - VIEW F

NOTE: TENTATIVE EQUIPMENT LAYOUT  
ALL EQUIPMENT, ITS LOCATION, AND QUANTITY TO BE CONFIRMED.

### ATC Slatwall Consoles



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

#### REVISIONS

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61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

**TRAINING ROOM  
VIEW F**

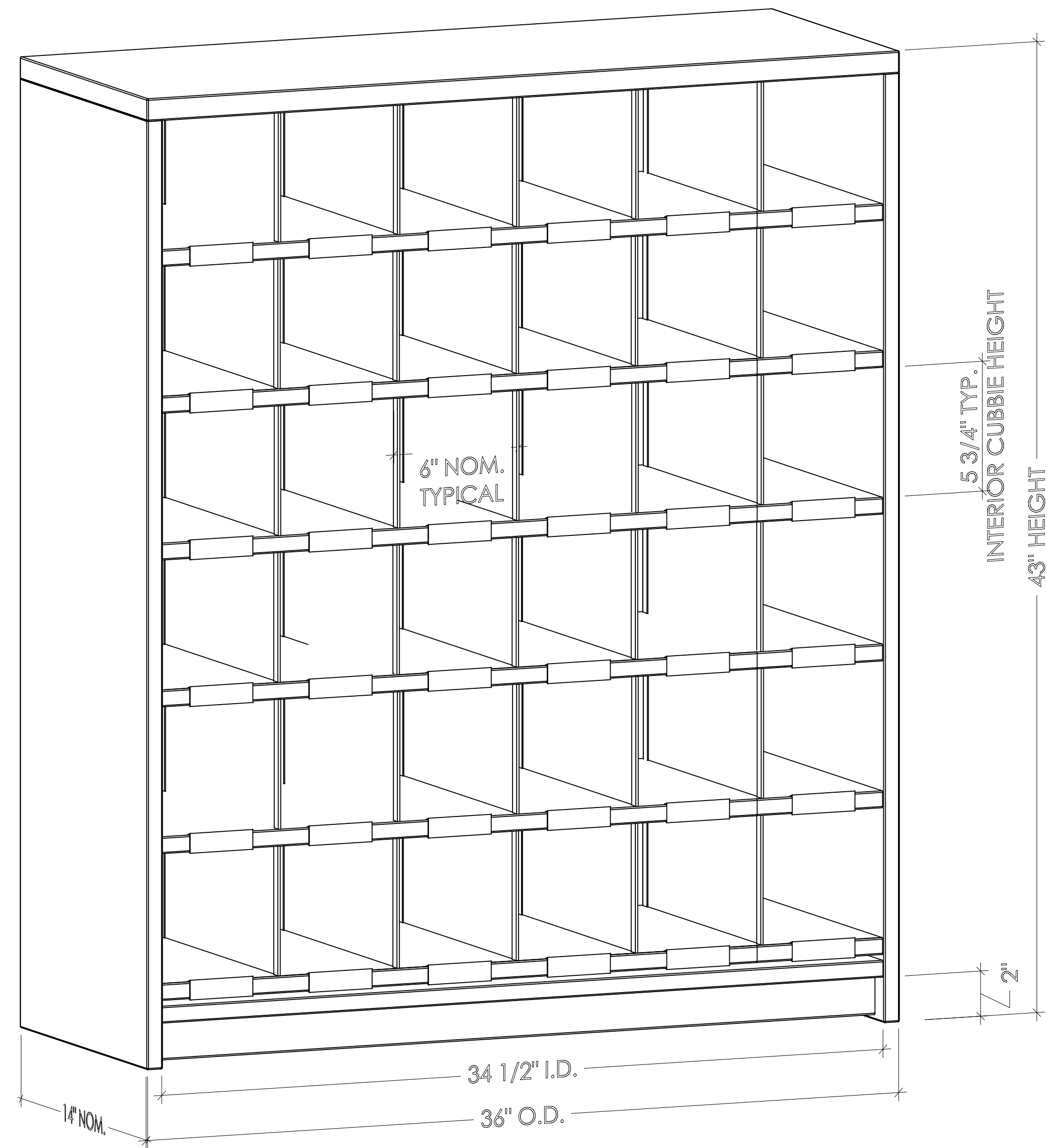
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DRAWING # OPTION REV. SHEET

ATD-1089-TR - D 6/8



CUBBIES: VG-MW-CB-36-6  
(LOCATION TBD)

TRACON OPS ROOM - VIEW G

ATC Slatwall Consoles



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

REVISIONS

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

ASHEVILLE TRACON FACILITY  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

TRAINING ROOM  
VIEW F

FINAL APPROVAL BY:

DATE:

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DRAWING # OPTION REV. SHEET

ATD-1089-TR - D 7/8

# ATC Slatwall Consoles



**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
MH

**REVISIONS**

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:  
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61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:  
ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

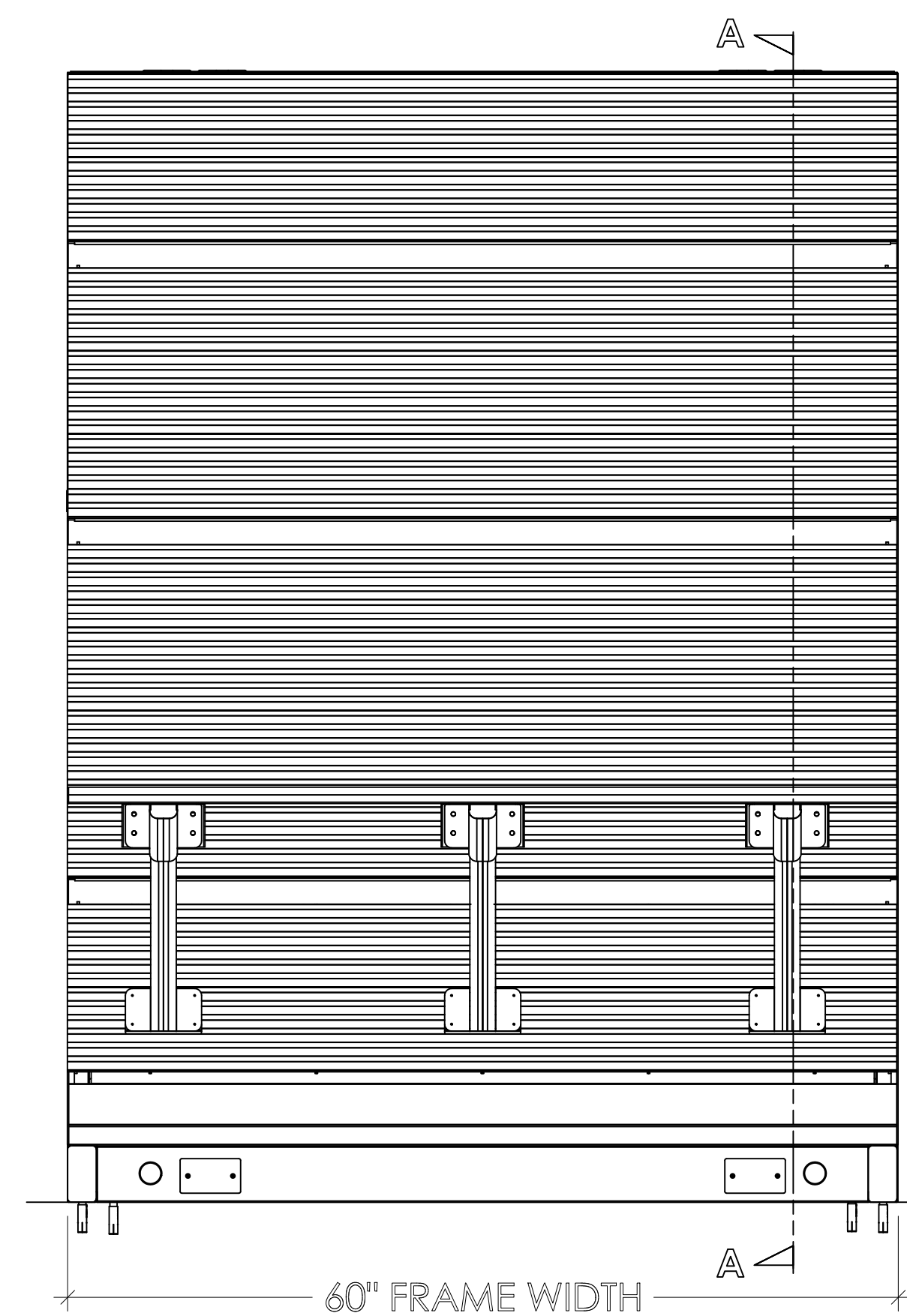
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FINAL APPROVAL BY:

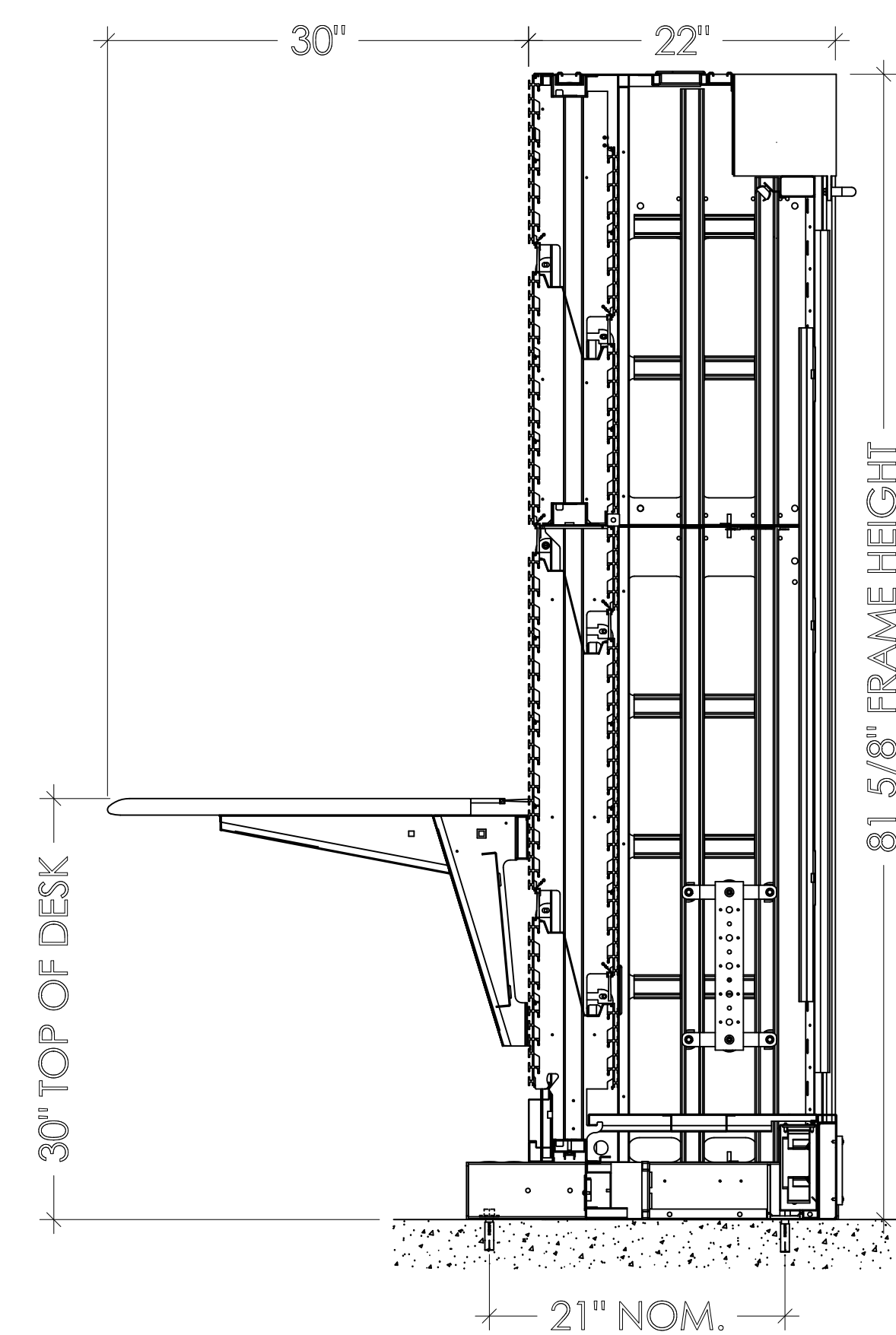
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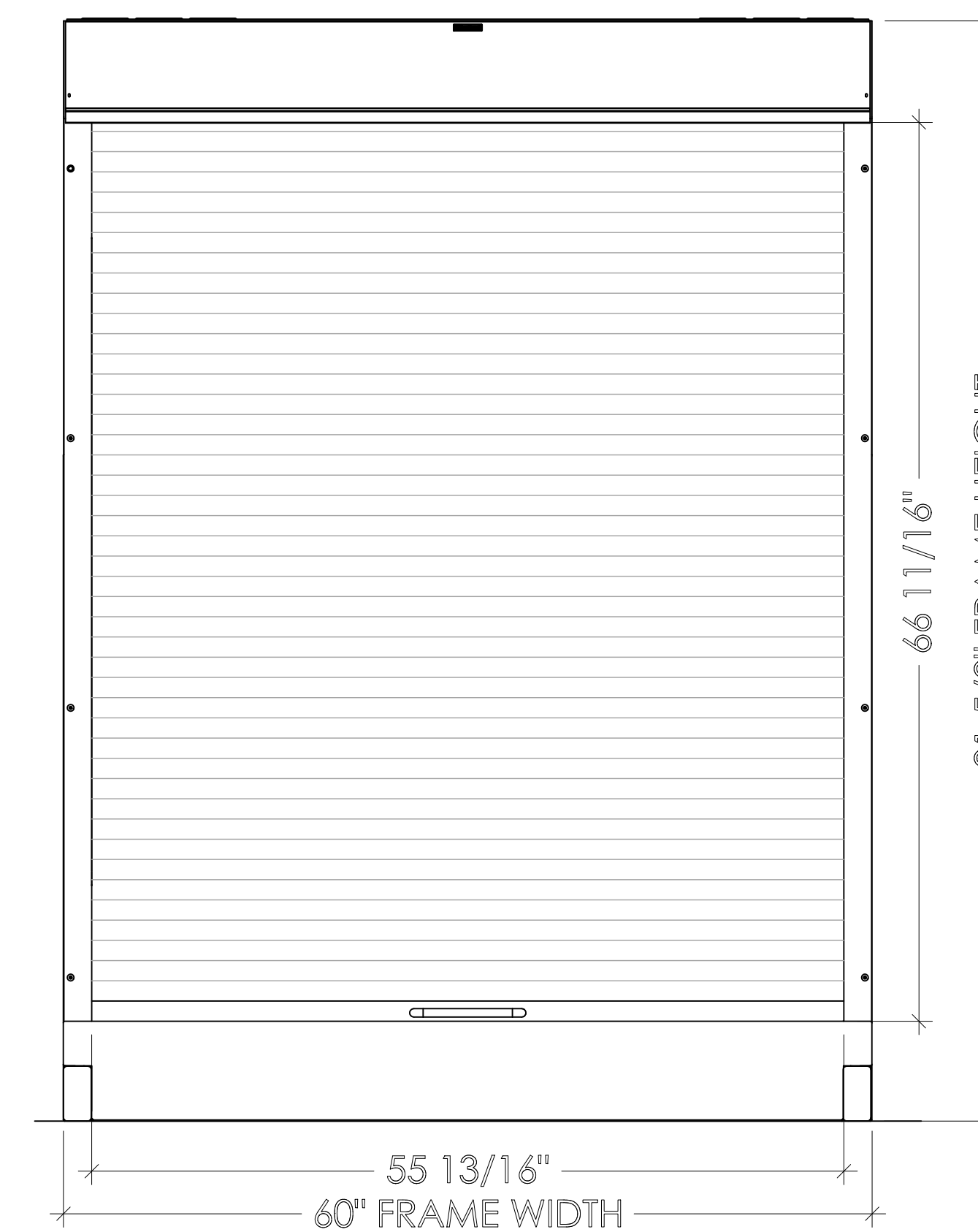
**VECTOR CONSOLE  
ELEVATION VIEW**



FRONT ELEVATION VIEW



SECTION A-A  
SIDE ELEVATION VIEW W/OUT END PANEL



REAR ELEVATION VIEW

## VECTOR CONSOLE ELEVATION VIEW

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TR	-	D	8 / 8



**SHEET INDEX:**

NO.	SHEET NAME
1	COVER SHEET - ISOMETRIC VIEW
2	PLAN VIEW - VIEW KEY
3	VIEW A
4	VIEW B
5	VIEW C - GC-LC
6	VIEW D
7	VIEW E
8	VIEW F - CENTER CONSOLE: TCI
9	VIEW G - GALLEY
10	VIEW H - OPEN SHELF MILLWORK
11	VERTEX INTERIOR
12	VERTEX ELEVATIONS

**SHEET INDEX:**

NO.	SHEET NAME

**ATC Slatwall Consoles**



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

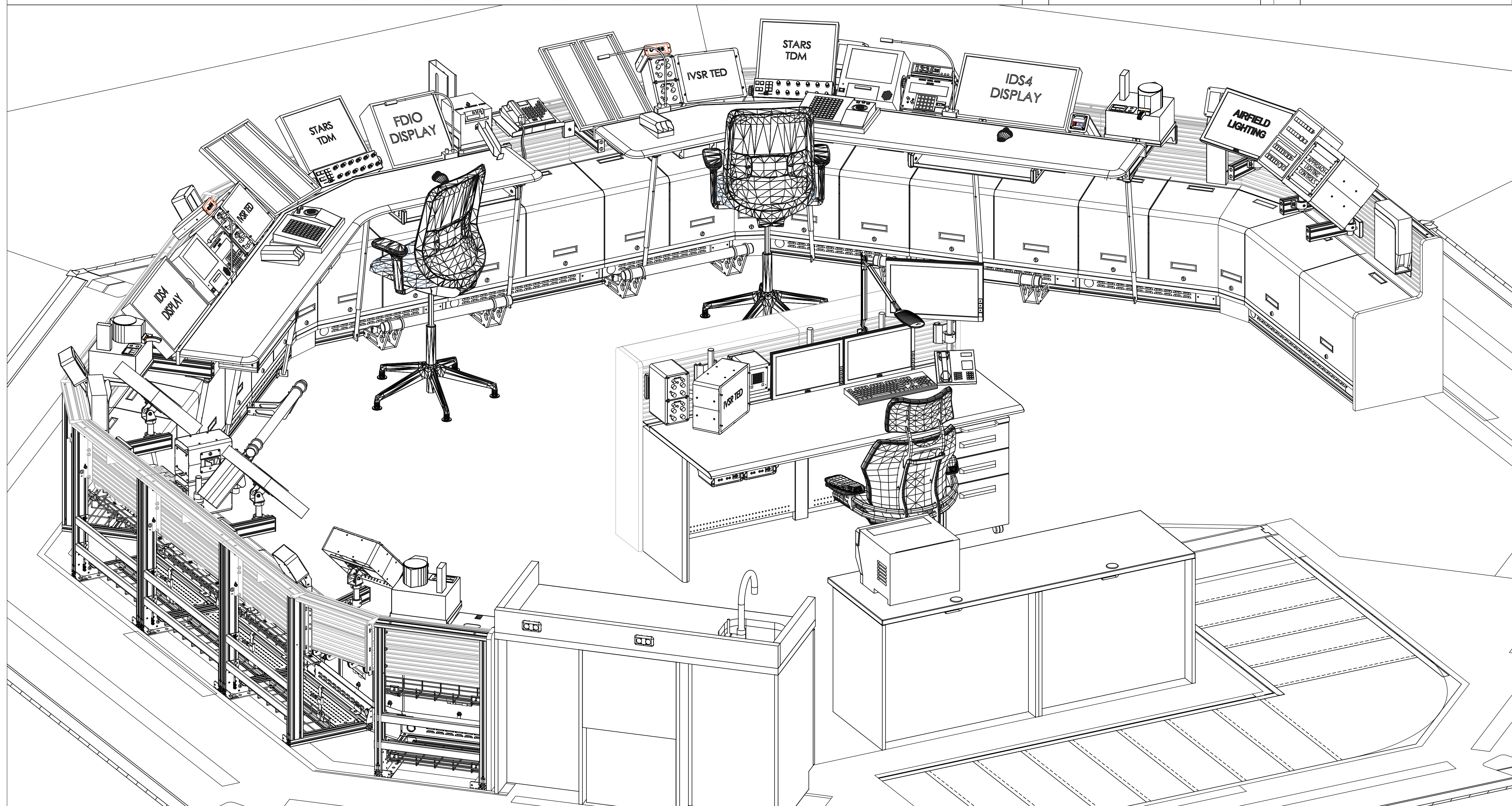
MITCH HERRICK

DRAWN BY:

MH

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

ASHEVILLE ATC TOWER  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

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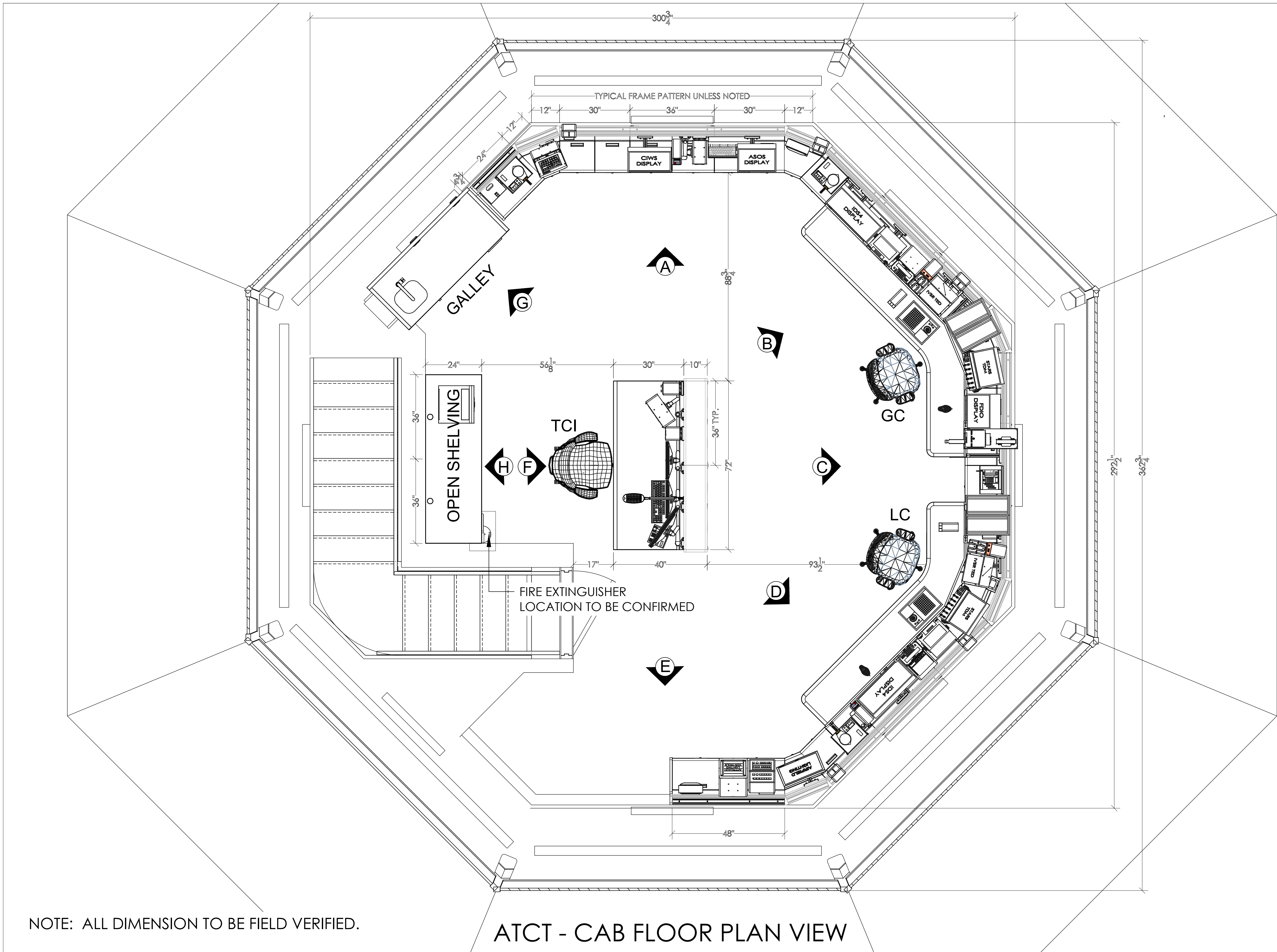
**ASHEVILLE ATC TOWER**

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	1 / 12



**ATCT - CAB FLOOR PLAN VIEW**

NOTE: ALL DIMENSION TO BE FIELD VERIFIED.

**ATC Slatwall Consoles**



**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
MH

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CUSTOMER:  
**J KOKOLAKIS CONTRACTING**

PROJECT ADDRESS:  
ASHEVILLE ATC TOWER  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:  
ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:  
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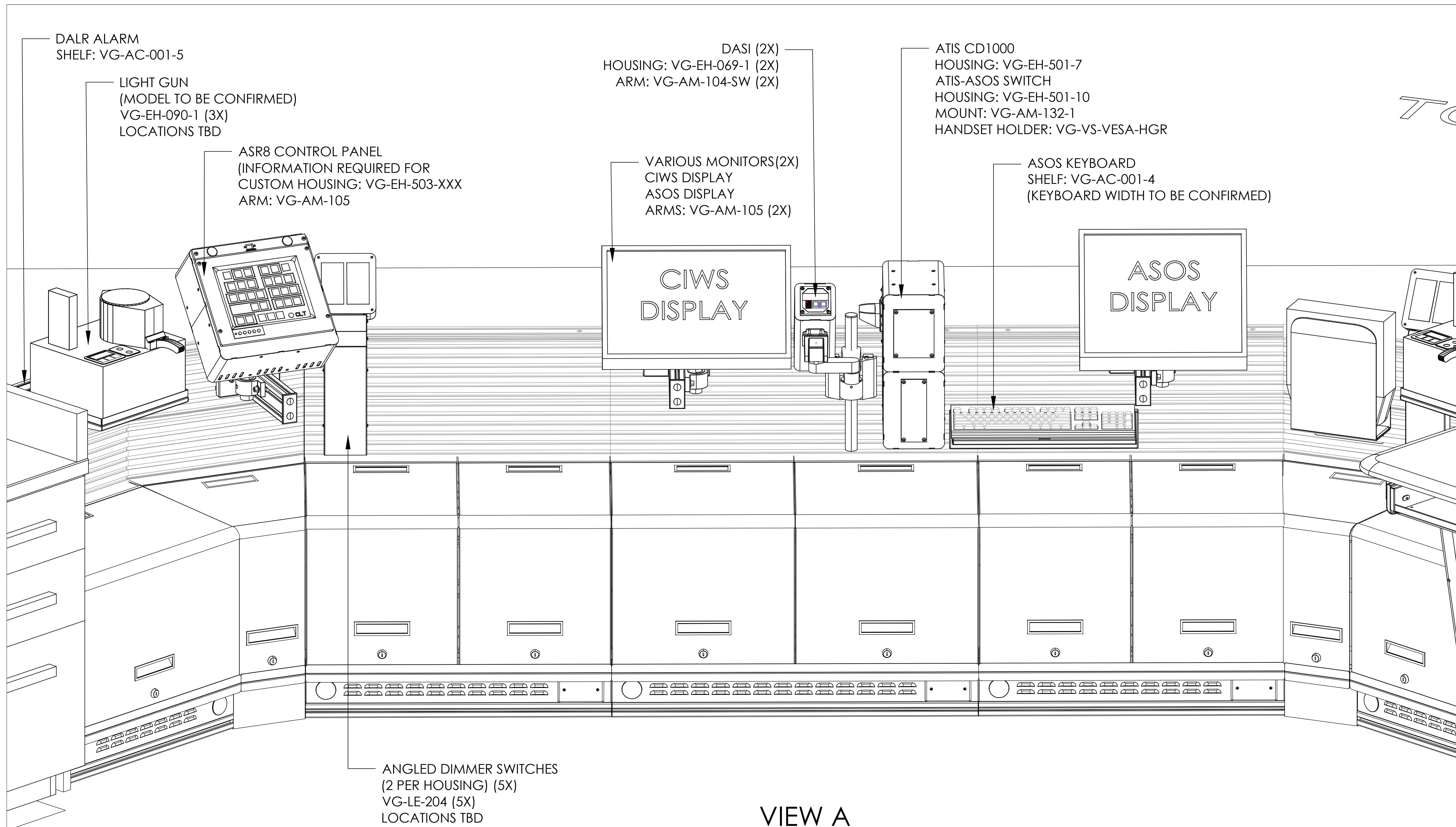
SHEET DESCRIPTION:  
**ATC TOWER CAB  
FLOOR PLAN VIEW**

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	2 / 12



**VIEW A**

EQUIPMENT INFORMATION REQUIRED:  
 LIGHT GUN MODEL  
 ASR8 CONTROL PANEL  
 CAB WINDOW DEFOGGER  
 CAB WINDOW SHADE CONTROLS/SWITCHES

NOTE: TENTATIVE EQUIPMENT LAYOUT  
 ALL EQUIPMENT, ITS LOCATION, AND QUANTITY TO BE CONFIRMED.

**ATC Slatwall Consoles**



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

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SCALE:

N.T.S.

FINAL APPROVAL BY:

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**VIEW A**

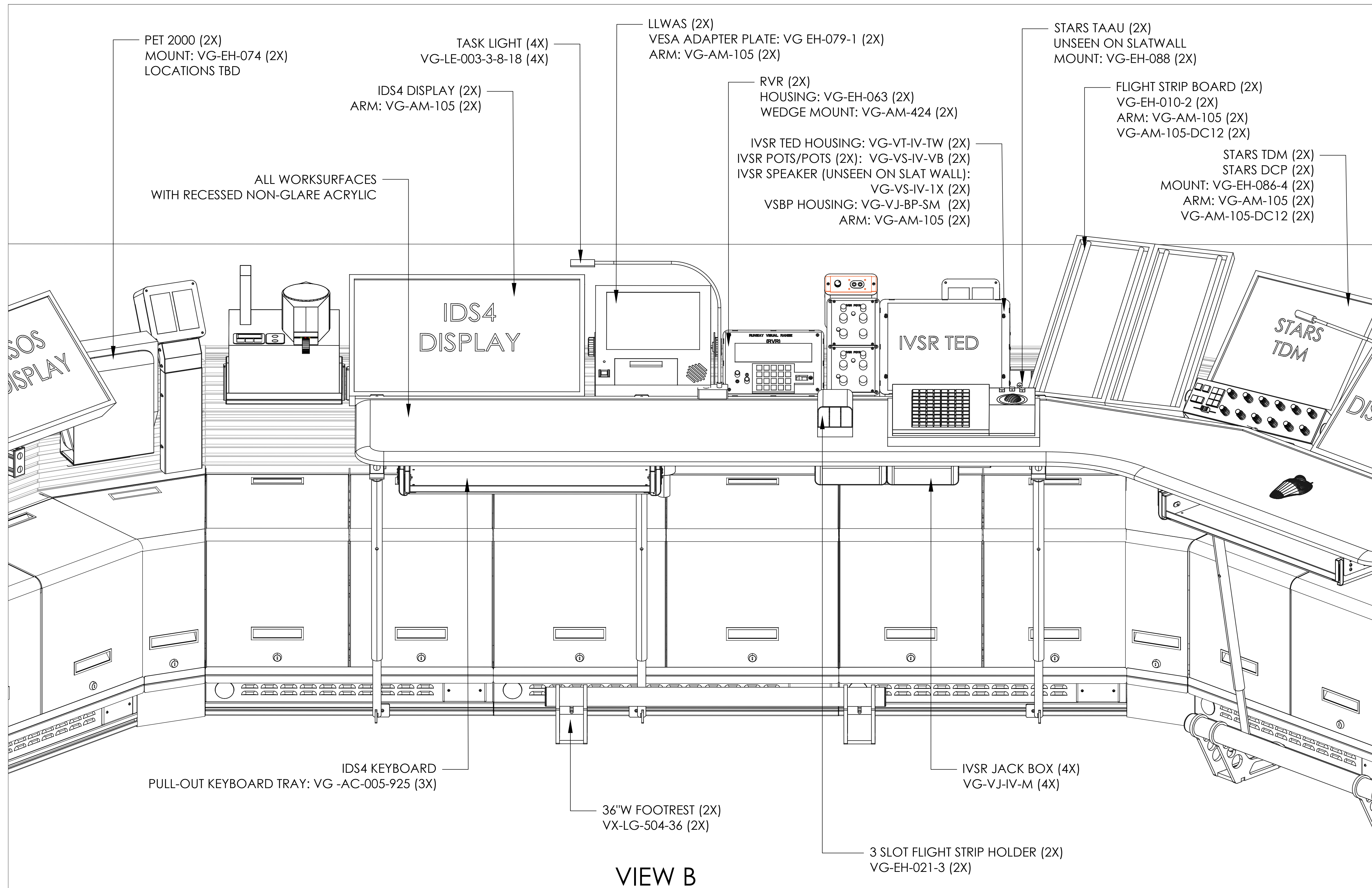
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DRAWING # OPTION REV. SHEET

ATD-1089-TW - D 3 / 12



VIEW B

NOTE: TENTATIVE EQUIPMENT LAYOUT  
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**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
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J KOKOLAKIS CONTRACTING

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SHEET DESCRIPTION:  
VIEW B

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ATD-1089-TW	-	D	4 / 12

# ATC Slatwall Consoles



**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
MH

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NEW ATCT AND TRACON FACILITY

SCALE:

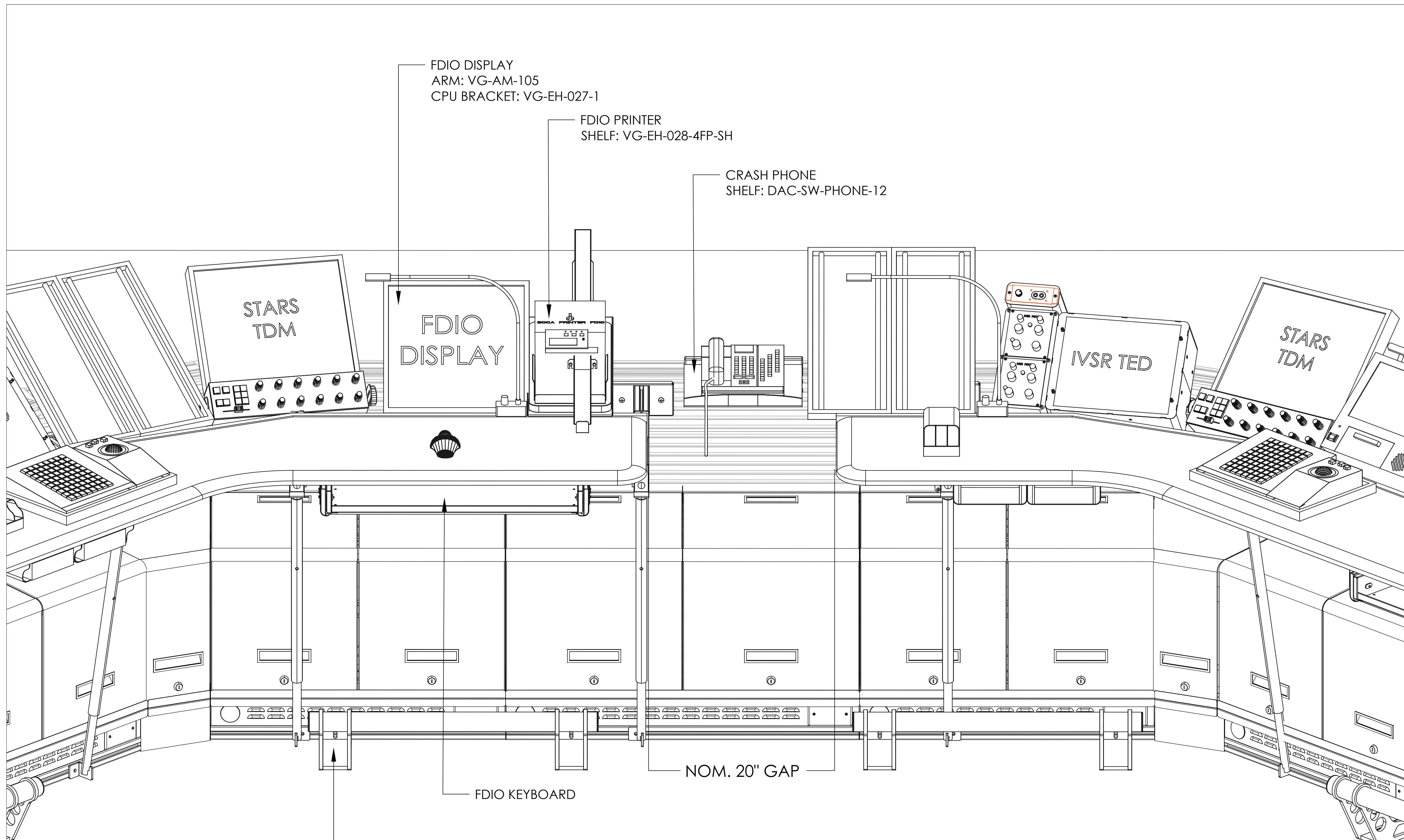
N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

**VIEW C**  
**POSITIONS: GC-LC**



## VIEW C POSITIONS: GC - LC

NOTE: TENTATIVE EQUIPMENT LAYOUT  
ALL EQUIPMENT, ITS LOCATION, AND QUANTITY TO BE CONFIRMED.

FINAL APPROVAL BY:

DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	5 / 12



# ATC Slatwall Consoles



**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
MH

### REVISIONS

REV	DATE	DESCRIPTION	BY
A	9-26-23	INITIAL DRAWING	MH
A1	10-23-23	EQUIPMENT LAYOUT	MH
B	10-31-23	EQUIP. LAYOUT PER TELCON	MH
B1	11-05-23	EQUIP. LAYOUT PER EMAIL	MH
C	1-02-24	EQUIP. VIEW A / VIEW B	MH
D	1-03-24	REV. PER TELCON 1-03-24	MH

CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

ASHEVILLE ATC TOWER  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:

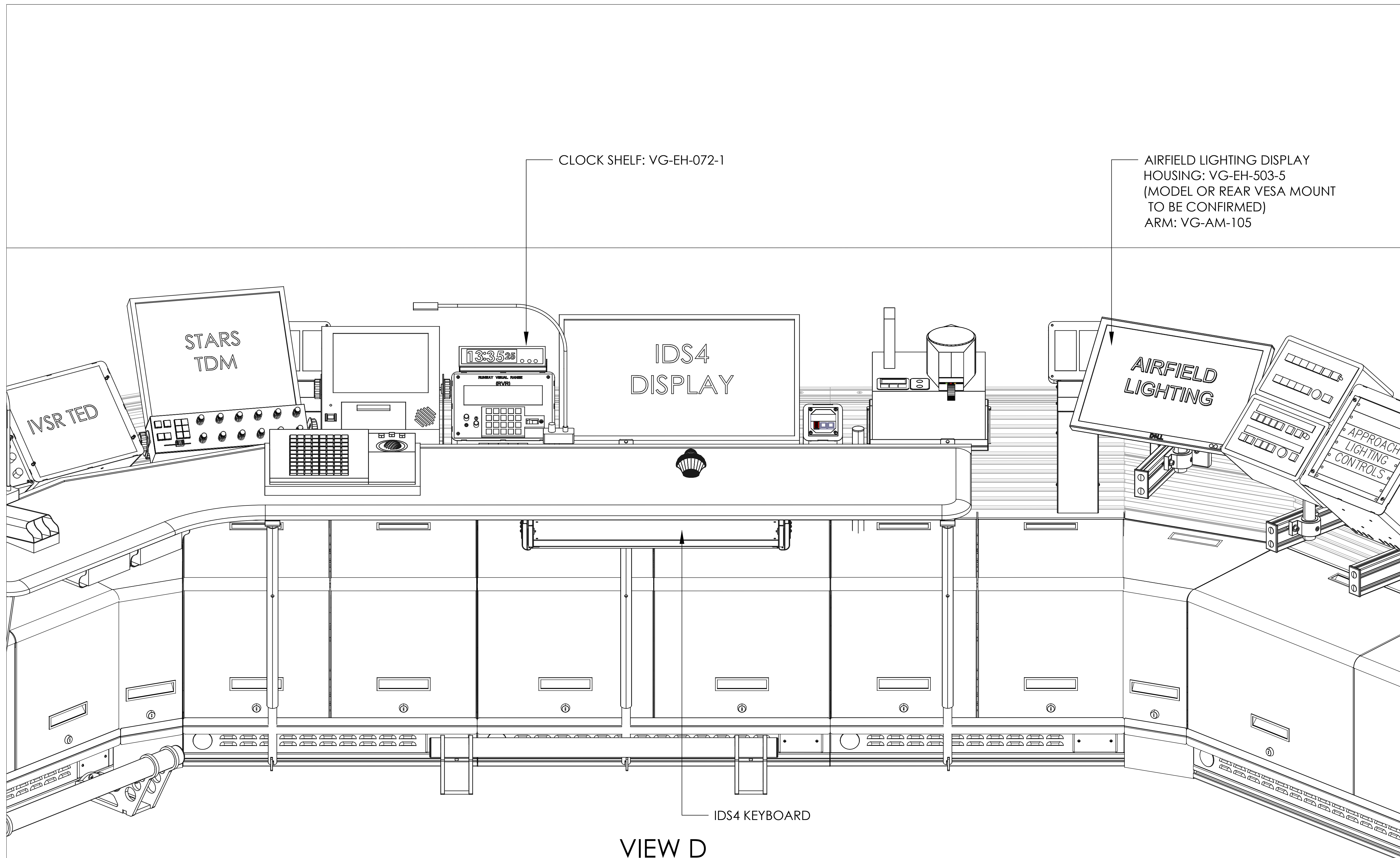
N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

**VIEW D**



**VIEW D**

NOTE: TENTATIVE EQUIPMENT LAYOUT  
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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	6 / 12

# ATC Slatwall Consoles



**russ bassett**  
 8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
 MITCH HERRICK

DRAWN BY:  
 MH

**REVISIONS**

REV	DATE	DESCRIPTION	BY
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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

ASHEVILLE ATC TOWER  
 61 TERMINAL DR. SUITE #2  
 FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
 NEW ATCT AND TRACON FACILITY

SCALE:

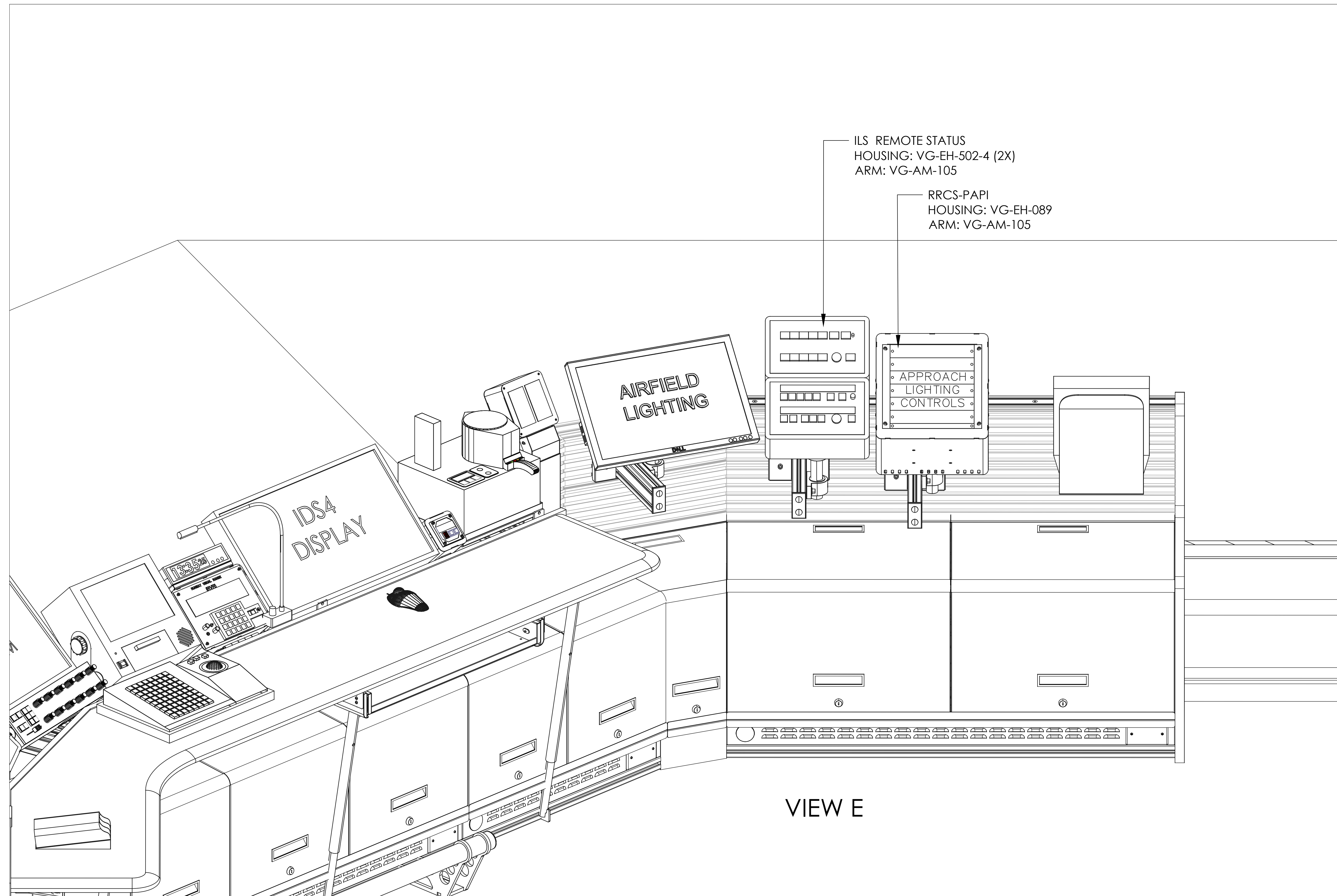
N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

**VIEW D**



**VIEW E**

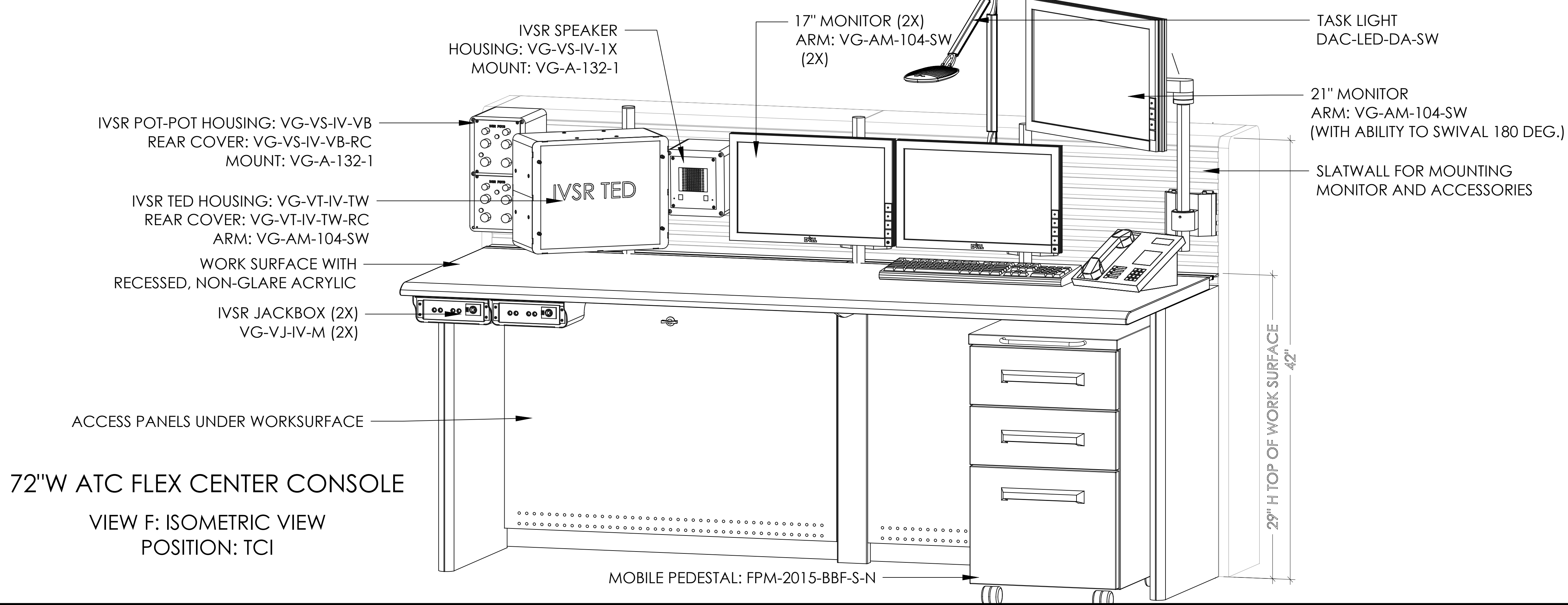
NOTE: TENTATIVE EQUIPMENT LAYOUT  
 ALL EQUIPMENT, ITS LOCATION, AND QUANTITY TO BE CONFIRMED.

FINAL APPROVAL BY:

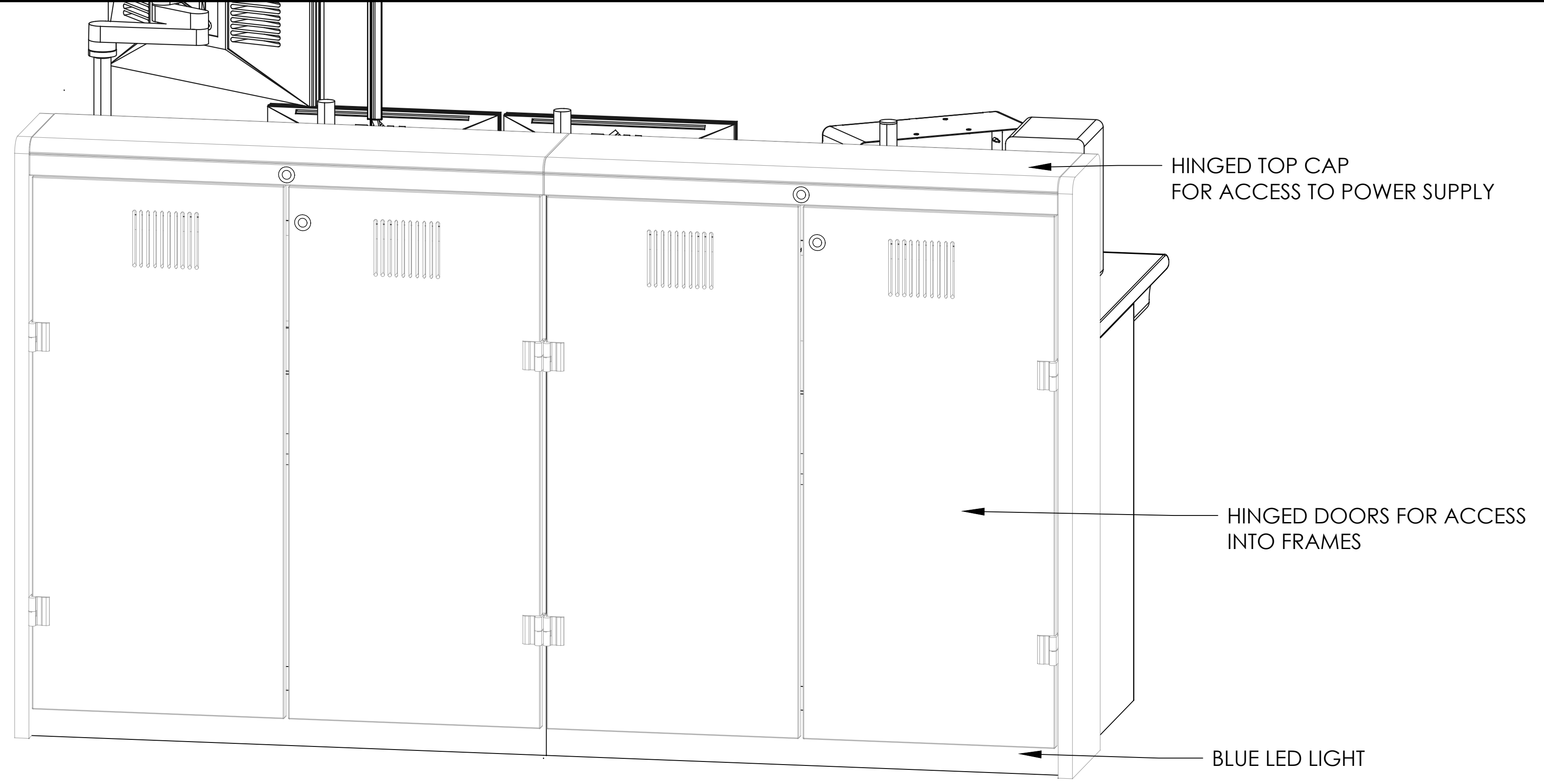
DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	7 / 12



72"W ATC FLEX CENTER CONSOLE  
VIEW F: ISOMETRIC VIEW  
POSITION: TCI



ISOMETRIC VIEW - REAR SIDE

ATC Slatwall Consoles



**russ bassett**  
8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:  
MITCH HERRICK

DRAWN BY:  
MH

REVISIONS			
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D	1-03-24	REV. PER TELCON 1-03-24	MH

CUSTOMER:  
J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:  
ASHEVILLE ATC TOWER  
61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:  
ASHEVILLE REGIONAL AIRPORT  
NEW ATCT AND TRACON FACILITY

SCALE:  
N.T.S.

FINAL APPROVAL BY:

DATE:

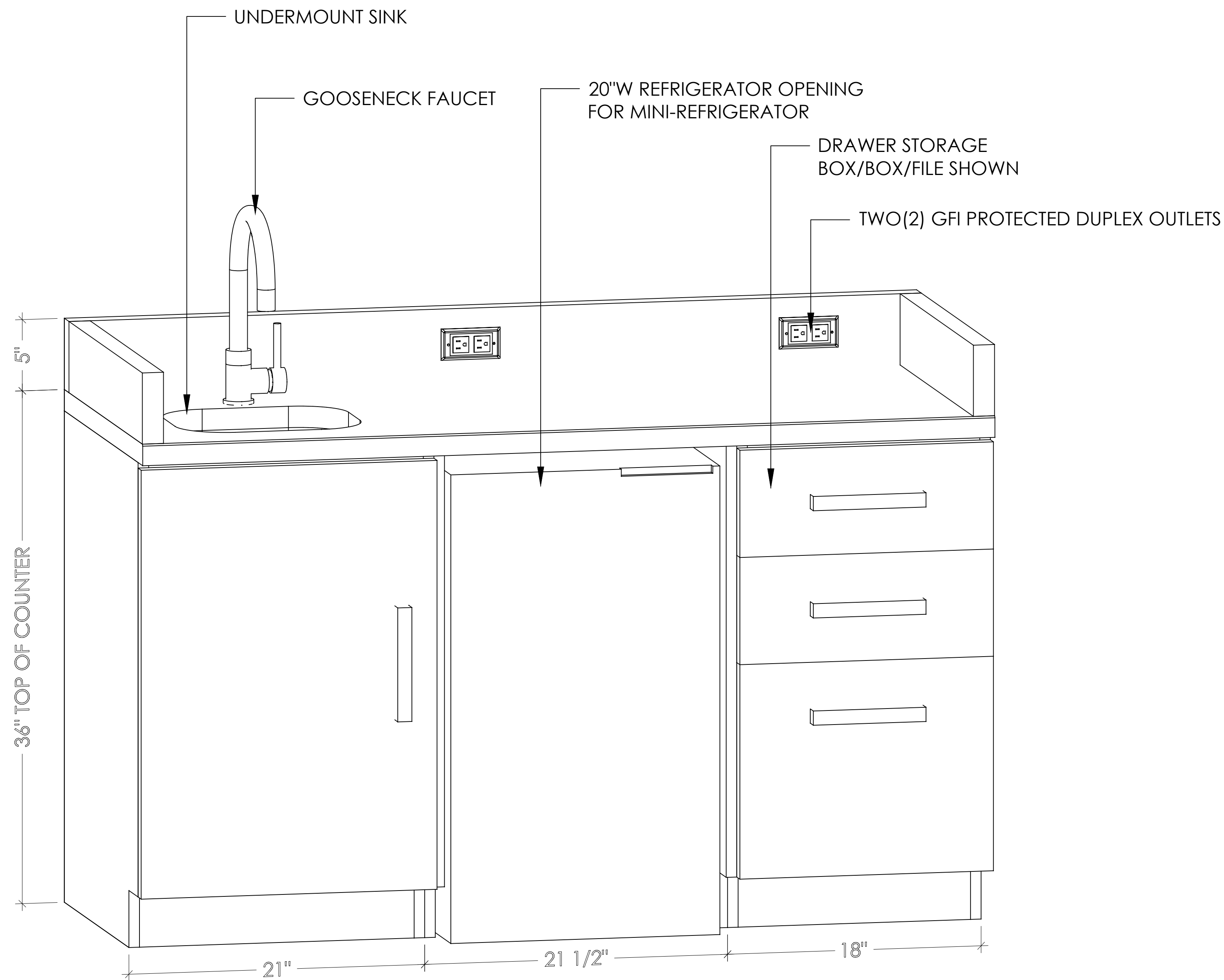
SHEET DESCRIPTION:  
ATC FLEX CTR. CONSOLE  
VIEW F: TCI

FINAL APPROVAL BY:

DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	8 / 12



60-1/2"W GALLEY MILLWORK  
 VIEW G: ISOMETRIC VIEW  
 CONCEPTUAL DESIGN  
 SOLID SURFACE COUNTER AND BACKSPLASH

ATC Slatwall Consoles



**russ bassett**  
 8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

REVISIONS

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

ASHEVILLE ATC TOWER  
 61 TERMINAL DR. SUITE #2  
 FLETCHER, NC 28732

PROJECT NAME:

ASHEVILLE REGIONAL AIRPORT  
 NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

GALLEY MILLWORK

FINAL APPROVAL BY:

DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	9 / 12

# ATC Slatwall Consoles



**russ bassett**

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SAE:

MITCH HERRICK

DRAWN BY:

MH

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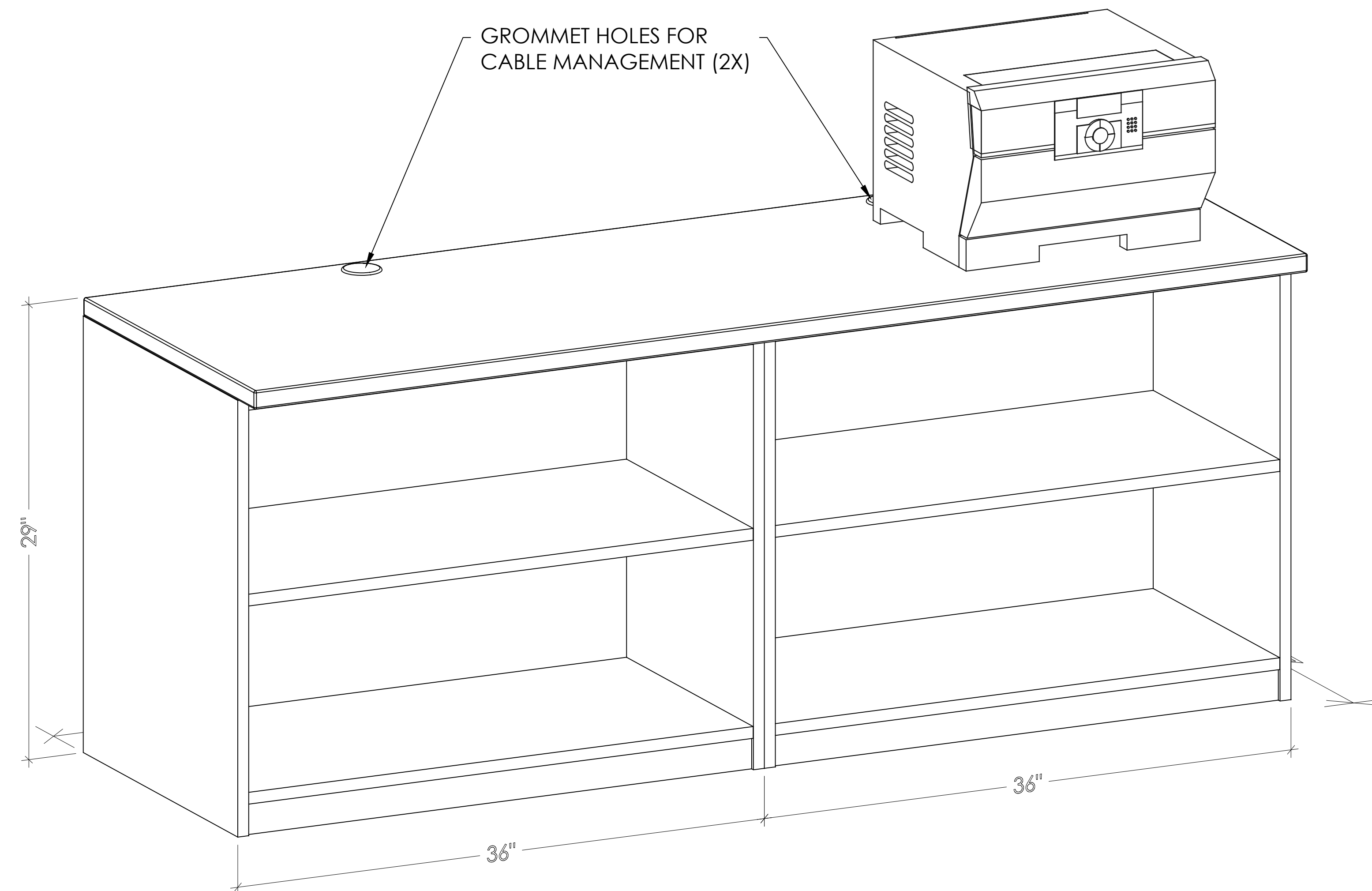
N.T.S.

FINAL APPROVAL BY:

DATE:

SHEET DESCRIPTION:

**OPEN SHELF MILLWORK  
VIEW H**



**VIEW H: OPEN SHELF MILLWORK: DEPTH 24"**  
(LOCATION OF FIRE EXTINGUISHER TO BE CONFIRMED)  
2 - DEF SHF-2436-2H-OS  
TOP: DEF-STG-TOP-2472-N

FINAL APPROVAL BY:

DATE:

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DRAWING #	OPTION	REV.	SHEET
ATD-1089-TW	-	D	10 / 12

# ATC Slatwall Consoles



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

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CUSTOMER:

J KOKOLAKIS CONTRACTING

PROJECT ADDRESS:

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61 TERMINAL DR. SUITE #2  
FLETCHER, NC 28732

PROJECT NAME:

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NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

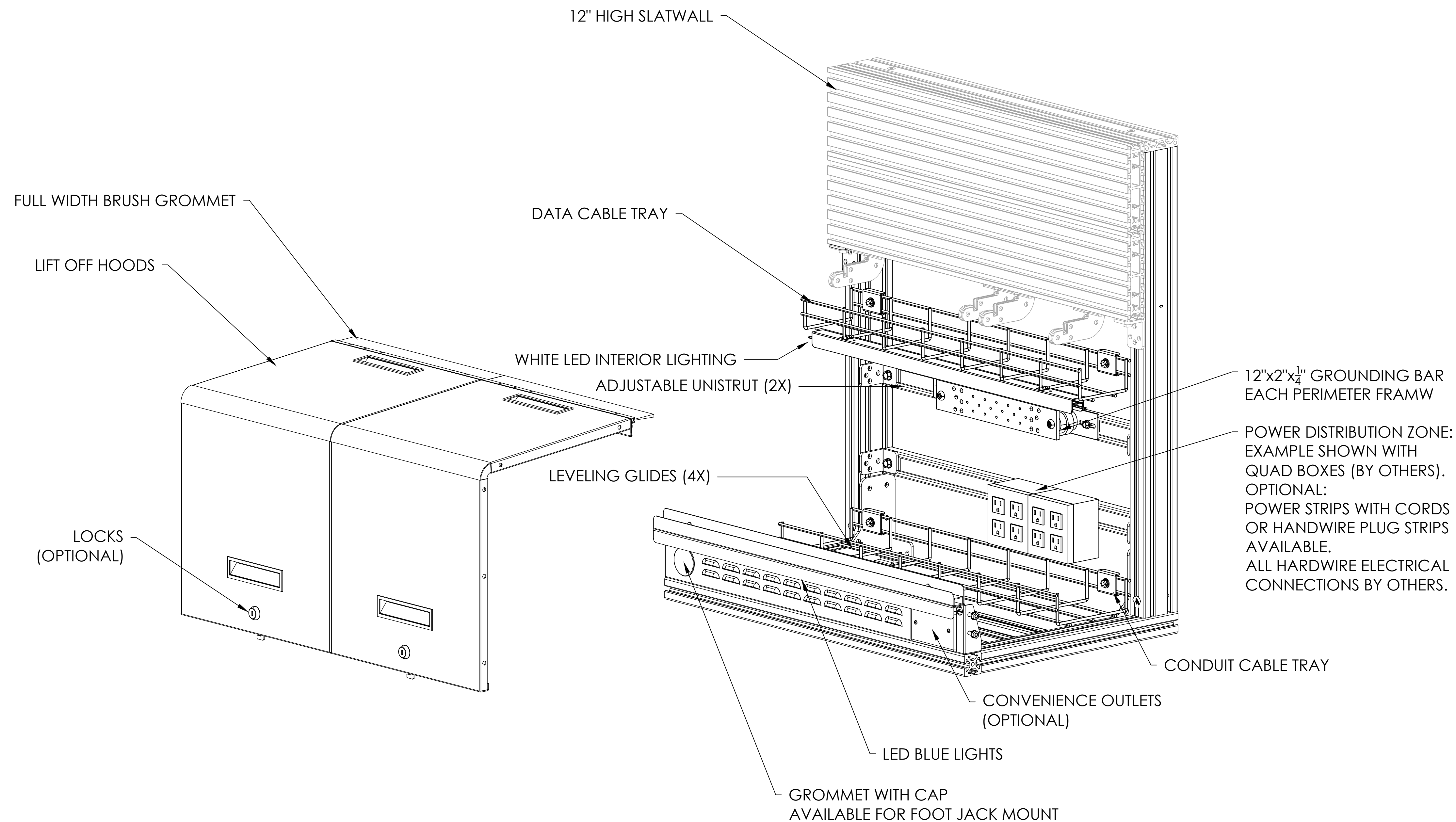
DATE:

SHEET DESCRIPTION:

**VERTEX INTERIOR  
 ISOMETRIC VIEW**

DRAWING # OPTION REV. SHEET

ATD-1089-TW - D 11 / 12



**TYPICAL VERTEX STRAIGHT CPU PERIMETER FRAME  
 INTERIOR ISOMETRIC VIEW**

FINAL APPROVAL BY:

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# ATC Slatwall Consoles



**russ bassett**

8189 Byron Rd, Whittier, CA 90606 (800) 350-2445

SAE:

MITCH HERRICK

DRAWN BY:

MH

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REV	DATE	DESCRIPTION	BY
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PROJECT NAME:

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NEW ATCT AND TRACON FACILITY

SCALE:

N.T.S.

FINAL APPROVAL BY:

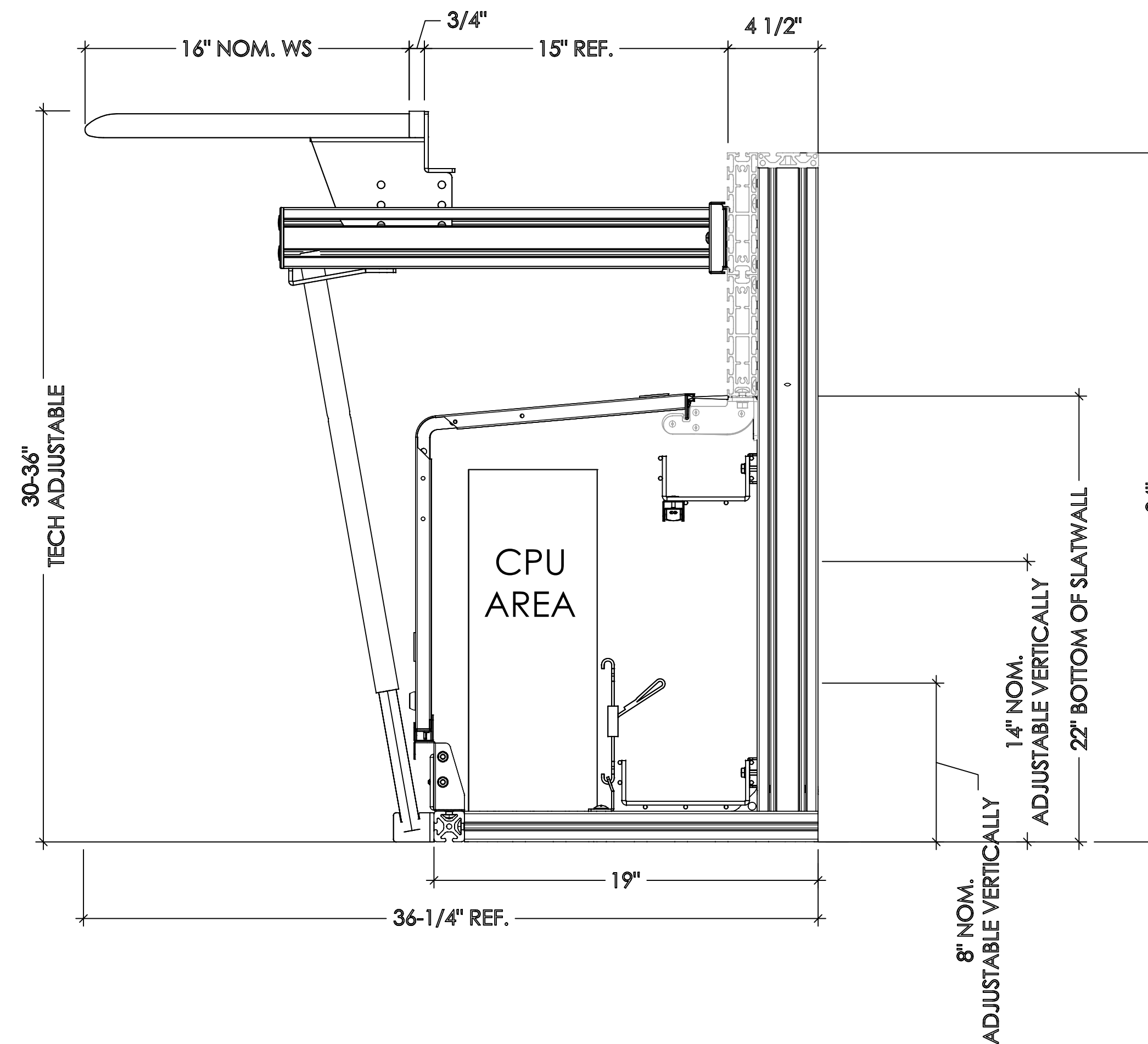
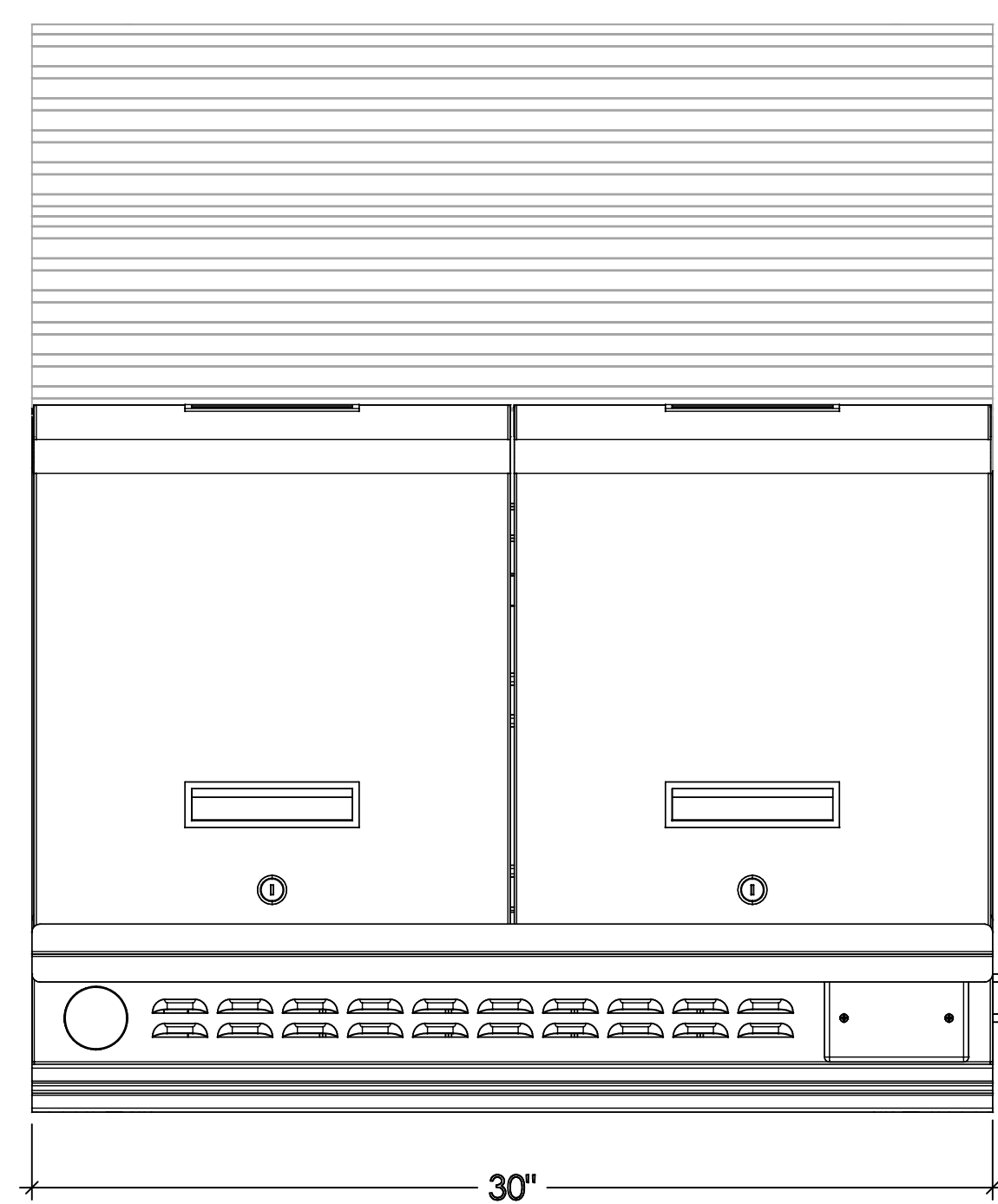
DATE:

SHEET DESCRIPTION:

**VERTEX CONSOLE  
ELEVATION VIEWS**

DRAWING # OPTION REV. SHEET

ATD-1089-TW - D 12 / 12



## PERIMETER VERTEX CONSOLE ELEVATION VIEWS

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DATE:

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KOKOLAKIS



CONTRACTING

February 29, 2024

Jared Reynolds – Senior Project Manager/Aviation  
POND  
110 Veterans Boulevard Suite 347  
Metairie, Louisiana 70005

**Project: Greater Asheville Regional Airport Authority ATCT & Base Building  
Asheville, NC**

**SUBJECT: COR#20r2 – RFI 158 Generator Aux Panel Changes**

Mr. Reynolds,

Attached you will Kokolakis Contracting's itemized cost proposal No. 020r2 which encompasses the costs associated with the modifications made to the "GEN AUX" panel within the FAA provided generator package per RFI 158.

This COR#20r2 has been modified to reflect PONDs 2/16/24 email response comments to provide additional credits.

Enclosed please find a detailed cost breakdown and summary of changes, which incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$4,025.48**.

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

*John Kokolakis*  
**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: POND/GARAA/Field / File

FORGING RELATIONSHIPS







**Contract Modification Cost Proposal**

Control No. COP #10 DATE: 2/20/2024  
 Revision No. \_\_\_\_\_

**PROJECT: 220027-FL (TOWER NEW ATCT-TRACON FAC AVL)**

**DESCRIPTION** Cost Change associated with RFI 158 Generator AUX Panel

Special Note: None.

**LABOR**

	RATE	HOURS	
Rates Effective 1/1/2023 - 12/31/2023			
Estimated Manhours:	\$68.00	6.26	\$425.61
Estimated Manhours (Premium Labor)	\$34.00	0.00	\$0.00
Estimated Manhours (Supervision Labor)	\$80.00	0.00	\$0.00
<b>Labor Subtotal</b>			<b>\$425.61</b>
Project Management:	\$85.00	1.00	\$85.00
Estimator:	\$75.00	0.00	\$0.00
<b>Mgmt. Subtotal</b>			<b>\$85.00</b>
<b>TOTAL LABOR</b>			<b>\$510.61</b>

**MATERIAL**

Material :			\$755.96
Miscellaneous Materials:		0.00%	\$0.00
Quoted Material (BSE Supply):			\$1,795.00
Freight:			\$0.00
<b>SUBTOTAL</b>			<b>\$2,550.96</b>
T/O Mat'l Escalation	0.00%	1 Year	\$0.00
State Sales Tax North Carolina		7.25%	\$184.94
<b>TOTAL MATERIAL</b>			<b>\$2,735.90</b>

**EQUIPMENT**

Construction Equipment:		\$0.00
Mobilization/Demobilization:		\$0.00
		\$0.00
<b>TOTAL EQUIPMENT</b>		<b>\$0.00</b>

**OTHER**

	HOURS	
Other Costs:		\$0.00
<b>TOTAL OTHER COSTS</b>		<b>\$0.00</b>



**Contract Modification Cost Proposal**

<b>SUBTOTAL</b>	<b>SUBTOTAL DIRECT COSTS</b>	<b>\$3,246.52</b>
	Overhead & Profit	5.00% \$162.33
	Home Office Overhead	0.00% \$0.00
	Corporate Insurances	0.00% \$0.00
	Contingency	0.00% \$0.00
	Profit	5.00% \$170.44
<b>JOB SUBTOTAL (Minus Subcontracts)</b>		<b>\$3,579.28</b>

<b>SUBCONTRACT</b>		
Subcontracts (Vision ):		\$0.00
Subcontracts (Vision ):		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
Subcontracts ():		\$0.00
	Subtotal Subcontract	\$0.00
Subcontract Mark-Up:	10.00%	\$0.00
<b>TOTAL SUBCONTRACT</b>		<b>\$0.00</b>

	<b>JOB SUBTOTAL</b>	<b>\$3,579.28</b>
	<b>TOTAL SUBCONTRACT</b>	<b>\$0.00</b>
	Bond Premium	1.00% \$35.79
<b>TOTAL REQUESTED</b>		<b>\$3,615.08</b>

Submitted By: Ryan Spierowski Additional Time Required: None

**ATTACHMENTS**  
 Subcontractor Documentation  
 Reference Documentation

- NOTES**
1. This Proposal does not contain any costs related to extension of contract time, nor acceleration of performance if required to maintain contract time, due to addition of this work.
  2. This proposal will remain valid for thirty (30) days.

## NOTES

Item				Material	Labor
Size	Item Desc	Qty	UOM	Mat Ext	Lbr Ext
1"	PVC SCH 40	-40.00	FEET	-64.80	-1.3200
2"	PVC SCH 40	40.00	FEET	146.96	3.0800
1"	GRC	-10.00	FEET	-43.60	-0.5720
2"	GRC	10.00	FEET	96.80	0.8800
1"	GRC 90 ELBOW	-2.00	EACH	-11.92	-0.6600
2"	GRC 90 ELBOW	2.00	EACH	33.35	1.2100
1"	GRC COUPLING	-2.00	EACH	-5.88	-0.2200
2"	GRC COUPLING	2.00	EACH	14.96	0.2860
2"	LOCKNUT	4.00	EACH	5.37	0.2640
2"	BONDING BUSHINGS-INS	2.00	EACH	13.90	0.6600
2"	CUT/THREAD-LABOR	2.00	EACH	0.00	1.3640
2"	UNISTRUT STRAP	4.00	EACH	6.51	0.1320
	NYLON LINE	10.00	FEET	0.22	0.0110
12	THHN STR CU	-240.00	FEET	-47.52	-1.0560
8	XHHW STR CU	40.00	FEET	37.84	0.2640
1.	XHHW STR CU	160.00	FEET	573.76	1.9360
Grand Totals				755.96	6.2590

DATE: 01/05/2024

RFI 158 Generator Panel Clarifications

## Question

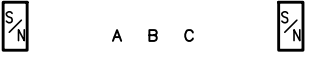
- *After an in depth review of the FAA provided generator submittal, Besco has noticed that there is an included, built in 100A panel that will all the incidental circuits for accessories with the genset.*
- *Where/what panel is going to originate from?*
- *“GEN AUX” panel is included in the SQD package that does not feed that built in panel.*

## Response

- The intent is to keep the GEN AUX panel and the factory mounted 100A panel that came with the generator.
- Provide (1) 100A QOB-VH circuit breaker within GEN AUX panel and provide 4#1 & 1#8G, 2”C to feed the factory mounted built in panel. Utilize spaces 2, 4, 6.
- GEN AUX Circuits labeled below are to be removed from the GEN AUX panel, and fed from the factory mounted panel:
  - o VEEDER ROOT
  - o BLOCK HEATER
  - o BATTERY CHARGER
- Leave the related circuit breakers within GEN AUX and mark as SPARE.
- Refer to attached ESKs for further information.

REV	DESCRIPTION	BY	DATE	---	---	---	---	---
-	-----	--	---/---/---	-	-----	--	---	---

CKT NO	ACCESSORIES	TYPE	RATING AMP/P		RATING AMP/P	TYPE	ACCESSORIES	CKT NO
1	HLO Fixed Off/On	QOB-VH	20/1		20/1	QOB-VH	HLO Fixed Off/On	2
3	HLO Fixed Off/On	QOB-VH	20/1		20/1	QOB-VH	HLO Fixed Off/On	4
5	HLO Fixed Off/On	QOB-VH	20/1		20/1	QOB-VH	PREPARED SPACE	6
7	HLO Fixed Off/On	QOB-VH	20/1		20/1	QOB-VH	PREPARED SPACE	8
9	HLO Fixed Off/On	QOB-VH	20/1		20/1	QOB-VH	PREPARED SPACE	10
11	PREPARED SPACE	QOB-VH	20/1		20/1	QOB-VH	PREPARED SPACE	12
13								14
15	DISCONNECTS POWER TO SPD,SPD DISCONNECT	QOB-VH	30/3		100/3	QOB-VH	BRANCH MOUNTED MAIN HLO Fixed Off/On	16
17								18
	Surge Counter Dry Contacts	SPD 120kA/3				SPD 120kA/3	Surge Counter Dry Contacts	



Move spares to 8, 10

Provide 100A/3P QOB-VH to feed Generator Mounted 100A panel. Use 2, 4, 6 for breaker location.

**PHYSICAL DATA**

ENCLOSURE Type 3R/4/4X/5/12 StainlessStl  
 FRONT CAT#: Trim w/Box  
 BOX CAT#: MH32WPSSULNF

DIMENSIONS:  
 32"(813mm)Hx20"(508mm)Wx6.5"(165mm)D  
 WIRE BENDING SPACE:  
 TOP - 3.25"(83)mm  
 BOTTOM - 9.6"(244)mm  
 SIDE - 6.13"(156)mm

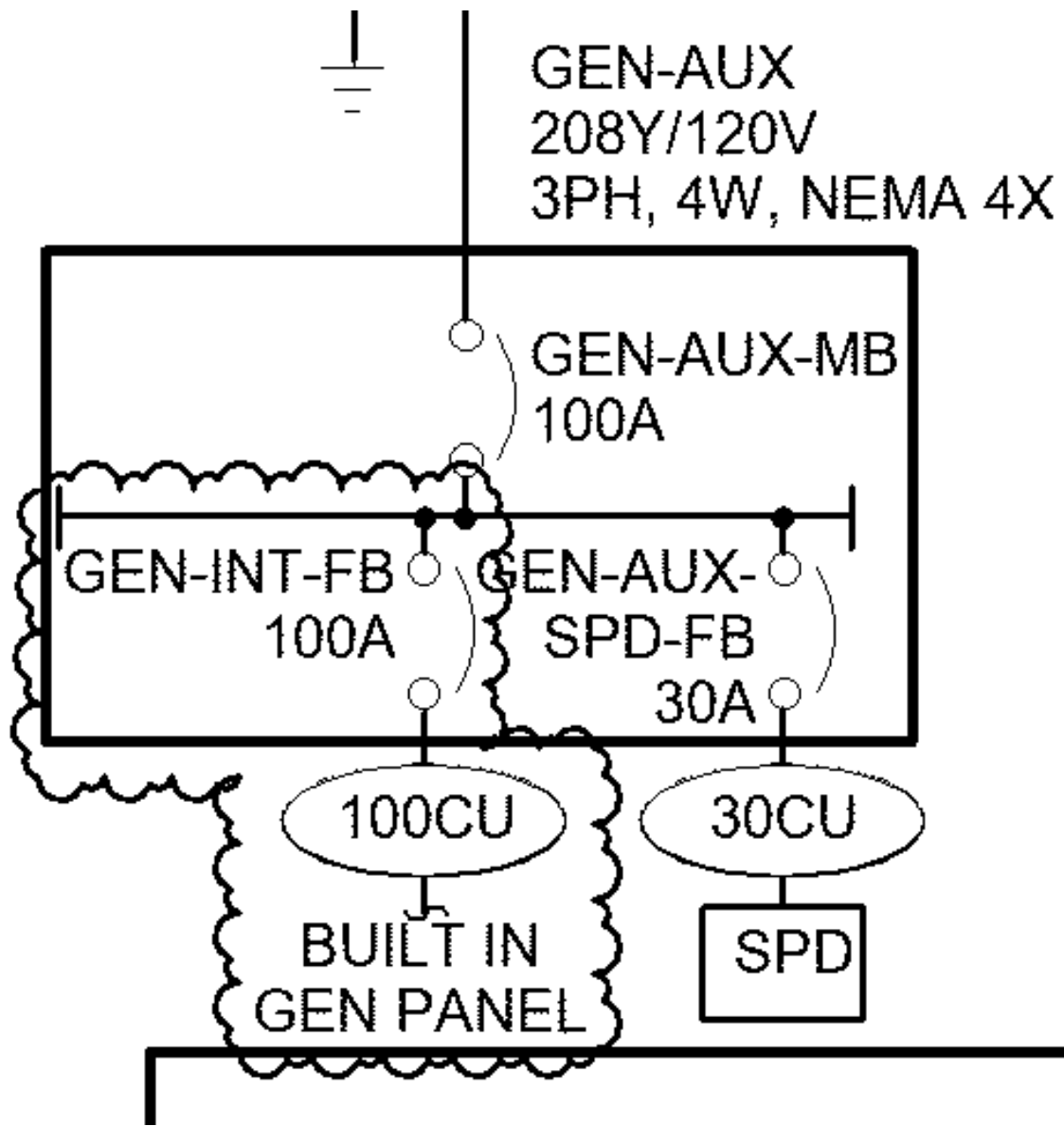
PBA: 711SS  
 BUSSING: 100A RATED Copper 1000 A/sq. in.  
 Silver/Tin Plated

OPTIONAL FEATURES:  
 SEISMICALLY QUALIFIED : IBC/ASCE7/CBC/NBCC  
 SHIP COMPLETELY ASSEMBLED  
 Copper GROUND BAR  
 GROUP USER PLACEMENT  
 COPPER SOLID NEUTRAL  
 Maximum Panel Weight 88.1  
 Depth Center of Gravity 6.5  
 Elevation Center of Gravity 16.0  
 Vertical Center of Gravity 10.0  
 SPD DRY CONTACTS  
 SPD SURGE COUNTER  
 SPD PEAK SURGE RATING/PHASE: 120kA  
 (Continued on next page.)

**ELECTRICAL DATA**

SYSTEM: 208Y/120V 3Ph 4W 60Hz  
 System Ampacity: 100A  
 22kA SYMS. SCCR  
 Fully Rated  
 MAIN: MAIN BREAKER QOB-VH 100A  
 ACC: HPL  
 Bottom FEED  
 22kA AIR  
 INCOMING CONDUCTORS(S) PER NEC, CEC, NOM:  
 Wire Bending Space:  
 Phase Lugs:1 - #4 - 2/0 AWG  
 -----BRANCH SUMMATION-----  
 7 - 20A/1P QOB-VH HPL 5 - 20A/1P-PS QOB-VH  
 1 - 30A/3P QOB-VH SPD DISC

JOB NAME:	GREATER ASHEVILLE REGIONAL AIRPORT	EQUIPMENT DESIGNATION:	GEN AUX
JOB LOCATION:	FLETCHER NC	EQUIPMENT TYPE:	NQ (CIRCUIT BREAKER TYPE) PANEL 1 OF 1
DRAWN BY:	CAD	DRAWING TYPE:	ONE LINE DIAGRAM
ENGR:	----		
DATE:	FEBRUARY 08 2023		
DRAWING STATUS:	APPROVAL	DWG#	045009869-013-01
		PG 1	OF 2
		REV -	



**POND**

3500 Parkway Lane  
Suite 500  
Peachtree Corners, GA 30092  
Phone (678) 336-7740  
Fax (678) 336-7744  
Web: www.pondco.com

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY ATCT & TRACON  
146 WESTFELDT RD, MILLS RIVER, NC 28732

DESCRIPTION:

RFI 158

DATE:  
01/05/24

DRAWING NO:  
ESK 010

SCALE: N.T.S.

# PANELBOARD SCHEDULE: GEN AUX

**LOCATION:**  
**SUPPLY FROM:** T-GEN AUX  
**MOUNTING:** SURFACE  
**ENCLOSURE:** NEMA 4X

**MAINS RATING:** 100A MCB  
**VOLTAGE:** 208Y/120  
**PHASES:** 3  
**WIRES:** 4

**MINIMUM BREAKER SCCR:** 22,000

				CONNECTED LOAD KVA									
CKT	CIRCUIT DESCRIPTION	TRIP	POLE	A		B		C		POLE	TRIP	CIRCUIT DESCRIPTION	CKT
1	SPARE	20 A	1	0.00	0.00					3	100 A	GEN-INT-FB	2
3	UPS LB CONTROLLER	20 A	1			0.00	0.00			--	--	--	4 --
5	GEN LB CONTROLLER	20 A	1					0.00	0.00	--	--	--	6 --
7	SPARE	20 A	1	0.00	0.00					1	20 A	SPARE	8
9	SPARE	20 A	1			0.00	0.00			1	20 A	SPARE	10
11	SPACE	--	1					--	--	1	--	SPACE	12
13	SPD	30 A	3	0.00	0.00					3	100 A	MAIN MCB	14
--	15 --	--	--			0.00	0.00			--	--	--	16 --
--	17 --	--	--					0.00	0.00	--	--	--	18 --
<b>TOTAL LOAD:</b>				0.00		0.00		0.00		<b>TOTAL CONNECTED CURRENT:</b> 0 A			
								<b>TOTAL EST. DESIGN CURRENT:</b> 0 A					

**NOTES:**

Note: The pole space indicated is reflective of the shop drawing elevation for panel GEN-AUX. The only new breaker is the feeder breaker feeding the built on panel that comes with the generator, described as GEN-INT. Refer to the narrative for further information.



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 Suite 500  
 Peachtree Corners, GA 30092  
 Phone (678) 336-7740  
 Fax (678) 336-7744  
 Web: www.pondco.com

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY ATCT & TRACON**  
 146 WESTFELDT RD, MILLS RIVER, NC 28732

DESCRIPTION:

RFI 158

DATE:  
01/05/24

DRAWING NO:  
**ESK 011**

SCALE: N.T.S.





**Kokolakis Contracting**  
 202 East Center Street  
 Tarpon Springs, Florida 34689  
 P: +17279422211

**Project: KC-0245-22 Asheville ATCT Facility**  
 146 Wesfeldt Rd.  
 Fletcher , North Carolina 28732

## RFI #158: Generator Panel Clarification

<b>Status</b>	Open		
<b>To</b>	Valorie Stokes (Pond & Company) Jared Reynolds (Pond & Company) Hannah Laury (Pond & Company) Eric Ames (Pond & Company)	<b>From</b>	Erick Bustos (Kokolakis Contracting) North Carolina
<b>Date Initiated</b>	Dec 26, 2023	<b>Due Date</b>	Jan 4, 2024
<b>Location</b>	ATCT BUILDING	<b>Project Stage</b>	
<b>Cost Impact</b>	Yes (Unknown)	<b>Schedule Impact</b>	Yes (Unknown)
<b>Spec Section</b>		<b>Cost Code</b>	
<b>Drawing Number</b>		<b>Reference</b>	
<b>Linked Drawings</b>			
<b>Received From</b>	Ryan Spierowski (BESCO ELECTRIC CORPORATION)	<b>Sub Job</b>	
<b>Copies To</b>	Eric Ames (Pond & Company), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Hannah Laury (Pond & Company), Jay Manasco (Kokolakis Contracting), Paul Maxsween (Kokolakis Contracting), Jared Reynolds (Pond & Company), Valorie Stokes (Pond & Company)		

### ADDITIONAL INFORMATION FOR OPR

**Contract Number** **Reply Email Address**

**Remarks**

### Activity

**Question**

**Question from Erick Bustos Kokolakis Contracting on Tuesday, Dec 26, 2023 at 09:29 AM EST**

- After A in-depth review of the FAA Provided Generator submittal, Besco has noticed that there is an included, built in 100amp panel that will service all the incidental circuits for accessories within the genset.
- Where / what panel is that feed going to originate from?
- "GEN AUX" panel is included in the SQD package that doesn't feed that built in panel.

**Attachments**  
[RFI #039.pdf](#)

*Awaiting an Official Response*



**Request for Information # 039**

<b>Project:</b>	220027-FL (NEW ATCT-TRACON FAC AVL)	<b>Date:</b>	12/26/23
<b>To:</b>	Kokolakis Contracting	<b>From:</b>	Ryan Spierowski
<b>Attn:</b>	John Kokolakis	<b>Respond By:</b>	ASAP
<b>Dwg. -No.:</b>		<b>Date of First</b>	
<b>Location:</b>	Project	<b>Days Lost:</b>	Cost/Schedule impact-

The question/conflict described below requires your attention before the above "respond by" date to avoid any possible delays in the progress of the project. Please indicate your response in the space provided below and issue the proper field document/change order. If no response is received by the above "respond by" date, the recommended course of action will be followed.

Description of Request

- After A in-depth review of the FAA Provided Generator submittal, Besco has noticed that there is an included, built in 100amp panel that will service all the incidental circuits for accessories within the genset.
- Where / what panel is that feed going to originate from?
- "GEN AUX" panel is included in the SQD package that doesn't feed that built in panel

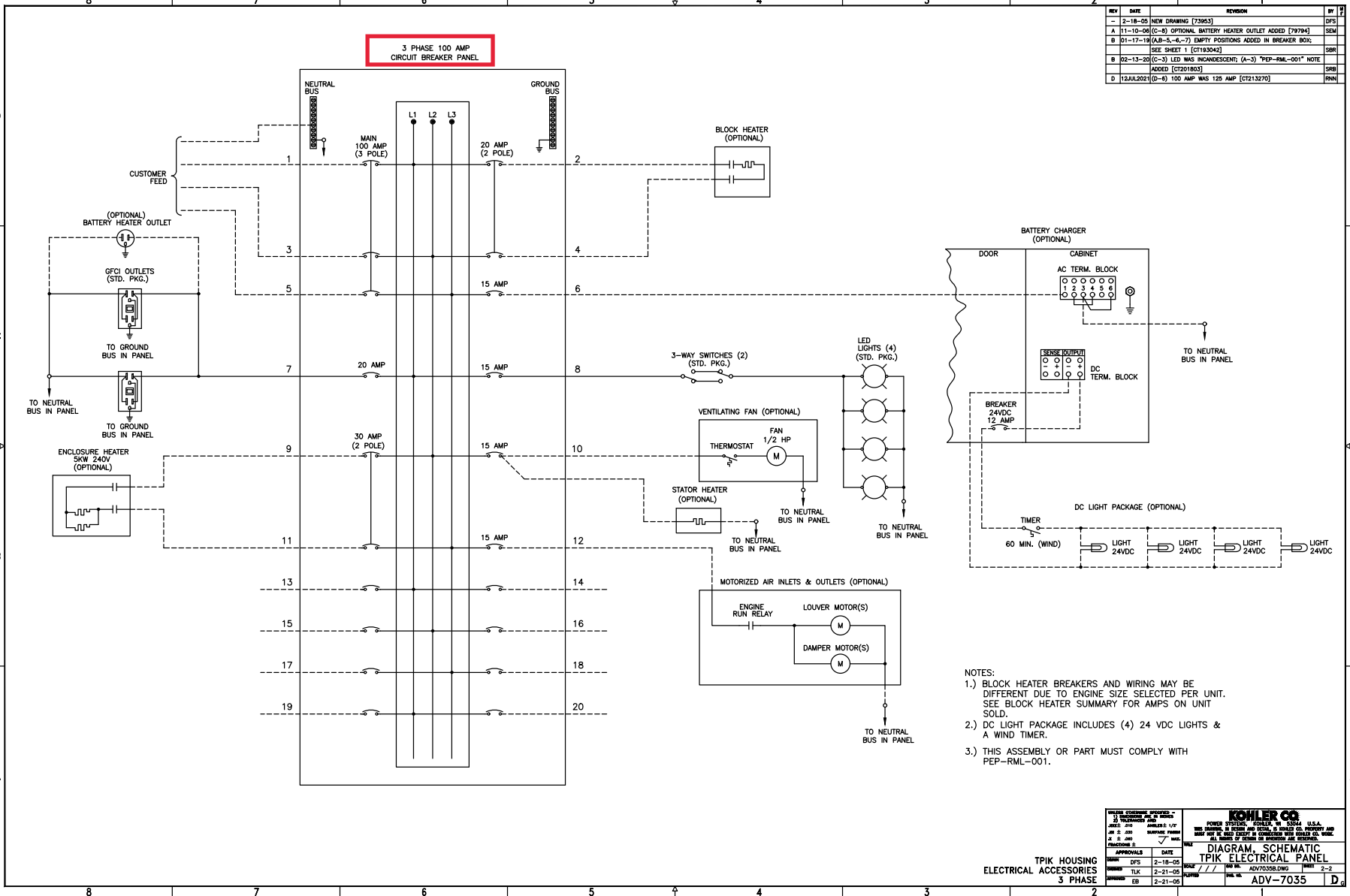
Please advise

Recommended Course of Action:

Response:

**Please return this copy with your response for our records when answering this RFI**

REV	DATE	REVISION	BY
-	2-18-05	NEW DRAWING [73953]	DFS
A	11-10-06	(C-8) OPTIONAL BATTERY HEATER OUTLET ADDED [78794]	SEM
B	01-17-18	(A-3, 4, 7) EMPTY POSITIONS ADDED IN BREAKER BOX; SEE SHEET 1 [C1183042]	SRB
B	02-13-20	(C-3) LED WAS INCANDESCENT; (A-3) "PEP-RML-001" NOTE ADDED [C1201803]	SRB
D	12AUG2021	(D-6), 100 AMP WAS 125 AMP [C1213270]	FRN



- NOTES:
- 1.) BLOCK HEATER BREAKERS AND WIRING MAY BE DIFFERENT DUE TO ENGINE SIZE SELECTED PER UNIT. SEE BLOCK HEATER SUMMARY FOR AMPS ON UNIT SOLD.
  - 2.) DC LIGHT PACKAGE INCLUDES (4) 24 VDC LIGHTS & A WIND TIMER.
  - 3.) THIS ASSEMBLY OR PART MUST COMPLY WITH PEP-RML-001.

TPIK HOUSING ELECTRICAL ACCESSORIES 3 PHASE		<b>KOHLER CO.</b> POWER SYSTEMS, COVINGTON, LA, U.S.A. SEE WARNING ON DIECAST AND SPECIAL INQUIRY ON RECEIPT AND READ AND FOLLOW INSTRUCTIONS CAREFULLY TO AVOID ALL RISKS OF DAMAGE OR INJURY TO PERSONS. ADV-7035	
APPROVALS DESIGNER: DFS CHECKER: TLK DATE: 2-18-05 DATE: 2-21-05 DATE: 2-21-05	DATE: 2-18-05 DATE: 2-21-05 DATE: 2-21-05	DRAWING NO.: ADV-7035 REV: 2-21-05	SHEET: 2-2 OF: 2

# AIA<sup>®</sup> Document G714<sup>™</sup> – 2017

## Construction Change Directive

**PROJECT:** *(Name and address)*

**CONTRACT INFORMATION:**

**CCD INFORMATION:**

Contract For:

Directive No:

Date:

Date:

**OWNER:** *(Name and address)*

**ARCHITECT:** *(Name and address)*

**Contractor:** *(Name and address)*

The Contractor is hereby directed to make the following change(s) in this Contract:

*(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits.)*

### PROPOSED ADJUSTMENTS

1. The proposed basis of adjustment to the Contract Sum or Guaranteed Maximum Price:

- Lump Sum (increase) of \$7,648.91
- Unit Price of \$
- Cost, as defined below, plus the following fee:  
*(Insert a definition of or method for determining, cost)*
- As Follows:

2. The Contract Time is proposed to (be adjusted)(remain unchanged). The proposed adjustment, if any, is (an increase of \_\_\_\_\_ days)(decrease of \_\_\_\_\_ days).

**NOTE:** *The Owner, Architect and Contractor should execute a Change Order to supersede this Construction Change Directive to the extent they agree upon adjustments to the Contract Sum, Time, or Guaranteed Maximum price for the change(s) described herein.*

Contractor signature indicates agreement with the proposed adjustments in Contract Sum and Contract Time set forth in this CCD.

\_\_\_\_\_  
CONTRACTOR

\_\_\_\_\_  
PRINTED NAME AND TITLE

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

KOKOLAKIS



CONTRACTING

January 26, 2024

Jared Reynolds – Senior Project Manager/Aviation  
POND  
110 Veterans Boulevard Suite 347  
Metairie, Louisiana 70005

**Project: Greater Asheville Regional Airport Authority ATCT & Base Building  
Asheville, NC**

**SUBJECT: COR#22 – Additional S-11 Riser per ASI007/RFI 110.1**

Mr. Reynolds,

Attached you will find Kokolakis Contracting's itemized cost proposal No. 022 which encompasses the costs for an additional riser at S-11 Structure. In order to proceed with the storm installation, this additional riser was required due to the existing elevation being incorrect for the tie-in of existing 42" pipe coming out of S-11. This discrepancy was brought up in RFI 110 & 110.1 in which an entire elevation re-design for structures S-38 through S-42 was ultimately issued via ASI 007.

Enclosed please find a detailed cost breakdown and summary of changes, which incorporates all adds/deducts associated with the abovementioned changes. This proposal is hereby submitted for a change order in the amount of **\$10,900.59**

Should you have any questions, please do not hesitate to contact me directly.

Respectfully,

**KOKOLAKIS CONTRACTING, INC.**

John Kokolakis  
Project Manager  
Cc: POND/GARAA/Field / File

FORGING RELATIONSHIPS



November 28, 2023

Kokolakis Contracting  
202 E. Center Street  
Tampa Springs, FL 34689  
Attn: John Kokolakis

RE: Asheville Airport Control Tower-S-11 Additional Riser

Dear Mr. Kokolakis:

NHM Constructors is pleased to provide the following preliminary quotation for work at the above referenced project. Please see below for a breakdown:

S-11 Additional Riser Installation

Labor & Equipment \$ 3,475.00

Materials \$6,314.26

**Total \$ 9,789.26**

**Excluded from this quotation are:** permits, fees, meters or meter fees, taps or tap fees, bonds, undercut and replacement of unsuitable soils, well monitoring, asbestos removal, sheeting, shoring, bracing, concrete seat walls, concrete cheek walls, handling of hazardous materials, mass or trench rock excavation, de-watering or drying of soil materials, footing excavation, testing and/or geotechnical services, landscaping, termite protection, bike racks, cleanup/re-grading after building construction, relocation/installation of utility poles and utilities (gas, phone, electric), utility sleeving or conduit installation, sight lighting, select backfill materials, stone on building pads, fencing, gates, handrails, flag pole installation, bollards, lamp posts, truck well drains, sump pumps, and on-going street maintenance our portion of work is complete.

This pricing will be good for a period of 30 days. Please do not hesitate to call if you have any questions or need any additional information.

Sincerely,  
NHM Constructors LLC

*Adam W. Rice*

Adam Rice  
Project Manager  
(828)777-0609 Cell





a MORSCO company

 15850 Dallas Pkwy  
 Dallas, TX 75248  
 Payment Inquiries 704-788-9800

 INVOICE NUMBER: 6276630  
 BILL OF LADING: 69709  
 INVOICE DATE: 11/15/23  
 DUE DATE: 12/14/23

 Please Remit Payment To:  
 Fortiline, Inc.  
 PO Box 744053  
 Atlanta, GA 30384-4053  
 Federal Tax ID# 57-0819190

 Warehouse:  
 FORTILINE ASHEVILLE  
 1260 SWEETEN CREEK RD  
 ASHEVILLE, NC 28803  
 Telephone: 828-277-8510

SOLD TO

 NHM CONSTRUCTORS, LLC  
 PO BOX 6385  
 ASHEVILLE NC 28816-6385

SHIP TO

 NHM CONSTRUCTORS, LLC  
 146 WESTFELDT RD  
 RT AT TRAFFIC CIRCLE TO SIERRA  
 NEVADA BREWERY  
 MILLS RIVER, NC 28732

BRANCH NO	FROM CONTRACT	ORDER NO	SHIPPING METHOD	CUSTOMER NO	TERMS		
001	5951493	6276630	Direct	214873	NET 30 DAYS		
PO NO	JOB NAME	JOB NO	SLS	DUE DATE	SHIP DATE		
1458-053	CONTROL TOWER	1458	RAC	12/14/23	10/11/23		
PRODUCT NO	DESCRIPTION	UOM	ORDERED	SHIPPED	BACK ORDERED	UNIT PRICE	EXTENDED PRICE
01805728600	4'X11'X4'TALL RISER W/8" WALLS C/O LINE # 00556 STRUCTURE S-11	EA	1	1	0	5915.0000	5,915.00


 FORTILINE offers online payments and access to invoice copies for your convenience at <http://Fortiline.Billtrust.com>.

 REGISTER TO ACCESS YOUR ONLINE ACCOUNT AT <http://FORTILINE.BILLTRUST.COM>
*Online Payments, View, and Download Invoices and Statements.*

AMOUNT DUE	\$5,915.00
TAX	\$399.26
FREIGHT	\$0.00
OTHER	\$0.00
<b>TOTAL DUE</b>	<b>\$6,314.26</b>

 NO RETURNS ACCEPTED WITHOUT PRIOR AUTHORIZATION. AUTHORIZED RETURNS ARE SUBJECT TO RESTOCKING FEES.  
 SPECIAL ORDER ITEMS ARE NOT RETURNABLE. ALL CLAIMS MUST BE FILED WITH THE CARRIER.

 For TERMS and CONDITIONS of sale, please visit <http://www.fortiline.com>



**Kokolakis Contracting**  
 202 East Center Street  
 Tarpon Springs, Florida 34689  
 P: +17279422211

**Project: KC-0245-22 Asheville ATCT Facility**  
 146 Wesfeldt Rd.  
 Fletcher , North Carolina 28732

## RFI #110: Storm Structures 38-42 existing elevations discrepancy

<b>Status</b>	Closed on 08/31/23		
<b>To</b>	Eric Ames (Pond & Company) Hannah Laury (Pond & Company) Valorie Stokes (Pond & Company) Jared Reynolds (Pond & Company)	<b>From</b>	John Kokolakis (Kokolakis Contracting) 202 East Center Street Tarpon Springs, Florida 34689
<b>Date Initiated</b>	Aug 18, 2023	<b>Due Date</b>	Aug 29, 2023
<b>Location</b>		<b>Project Stage</b>	
<b>Cost Impact</b>	TBD	<b>Schedule Impact</b>	TBD
<b>Spec Section</b>		<b>Cost Code</b>	
<b>Drawing Number</b>	C-9A	<b>Reference</b>	
<b>Linked Drawings</b>			
<b>Received From</b>		<b>Sub Job</b>	
<b>Copies To</b>	Eric Ames (Pond & Company), Erick Bustos (Kokolakis Contracting), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Jim Hinda (Arora Engineers), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Paul Maxsween (Kokolakis Contracting), Jared Reynolds (Pond & Company), Valorie Stokes (Pond & Company)		

### ADDITIONAL INFORMATION FOR OPR

<b>Contract Number</b>	<b>Reply Email Address</b>
<b>Remarks</b>	

### Activity

<b>Question</b>	<p><b>Question from John Kokolakis Kokolakis Contracting on Friday, Aug 18, 2023 at 09:47 AM EDT</b></p> <p>We have come across an issue with the elevations of storm structures 38-42. The current design elevations will not work due to the elevation of the existing 42" RCP coming out of Structure S-11 being incorrect. The design elevation of the 42" RCP outgoing pipe according to the updated ASI #2 Sheet C-9A is showing 2103.29'. However, the actual elevation is 2098.417'. Please provide direction on how to proceed. Currently, this is halting the remainder of our precast structure production due to this design discrepancy.</p>
<b>Official Response</b>	<p><b>Response from Jared Reynolds Pond &amp; Company on Thursday, Aug 31, 2023 at 08:38 AM EDT</b></p> <p>See attached</p> <p><b>Attachments</b>  <a href="#">RFI 110 Storm Structures 38-42 existing elevations discrepancy-CL_RSP.pdf</a></p>
<b>All Replies</b>	<p><b>Response from Jared Reynolds Pond &amp; Company on Thursday, Aug 31, 2023 at 08:38 AM EDT</b></p> <p>See attached</p> <p><b>Attachments</b>  <a href="#">RFI 110 Storm Structures 38-42 existing elevations discrepancy-CL_RSP.pdf</a></p>



**Kokolakis Contracting**  
 202 East Center Street  
 Tarpon Springs, Florida 34689  
 P: +17279422211

**Project: KC-0245-22 Asheville ATCT Facility**  
 146 Wesfeldt Rd.  
 Fletcher , North Carolina 28732

## RFI #110: Storm Structures 38-42 existing elevations discrepancy

<b>Status</b>	Open		
<b>To</b>	Valorie Stokes (Pond & Company) Jared Reynolds Hannah Laury (Pond & Company) Eric Ames (Pond & Company)	<b>From</b>	John Kokolakis (Kokolakis Contracting) 202 East Center Street Tarpon Springs, Florida 34689
<b>Date Initiated</b>	Aug 18, 2023	<b>Due Date</b>	Aug 29, 2023
<b>Location</b>		<b>Project Stage</b>	
<b>Cost Impact</b>	TBD	<b>Schedule Impact</b>	TBD
<b>Spec Section</b>		<b>Cost Code</b>	
<b>Drawing Number</b>	C-9A	<b>Reference</b>	
<b>Linked Drawings</b>			
<b>Received From</b>		<b>Sub Job</b>	
<b>Copies To</b>	Eric Ames (Pond & Company), Erick Bustos (Kokolakis Contracting), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Jim Hinda (Arora Engineers), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Paul Maxsween (Kokolakis Contracting), Jared Reynolds , Valorie Stokes (Pond & Company)		

### ADDITIONAL INFORMATION FOR OPR

<b>Contract Number</b>	<b>Reply Email Address</b>
<b>Remarks</b>	

### Activity

<b>Question</b>	<p><b>Question from John Kokolakis Kokolakis Contracting on Friday, Aug 18, 2023 at 09:47 AM EDT</b></p> <p>We have come across an issue with the elevations of storm structures 38-42. The current design elevations will not work due to the elevation of the existing 42" RCP coming out of Structure S-11 being incorrect. The design elevation of the 42" RCP outgoing pipe according to the updated ASI #2 Sheet C-9A is showing 2103.29'. However, the actual elevation is 2098.417'. Please provide direction on how to proceed. Currently, this is halting the remainder of our precast structure production due to this design discrepancy.</p>
-----------------	---

*Awaiting an Official Response*

The design survey for the project shows existing Structure S-11 having an invert elevation of 2103.29'. The downstream structure adjacent to S-38 has a surveyed as-built invert of 2101.82' from its installation. Based on this, we would like confirmation of the elevation provided by Kokolakis as well as verification of downstream structure invert elevations prior to any action being taken to modify additional structures or pipe alignments.

Travis Bird, AVCON



**Kokolakis Contracting**  
 202 East Center Street  
 Tarpon Springs, Florida 34689  
 P: +17279422211

**Project: KC-0245-22 Asheville ATCT Facility**  
 146 Wesfeldt Rd.  
 Fletcher , North Carolina 28732

## RFI #110.1: Storm Structure 38-42 existing elevations discrepancy

<b>Status</b>	Closed on 10/30/23		
<b>To</b>	Eric Ames (Pond & Company) Hannah Laury (Pond & Company) Jared Reynolds (Pond & Company) Valorie Stokes (Pond & Company)	<b>From</b>	Erick Bustos (Kokolakis Contracting) North Carolina
<b>Date Initiated</b>	Sep 19, 2023	<b>Due Date</b>	Sep 28, 2023
<b>Location</b>		<b>Project Stage</b>	
<b>Cost Impact</b>	TBD	<b>Schedule Impact</b>	TBD
<b>Spec Section</b>		<b>Cost Code</b>	
<b>Drawing Number</b>		<b>Reference</b>	
<b>Linked Drawings</b>			
<b>Received From</b>	Adam Rice (NHM CONSTRUCTORS, LLC)	<b>Sub Job</b>	
<b>Copies To</b>	Eric Ames (Pond & Company), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Jim Hinda (Arora Engineers), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Hannah Laury (Pond & Company), Jared Reynolds (Pond & Company), Valorie Stokes (Pond & Company)		

### ADDITIONAL INFORMATION FOR OPR

<b>Contract Number</b>	<b>Reply Email Address</b>
<b>Remarks</b>	

### Activity

<b>Question</b>	<p><b>Question from Erick Bustos Kokolakis Contracting</b> on <i>Tuesday, Sep 19, 2023 at 09:37 AM EDT</i></p> <p>Please see elevations reported.</p> <p><b>Attachments</b>  <a href="#">Control Tower Storm survey S11 &amp; S42.xlsx</a></p>
<b>Official Response</b>	<p><b>Response from Valorie Stokes Pond &amp; Company</b> on <i>Friday, Oct 27, 2023 at 02:39 PM EDT</i></p> <p>See attached document</p> <p><b>Attachments</b>  <a href="#">RFI 110.1 Storm Structure 38-42 existing elevations discrepancy_CV_RSP.pdf</a></p>
<b>All Replies</b>	<p><b>Response from Valorie Stokes Pond &amp; Company</b> on <i>Friday, Oct 27, 2023 at 02:39 PM EDT</i></p> <p>See attached document</p> <p><b>Attachments</b>  <a href="#">RFI 110.1 Storm Structure 38-42 existing elevations discrepancy_CV_RSP.pdf</a></p>



# RFI Transmittal

Pond & Company

PROJECT: New ATCT at Asheville Regional Airport  
1210250

DATE SENT: 9/25/2023

RETURN BY: 10/3/2023

SUBJECT: Storm Structure 38-42 existing elevations discrepancy

RFI ID: 110.1

TYPE: RFI

TRANSMITTAL ID: 01120

PURPOSE: To Answer

VIA: Info Exchange

QUESTION: Please see elevations reported.

SUGGESTION:

FROM

NAME	COMPANY	EMAIL	PHONE
Valorie Stokes	Pond & Company	Valorie.Stokes@pondco.com	1.404.748.4870

TO

NAME	COMPANY	EMAIL	PHONE
James Moose	AVCON, Inc.	jmoose@avconinc.com	
Kerr Chase	AVCON, Inc.	kchase@avconinc.com	
Travis Bird	AVCON, Inc.	tbird@avconinc.com	

DESCRIPTION OF CONTENTS

QTY	DATED	TITLE	NUMBER
1	9/25/2023	RFI 110.1 Storm Structure 38-42 existing elevations discrepancy.zip	

COPIES:

Jared Reynolds



**Kokolakis Contracting**  
 202 East Center Street  
 Tarpon Springs, Florida 34689  
 P: +17279422211

**Project: KC-0245-22 Asheville ATCT Facility**  
 146 Wesfeldt Rd.  
 Fletcher , North Carolina 28732

## RFI #110.1: Storm Structure 38-42 existing elevations discrepancy

<b>Status</b>	Open		
<b>To</b>	Valorie Stokes (Pond & Company) Jared Reynolds (Pond & Company) Hannah Laury (Pond & Company) Eric Ames (Pond & Company)	<b>From</b>	Erick Bustos (Kokolakis Contracting) North Carolina
<b>Date Initiated</b>	Sep 19, 2023	<b>Due Date</b>	Sep 28, 2023
<b>Location</b>		<b>Project Stage</b>	
<b>Cost Impact</b>	TBD	<b>Schedule Impact</b>	TBD
<b>Spec Section</b>		<b>Cost Code</b>	
<b>Drawing Number</b>		<b>Reference</b>	
<b>Linked Drawings</b>			
<b>Received From</b>	Adam Rice (NHM CONSTRUCTORS, LLC)	<b>Sub Job</b>	
<b>Copies To</b>	Eric Ames (Pond & Company), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Jim Hinda (Arora Engineers), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Hannah Laury (Pond & Company), Jared Reynolds (Pond & Company), Valorie Stokes (Pond & Company)		

### ADDITIONAL INFORMATION FOR OPR

<b>Contract Number</b>	<b>Reply Email Address</b>
<b>Remarks</b>	

### Activity

#### Question

**Question from Erick Bustos Kokolakis Contracting on Tuesday, Sep 19, 2023 at 09:37 AM EDT**

Please see elevations reported.

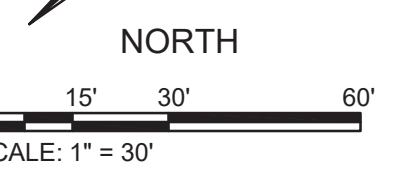
**Attachments**

[Control Tower Storm survey S11 & S42.xlsx](#)

*Awaiting an Official Response*

Reference ASI 007 for updates to drainage design.

Travis Bird 10-27-23

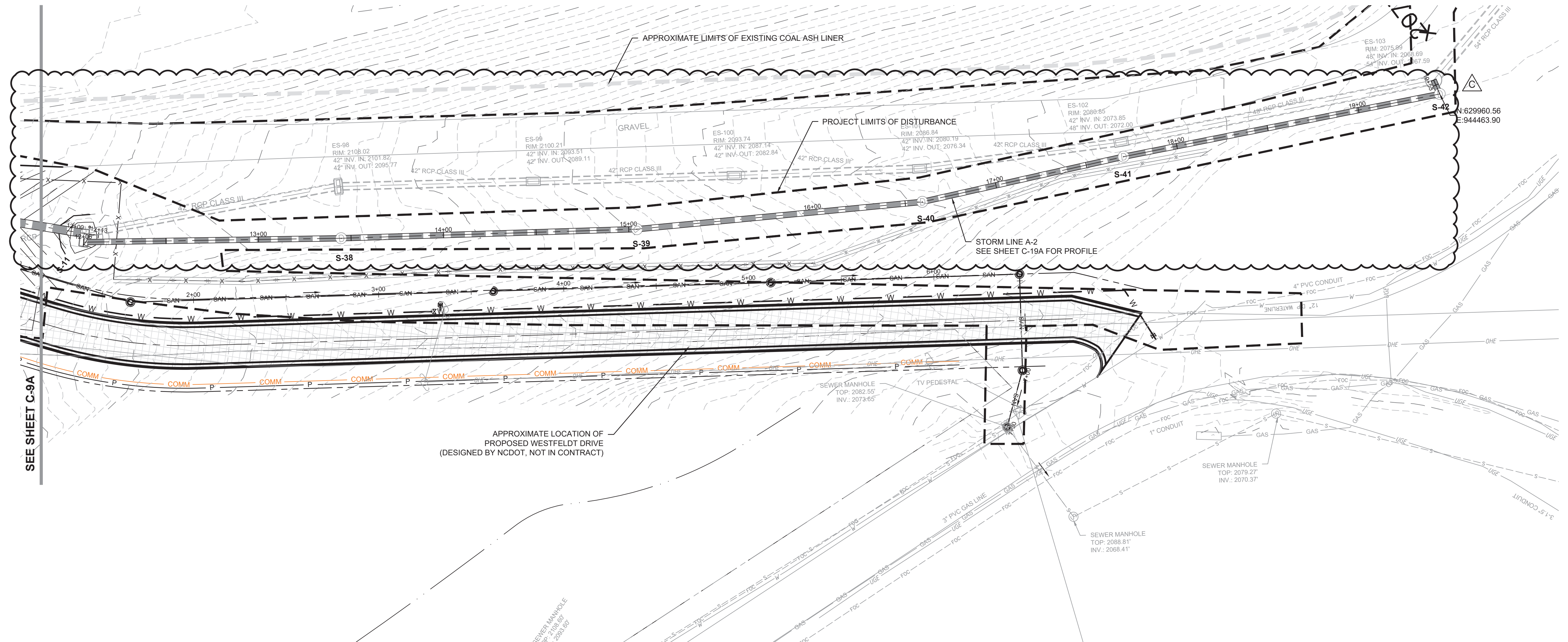


**NOTES**

- SEE UTILITY PLAN SHEETS C-25 TO C-27 FOR ADDITIONAL INFORMATION FOR SITE UTILITIES.
- CONTRACTOR SHALL SURVEY AND FIELD VERIFY ALL EXISTING INVERT ELEVATIONS TO ENSURE PROPER TIE-IN TO EXISTING PIPES PRIOR TO CASTING OF NEW STRUCTURES. NORTHING AND EASTING LOCATIONS ARE GIVEN AT THE CENTER OF THE INLETS.
- NORTHING AND EASTINGS OF THE FLARED IN SECTIONS ARE GIVEN AT THE CENTER BACK OF THE STRUCTURE CLOSEST TO THE PIPE CONNECTION.
- IF THE CONTRACTOR FINDS ANY DISCREPANCIES IN THE LOCATION OR ELEVATIONS OF STRUCTURES OR PIPES, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
- CONTRACTOR SHALL REGRADE AND MAT/REGRADE EXISTING SLOPE BETWEEN EXISTING PROPERTY LINE AND PROJECT. THE INTENT IS TO BRING THE AREA TO A SMOOTH GRADE AND FULLY VEGETATED.

**LEGEND**

- |  |                               |  |                             |
|--|-------------------------------|--|-----------------------------|
|  | PROPOSED ASPHALT PAVEMENT     |  | PROPOSED 12" DIP WATER MAIN |
|  | PROPOSED 4" CONCRETE WALK WAY |  | PROPOSED SANITARY SEWER     |
|  | PROPOSED 6" CONCRETE PAD      |  | PROPOSED POWER LINE         |
|  | PROPOSED GRAVEL               |  | PROPOSED COMMUNICATION LINE |
|  | PROPOSED FENCE                |  |                             |
|  | PROPOSED DRAINAGE             |  |                             |



**STORM STRUCTURE SUMMARY**

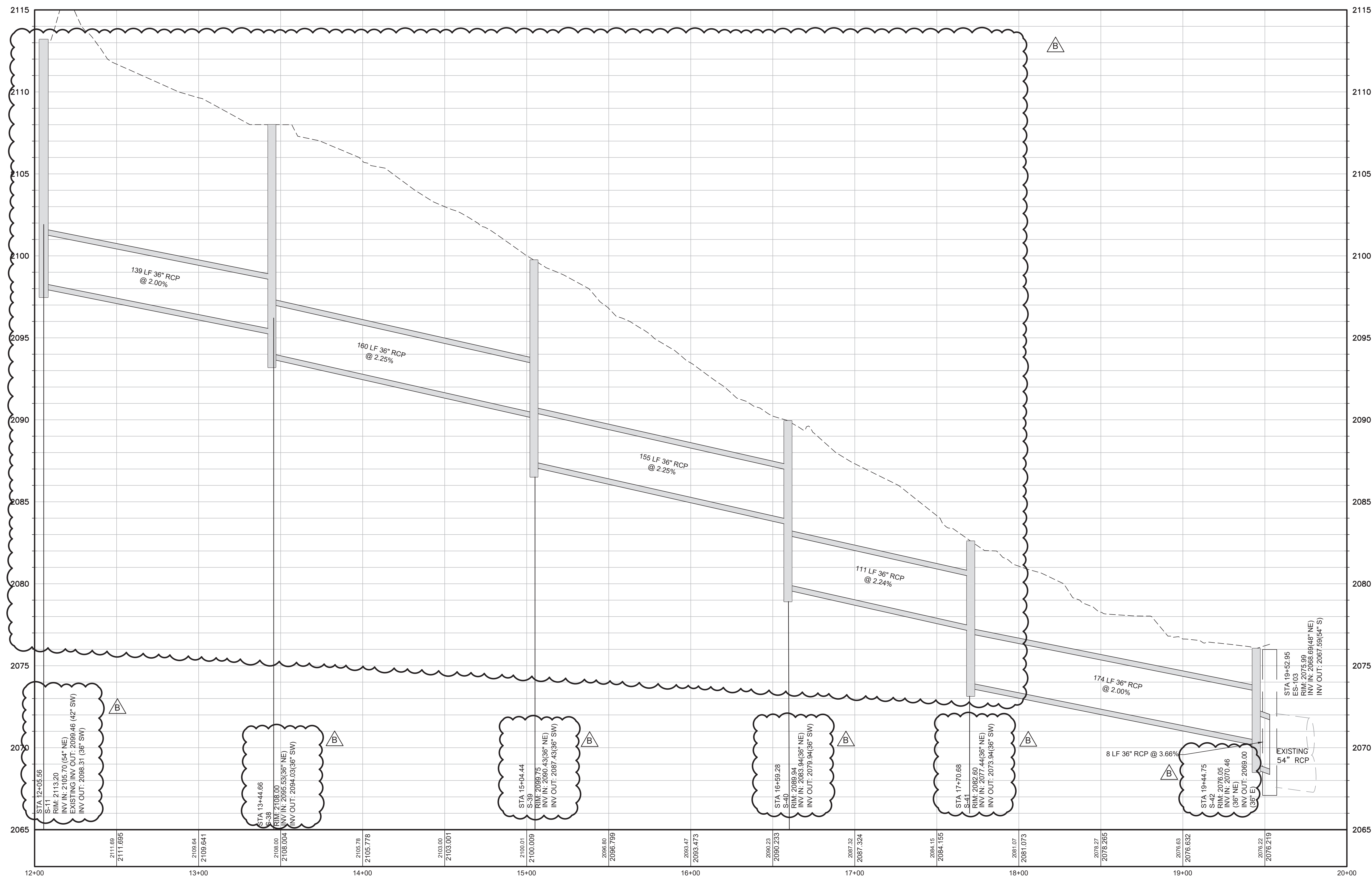
<p>S-11 DROP INLET N: 630,591.88 E: 944,841.68 GRATE ELEV.: 2113.20' 54" INV. IN: 2105.70' EXISTING 42" INV. OUT: 2099.46' 36" INV. OUT: 2098.31'</p>	<p>S-40 MANHOLE N: 630,219.27 E: 944,584.56 RIM ELEV.: 2089.94' 36" INV. IN: 2083.94' 36" INV. OUT: 2079.94'</p>
<p>S-38 MANHOLE N: 630,482.42 E: 944,756.70 RIM ELEV.: 2108.00' 36" INV. IN: 2095.53' 36" INV. OUT: 2094.03'</p>	<p>S-41 MANHOLE N: 630,117.61 E: 944,539.01 RIM ELEV.: 2082.60' 36" INV. IN: 2077.44' 36" INV. OUT: 2073.94'</p>
<p>S-39 MANHOLE N: 630,351.55 E: 944,665.02 RIM ELEV.: 2099.75' 36" INV. IN: 2090.43' 36" INV. OUT: 2087.43'</p>	<p>S-42 MANHOLE N: 629,960.56 E: 944,463.90 RIM ELEV.: 2076.05' 36" INV. IN: 2070.46' 36" INV. OUT: 2069.00'</p>

**STORM PIPE SUMMARY**

<p>S-11 TO S-38 36" RCP, CLASS III 139 LF @ 2.00%</p>
<p>S-38 TO S-39 36" RCP, CLASS III 160 LF @ 2.25%</p>
<p>S-39 TO S-40 36" RCP, CLASS III 155 LF @ 2.25%</p>
<p>S-40 TO S-41 36" RCP, CLASS III 111 LF @ 2.25%</p>
<p>S-41 TO S-42 36" RCP, CLASS III 174 LF @ 2.00%</p>
<p>S-42 TO ES-103 36" RCP, CLASS III 8 LF @ 3.66%</p>

DATE	DESCRIPTION
10/27/2023	ARCHITECT'S SUPPLEMENTAL INSTRUCTIONS (AS/I) 007
12/21/2022	ISSUED FOR CONSTRUCTION

DESIGNED BY:	J.L.W.
DRAWN BY:	J.L.W.
CHECKED BY:	J.M.M.
SUBMITTED BY:	J.M.M.
DATE:	21, December 2022
PROJECT #:	2020.0264.01



STORM LINE A-2  
HORIZONTAL SCALE: 1" = 30'  
VERTICAL SCALE: 1" = 3'





## MEMORANDUM

TO: Members of the Airport Authority  
FROM: Lew Bleiweis, A.A.E., President & CEO  
DATE: May 10, 2024

### ITEM DESCRIPTION – Information Section Item A

March, 2024 Traffic Report – Asheville Regional Airport

### SUMMARY

March, 2024 overall passenger traffic numbers were up 6.9% compared to the same period last year. Passenger traffic numbers reflect a 7.7% increase in passenger enplanements from March, 2023. Enplanements for Fiscal Year to Date total 870,716 which is an 18.5% increase over the same period last year.

### AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in March 2024 were up by 11.2%. There were 2 flight cancellations for the month.

American Airlines: American's March 2024 passenger enplanements represent a 6.6% decrease over the same period last year. There were no flight cancellations for the month.

Delta Airlines: Enplanements for Delta in March 2024 increased by 12.7%. There were no flight cancellations for the month.

Sun Country: Sun Country saw a decrease in enplanements by 58.6% compared to March, 2023. There were no flight cancellations for the month.

United Airlines: In March 2024, United Airlines saw an increase in enplanements by 41.3% over the same period last year. There were no flight cancellations for the month.

# Monthly Traffic Report

## Asheville Regional Airport

### March, 2024



Category	Mar 2024	Mar 2023	Percentage Change	*CYTD-2024	*CYTD-2023	Percentage Change	*MOV12-2024	*MOV12-2023	Percentage Change
<b>Passenger Traffic</b>									
Enplaned	86,585	80,380	7.7%	222,825	203,332	9.6%	1,145,728	968,915	18.3%
Deplaned	85,795	80,885	6.1%	217,207	198,732	9.3%	1,138,651	959,805	18.6%
<b>Total</b>	<b>172,380</b>	<b>161,265</b>	<b>6.9 %</b>	<b>440,032</b>	<b>402,064</b>	<b>9.4 %</b>	<b>2,284,379</b>	<b>1,928,720</b>	<b>18.4 %</b>
<b>Aircraft Operations</b>									
Airlines	1,594	1,525	4.5%	4,602	4,075	12.9%	21,765	17,926	21.4%
Commuter/AirTaxi	570	688	-17.2%	1,347	1,557	-13.5%	9,821	10,036	-2.1%
<b>Subtotal</b>	<b>2,164</b>	<b>2,213</b>	<b>-2.2 %</b>	<b>5,949</b>	<b>5,632</b>	<b>5.6 %</b>	<b>31,586</b>	<b>27,962</b>	<b>13.0 %</b>
GeneralAviation	3,928	3,598	9.2%	10,093	9,939	1.6%	46,066	47,735	-3.5%
Military	317	241	31.5%	906	636	42.5%	4,145	4,502	-7.9%
<b>Subtotal</b>	<b>4,245</b>	<b>3,839</b>	<b>10.6 %</b>	<b>10,999</b>	<b>10,575</b>	<b>4.0 %</b>	<b>50,211</b>	<b>52,237</b>	<b>-3.9 %</b>
<b>Total</b>	<b>6,409</b>	<b>6,052</b>	<b>5.9 %</b>	<b>16,948</b>	<b>16,207</b>	<b>4.6 %</b>	<b>81,797</b>	<b>80,199</b>	<b>2.0 %</b>
<b>Fuel Gallons</b>									
FF-100LL	7,013	15,542	-54.9%	29,200	46,428	-37.1%	184,800	185,688	-0.5%
FF-JETA-GA	97,458	104,735	-7.0%	277,983	254,887	9.1%	1,937,857	1,883,187	2.9%
<b>Subtotal</b>	<b>104,471</b>	<b>120,277</b>	<b>-13.1 %</b>	<b>307,183</b>	<b>301,315</b>	<b>1.9 %</b>	<b>2,122,657</b>	<b>2,068,875</b>	<b>2.6 %</b>
FF-JETA-AL	895,368	803,435	11.4%	2,395,691	2,022,119	18.5%	11,516,151	9,228,764	24.8%
<b>Subtotal</b>	<b>895,368</b>	<b>803,435</b>	<b>11.4 %</b>	<b>2,395,691</b>	<b>2,022,119</b>	<b>18.5 %</b>	<b>11,516,151</b>	<b>9,228,764</b>	<b>24.8 %</b>
<b>Total</b>	<b>999,839</b>	<b>923,712</b>	<b>8.2 %</b>	<b>2,702,874</b>	<b>2,323,434</b>	<b>16.3 %</b>	<b>13,638,808</b>	<b>11,297,639</b>	<b>20.7 %</b>

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

# Airline Enplanements, Seats, and Load Factors

## Asheville Regional Airport

### March, 2024



	Mar 2024	Mar 2023	Percentage Change	*CYTD-2024	*CYTD-2023	Percentage Change
<b>Allegiant Air</b>						
Enplanements	40,162	36,111	11.2%	100,576	90,013	11.7%
Seats	48,981	43,455	12.7%	125,865	106,827	17.8%
Load Factor	81.9 %	83.1 %	-1.3%	79.9 %	84.3 %	-5.2%
<b>American Airlines</b>						
Enplanements	18,399	19,698	-6.6%	51,776	49,223	5.2%
Seats	22,642	25,756	-12.1%	69,623	67,014	3.9%
Load Factor	81.3 %	76.5 %	6.3%	74.4 %	73.5 %	1.3%
<b>Delta Air Lines</b>						
Enplanements	19,676	17,462	12.7%	48,108	45,995	4.6%
Seats	23,664	21,880	8.2%	71,664	56,772	26.2%
Load Factor	83.2 %	79.8 %	4.2%	67.1 %	81.0 %	-17.1%
<b>Sun Country</b>						
Enplanements	703	1,697	-58.6%	744	4,142	-82.0%
Seats	1,116	2,418	-53.9%	1,488	5,766	-74.2%
Load Factor	62.9 %	70.2 %	-10.3%	50.0 %	71.8 %	-30.4%
<b>United Airlines</b>						
Enplanements	7,645	5,412	41.3%	21,621	13,959	54.9%
Seats	8,530	6,790	25.6%	24,710	17,534	40.9%
Load Factor	89.6 %	79.7 %	12.4%	87.5 %	79.6 %	9.9%
<b>Totals</b>						
Enplanements	86,585	80,380	7.7%	222,825	203,332	9.6%
Seats	104,933	100,299	4.6%	293,350	253,913	15.5%
Load Factor	82.5 %	80.1 %	3.0%	76.0 %	80.1 %	-5.1%

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

# Airline Flight Completions Asheville Regional Airport March, 2024

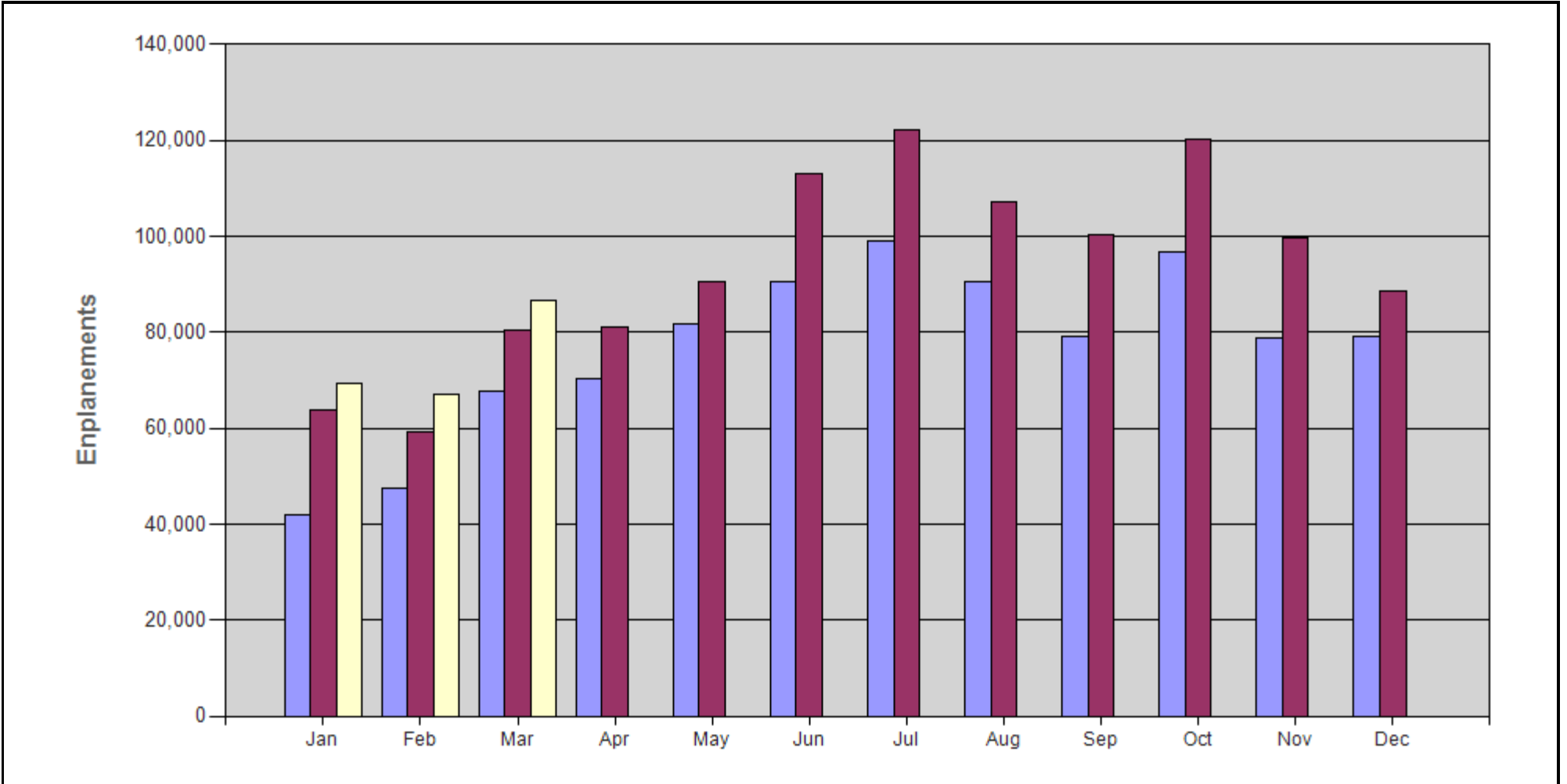


Airline	Scheduled Flights	Cancellations Due To				Total Cancellations	Percentage of Completed Flights
		Field	Mechanical	Weather	Other		
Allegiant Air	271	0	0	0	2	2	99.3%
American Airlines	328	0	0	0	0	0	100.0%
Delta Air Lines	225	0	0	0	0	0	100.0%
Sun Country	6	0	0	0	0	0	100.0%
United Airlines	123	0	0	0	0	0	100.0%
<b>Total</b>	953	0	0	0	2	2	99.8%

# Monthly Enplanements By Year

## Asheville Regional Airport

March, 2024

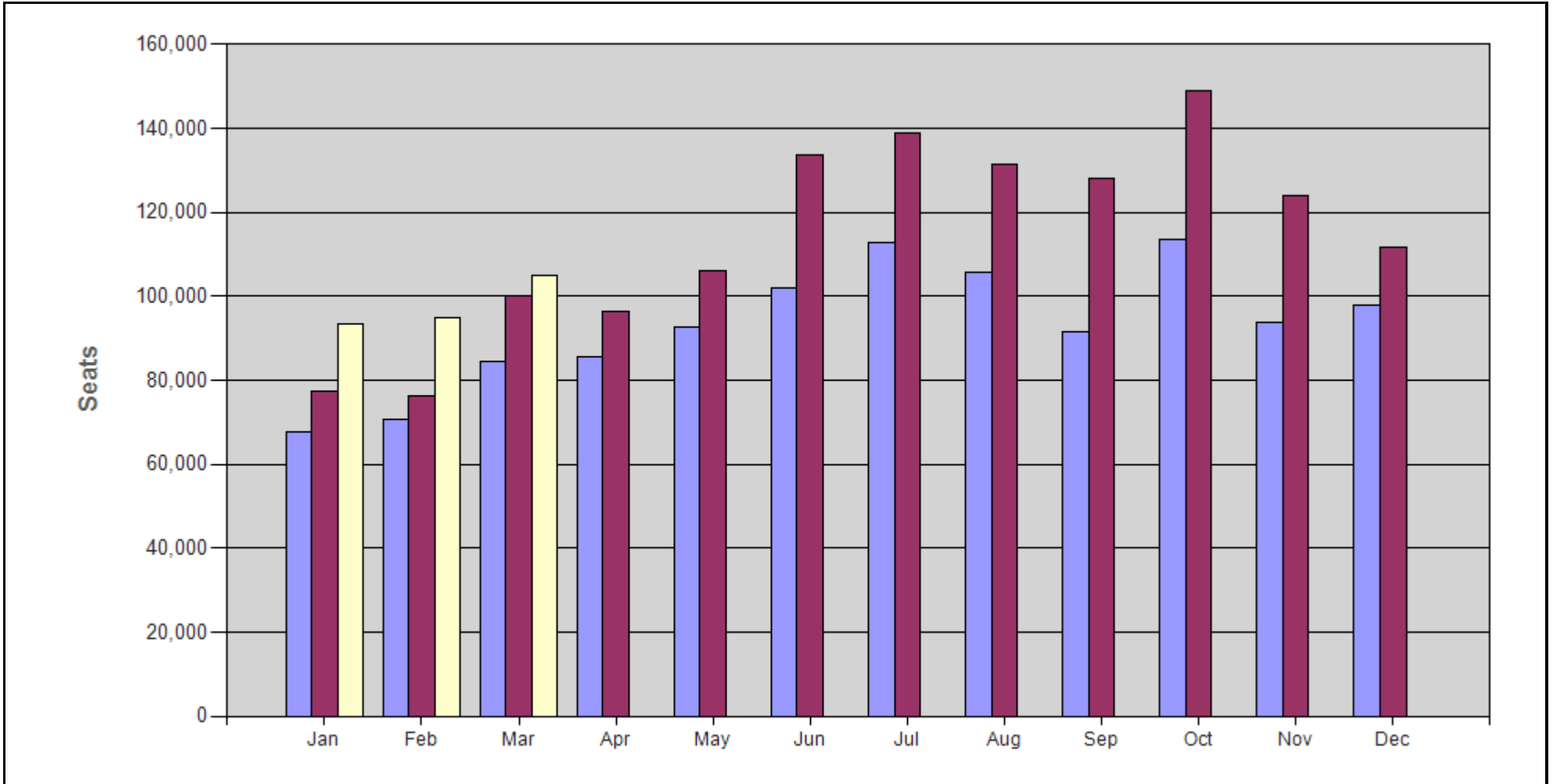


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	41,920	47,636	67,677	70,365	81,758	90,545	99,028	90,425	78,972	96,632	78,734	79,124
	2023	63,676	59,276	80,380	81,093	90,502	112,970	122,224	107,019	100,405	120,329	99,713	88,648
	2024	69,298	66,942	86,585									

# Monthly Seats By Year

## Asheville Regional Airport

March, 2024

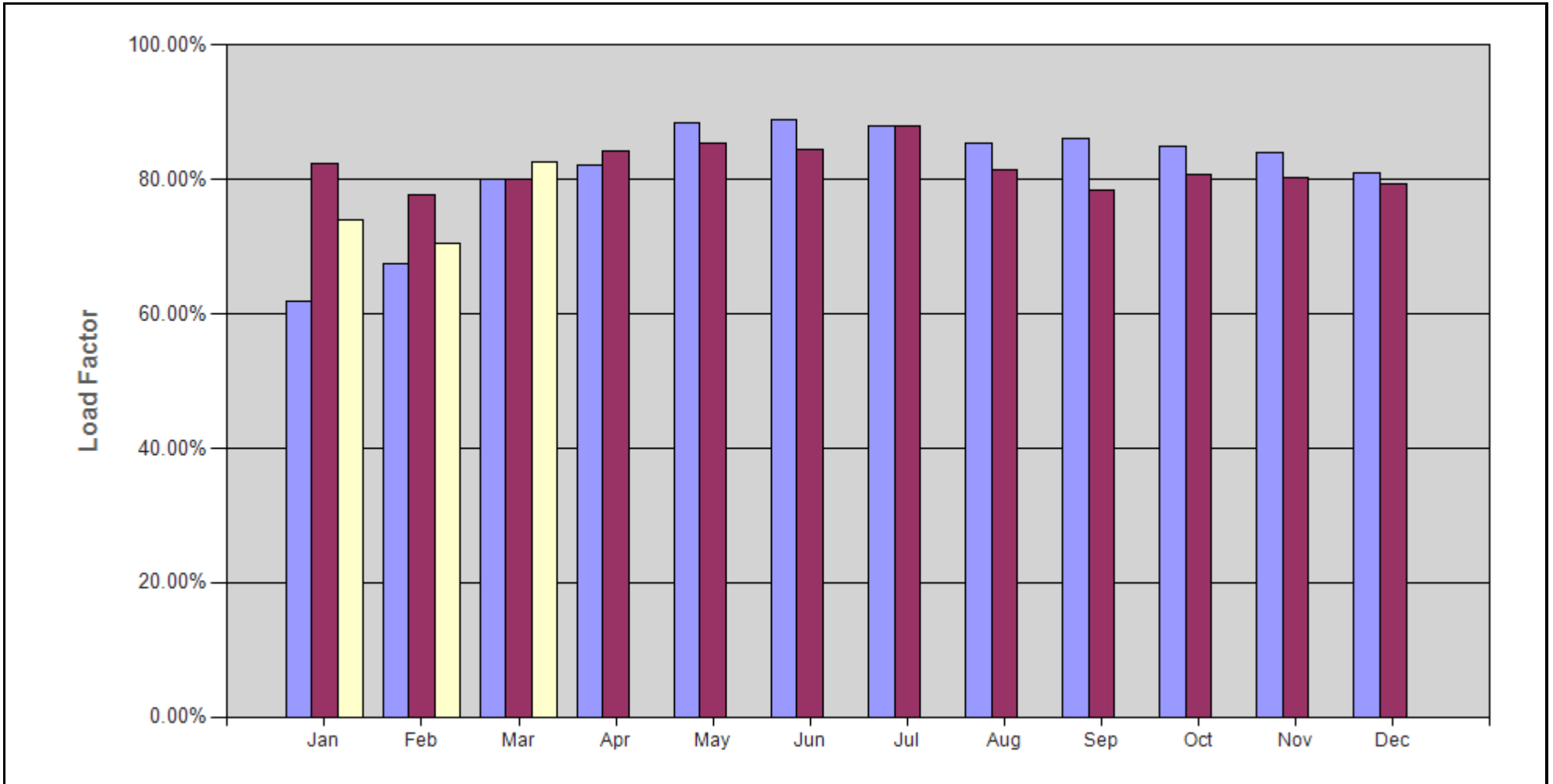


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	67,869	70,496	84,599	85,726	92,519	101,932	112,645	105,748	91,648	113,656	93,729	97,734
	2023	77,331	76,283	100,299	96,249	106,061	133,683	138,915	131,485	128,094	149,005	124,154	111,803
	2024	93,525	94,892	104,933									

# Monthly Load Factors By Year

## Asheville Regional Airport

March, 2024

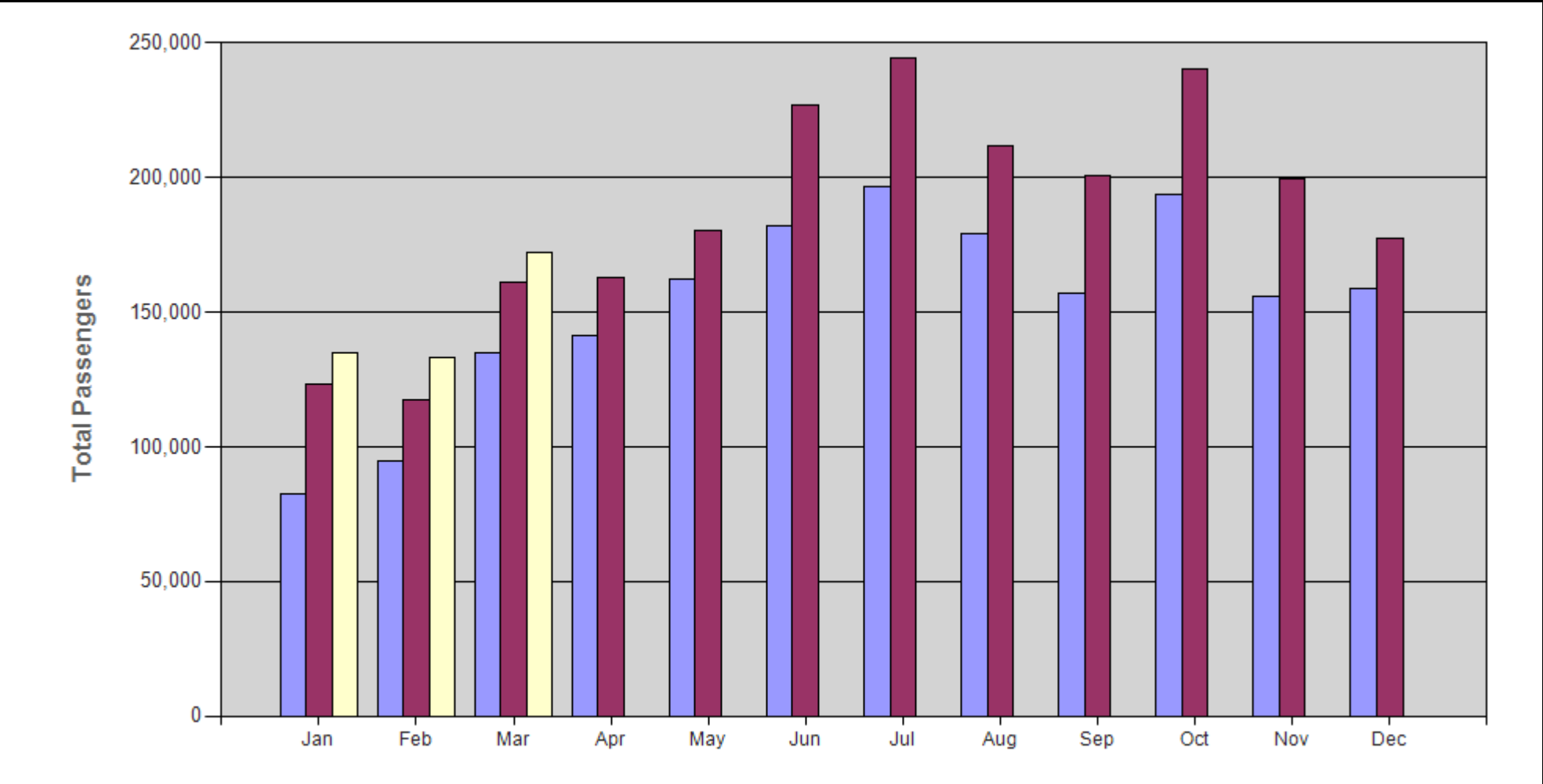


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	61.77%	67.57%	80.00%	82.08%	88.37%	88.83%	87.91%	85.51%	86.17%	85.02%	84.00%	80.96%
	2023	82.34%	77.71%	80.14%	84.25%	85.33%	84.51%	87.98%	81.39%	78.38%	80.76%	80.31%	79.29%
	2024	74.10%	70.55%	82.51%									

# Total Monthly Passengers By Year

## Asheville Regional Airport

March, 2024



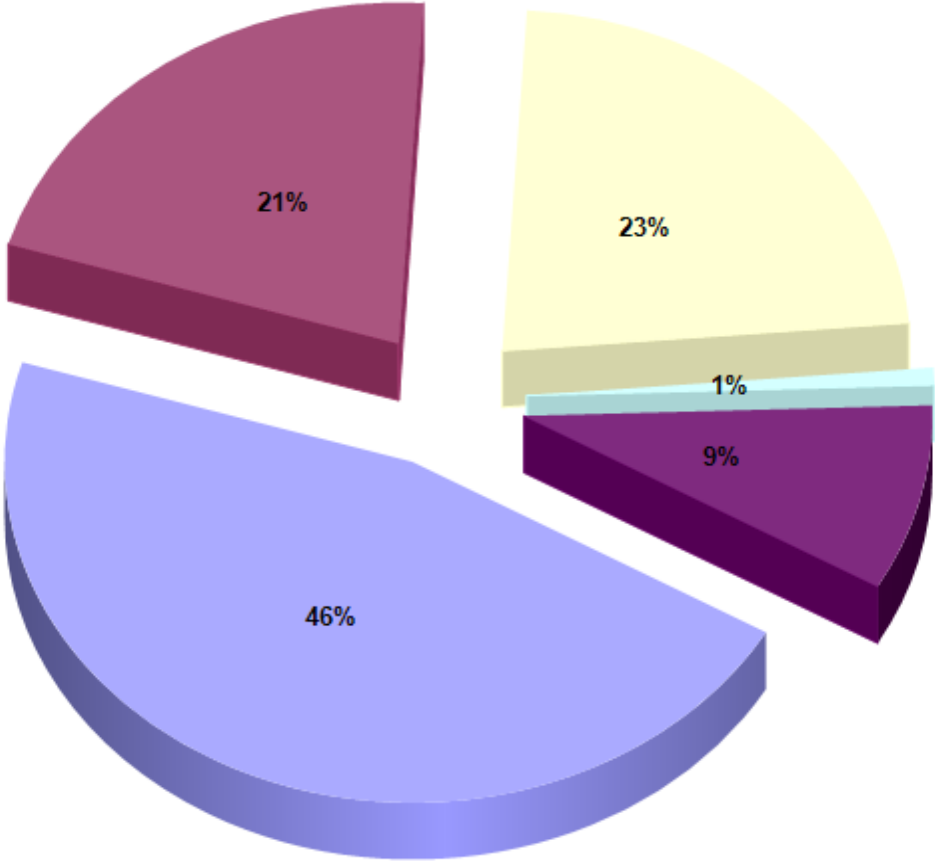
		1	2	3	4	5	6	7	8	9	10	11	12
	2022	82,372	94,697	135,068	141,232	162,241	181,885	196,507	179,330	157,040	193,883	156,006	158,532
	2023	123,117	117,682	161,265	162,599	180,062	226,839	244,504	211,836	200,759	240,551	199,503	177,694
	2024	134,630	133,022	172,380									



# Airline Market Share Analysis (Enplanements)

## Asheville Regional Airport

March, 2024



■ Allegiant Air ■ American Airlines ■ Delta Air Lines ■ Sun Country ■ United Airlines

AVL - Three month schedule Summary Report  
 June to August 2024 vs. June to August 2023  
 22-Apr-24

Mkt AI	Travel Period		Jun 2024		Jun 2023		Diff YoY		Percent Diff YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AUS-AVL	AUS	AVL	0	0	0	0	0	0	-	-
AA	AVL-AUS	AVL	AUS	0	0	0	0	0	0	-	-
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
AA	AVL-CLT	AVL	CLT	49	3,669	48	4,903	1	(1,234)	2.1%	(25.2%)
AA	CLT-AVL	CLT	AVL	49	3,669	48	4,903	1	(1,234)	2.1%	(25.2%)
AA	AVL-DCA	AVL	DCA	14	987	7	532	7	455	100.0%	85.5%
AA	DCA-AVL	DCA	AVL	14	987	7	532	7	455	100.0%	85.5%
AA	AVL-DFW	AVL	DFW	15	1,698	15	1,658	0	40	0.0%	2.4%
AA	DFW-AVL	DFW	AVL	15	1,698	15	1,658	0	40	0.0%	2.4%
AA	AVL-LGA	AVL	LGA	7	532	7	532	0	0	0.0%	0.0%
AA	LGA-AVL	LGA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-MIA	AVL	MIA	7	532	7	532	0	0	0.0%	0.0%
AA	MIA-AVL	MIA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-ORD	AVL	ORD	13	845	8	531	5	314	62.5%	59.1%
AA	ORD-AVL	ORD	AVL	13	845	8	531	5	314	62.5%	59.1%
AA	AVL-PHL	AVL	PHL	14	726	13	676	1	50	7.7%	7.4%
AA	PHL-AVL	PHL	AVL	14	726	13	676	1	50	7.7%	7.4%
B6	AVL-BOS	AVL	BOS	7	940	7	700	0	240	0.0%	34.3%
B6	BOS-AVL	BOS	AVL	7	940	7	700	0	240	0.0%	34.3%
DL	ATL-AVL	ATL	AVL	46	5,060	41	4,510	5	550	12.2%	12.2%
DL	AVL-ATL	AVL	ATL	46	5,060	41	4,510	5	550	12.2%	12.2%
DL	AVL-DTW	AVL	DTW	0	0	0	0	0	0	-	-
DL	DTW-AVL	DTW	AVL	0	0	0	0	0	0	-	-
DL	AVL-LGA	AVL	LGA	13	988	13	958	0	30	0.0%	3.1%
DL	LGA-AVL	LGA	AVL	13	988	13	958	0	30	0.0%	3.1%
DL	AVL-MSP	AVL	MSP	7	924	3	471	4	453	133.3%	96.2%
DL	MSP-AVL	MSP	AVL	7	924	3	471	4	453	133.3%	96.2%
G4	AUS-AVL	AUS	AVL	2	312	2	372	0	(60)	0.0%	(16.1%)
G4	AVL-AUS	AVL	AUS	2	312	2	372	0	(60)	0.0%	(16.1%)
G4	AVL-BOS	AVL	BOS	4	744	4	744	0	0	0.0%	0.0%
G4	BOS-AVL	BOS	AVL	4	744	4	744	0	0	0.0%	0.0%
G4	AVL-BWI	AVL	BWI	2	372	2	372	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	DEN	4	744	4	744	0	0	0.0%	0.0%
G4	DEN-AVL	DEN	AVL	4	744	4	744	0	0	0.0%	0.0%
G4	AVL-EWR	AVL	EWR	3	558	3	558	0	0	0.0%	0.0%
G4	EWR-AVL	EWR	AVL	3	558	3	558	0	0	0.0%	0.0%
G4	AVL-EYW	AVL	EYW	2	312	2	312	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	15	2,790	13	2,319	2	471	15.4%	20.3%
G4	FLL-AVL	FLL	AVL	15	2,790	13	2,319	2	471	15.4%	20.3%
G4	AVL-HOU	AVL	HOU	2	372	2	372	0	0	0.0%	0.0%
G4	HOU-AVL	HOU	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-LAS	AVL	LAS	2	372	2	372	0	0	0.0%	0.0%
G4	LAS-AVL	LAS	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MCO	AVL	MCO	4	744	0	0	4	744	-	-
G4	MCO-AVL	MCO	AVL	4	744	0	0	4	744	-	-
G4	AVL-MDW	AVL	MDW	2	372	2	372	0	0	0.0%	0.0%
G4	MDW-AVL	MDW	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	MSP	2	372	2	372	0	0	0.0%	0.0%
G4	MSP-AVL	MSP	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PBI	AVL	PBI	4	744	2	372	2	372	100.0%	100.0%
G4	PBI-AVL	PBI	AVL	4	744	2	372	2	372	100.0%	100.0%
G4	AVL-PGD	AVL	PGD	6	1,116	6	1,116	0	0	0.0%	0.0%
G4	PGD-AVL	PGD	AVL	6	1,116	6	1,116	0	0	0.0%	0.0%
G4	AVL-PHX	AVL	PHX	2	372	2	372	0	0	0.0%	0.0%
G4	PHX-AVL	PHX	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PIE	AVL	PIE	13	2,358	9	1,674	4	684	44.4%	40.9%
G4	PIE-AVL	PIE	AVL	13	2,358	9	1,674	4	684	44.4%	40.9%
G4	AVL-SFB	AVL	SFB	11	2,028	10	1,770	1	258	10.0%	14.6%
G4	SFB-AVL	SFB	AVL	11	2,028	10	1,770	1	258	10.0%	14.6%
G4	AVL-SRQ	AVL	SRQ	2	372	2	372	0	0	0.0%	0.0%
G4	SRQ-AVL	SRQ	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-VPS	AVL	VPS	1	186	1	186	0	0	0.0%	0.0%
G4	VPS-AVL	VPS	AVL	1	186	1	186	0	0	0.0%	0.0%
SY	AVL-MSP	AVL	MSP	2	372	2	372	0	0	0.0%	0.0%
SY	MSP-AVL	MSP	AVL	2	372	2	372	0	0	0.0%	0.0%
UA	AVL-DEN	AVL	DEN	7	882	0	0	7	882	-	-
UA	DEN-AVL	DEN	AVL	7	882	0	0	7	882	-	-
UA	AVL-EWR	AVL	EWR	14	1,010	14	998	0	18	0.0%	1.8%
UA	EWR-AVL	EWR	AVL	14	1,016	14	998	0	18	0.0%	1.8%
UA	AVL-IAD	AVL	IAD	0	0	0	0	0	0	-	-
UA	IAD-AVL	IAD	AVL	0	0	0	0	0	0	-	-
UA	AVL-ORD	AVL	ORD	18	1,264	21	1,388	(3)	(124)	(14.3%)	(8.9%)
UA	ORD-AVL	ORD	AVL	18	1,264	21	1,388	(3)	(124)	(14.3%)	(8.9%)
<b>Total</b>			<b>632</b>	<b>71,344</b>	<b>552</b>	<b>63,058</b>	<b>80</b>	<b>8,286</b>	<b>14.5%</b>	<b>13.1%</b>	

Mkt AI	Travel Period		Jul 2024		Jul 2023		Diff YoY		Percent Diff YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AUS-AVL	AUS	AVL	0	0	0	0	0	0	-	-
AA	AVL-AUS	AVL	AUS	0	0	0	0	0	0	-	-
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
AA	AVL-CLT	AVL	CLT	49	3,724	48	4,848	1	(1,124)	2.1%	(23.2%)
AA	CLT-AVL	CLT	AVL	50	3,852	48	4,848	2	(996)	4.2%	(20.5%)
AA	AVL-DCA	AVL	DCA	14	987	7	532	7	455	100.0%	85.5%
AA	DCA-AVL	DCA	AVL	14	987	7	532	7	455	100.0%	85.5%
AA	AVL-DFW	AVL	DFW	15	1,698	15	1,956	0	(258)	0.0%	(13.2%)
AA	DFW-AVL	DFW	AVL	15	1,698	15	1,956	0	(258)	0.0%	(13.2%)
AA	AVL-LGA	AVL	LGA	9	684	7	532	2	152	28.6%	28.6%
AA	LGA-AVL	LGA	AVL	9	684	7	532	2	152	28.6%	28.6%
AA	AVL-MIA	AVL	MIA	7	532	7	532	0	0	0.0%	0.0%
AA	MIA-AVL	MIA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-ORD	AVL	ORD	13	845	14	976	(1)	(131)	(7.1%)	(13.4%)
AA	ORD-AVL	ORD	AVL	13	845	14	976	(1)	(131)	(7.1%)	(13.4%)
AA	AVL-PHL	AVL	PHL	14	752	14	726	0	26	0.0%	3.6%
AA	PHL-AVL	PHL	AVL	14	752	14	726	0	26	0.0%	3.6%
B6	AVL-BOS	AVL	BOS	7	940	7	700	0	240	0.0%	34.3%
B6	BOS-AVL	BOS	AVL	7	940	7	700	0	240	0.0%	34.3%
DL	ATL-AVL	ATL	AVL	46	5,060	42	4,586	4	474	9.5%	10.3%
DL	AVL-ATL	AVL	ATL	46	5,060	42	4,586	4	474	9.5%	10.3%
DL	AVL-LGA	AVL	LGA	13	988	13	982	0	6	0.0%	0.6%
DL	LGA-AVL	LGA	AVL	13	988	13	982	0	6	0.0%	0.6%
DL	AVL-MSP	AVL	MSP	7	924	3	471	4	453	133.3%	96.2%
DL	MSP-AVL	MSP	AVL	7	924	3	471	4	453	133.3%	96.2%
G4	AUS-AVL	AUS	AVL	2	312	2	372	0	(60)	0.0%	(16.1%)
G4	AVL-AUS	AVL	AUS	2	312	2	372	0	(60)	0.0%	(16.1%)
G4	AVL-BOS	AVL	BOS	4	744	4	744	0	0	0.0%	0.0%
G4	BOS-AVL	BOS	AVL	4	744	4	744	0	0	0.0%	0.0%
G4	AVL-BWI	AVL	BWI	2	372	2	372	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	DEN	4	744	4	744	0	0	0.0%	0.0%
G4	DEN-AVL	DEN	AVL	4	744	4	744	0	0	0.0%	0.0%
G4	AVL-EWR	AVL	EWR	3	558	3	558	0	0	0.0%	0.0%
G4	EWR-AVL	EWR	AVL	3	558	3	558	0	0	0.0%	0.0%
G4	AVL-EYW	AVL	EYW	2	312	2	312	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	16	2,976	13	2,319	3	657	23.1%	28.3%
G4	FLL-AVL	FLL	AVL	16	2,976	13	2,319	3	657	23.1%	28.3%
G4	AVL-HOU	AVL	HOU	2	372	2	372	0	0	0.0%	0.0%
G4	HOU-AVL	HOU	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-LAS	AVL	LAS	2	372	2	372	0	0	0.0%	0.0%
G4	LAS-AVL	LAS	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MCO	AVL	MCO	4	744	0	0	4	744	-	-
G4	MCO-AVL	MCO	LAS	4	744	0	0	4	744	-	-
G4	AVL-MDW	AVL	MDW	2	372	2	372	0	0	0.0%	0.0%
G4	MDW-AVL	MDW	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	MSP	2	372	2	372	0	0	0.0%	0.0%
G4	MSP-AVL	MSP	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PBI	AVL	PBI	4	744	2	372	2	372	100.0%	100.0%
G4	PBI-AVL	PBI	AVL	4	744	2	372	2	372	100.0%	100.0%
G4	AVL-PGD	AVL	PGD	7	1,293	6	1,116	1	177	16.7%	15.9%
G4	PGD-AVL	PGD	AVL	7	1,293	6	1,116	1	177	16.7%	15.9%
G4	AVL-PHX	AVL	PHX	2	372	2	372	0	0	0.0%	0.0%
G4	PHX-AVL	PHX	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PIE	AVL	PIE	13	2,358	9	1,674	4	684	44.4%	40.9%
G4	PIE-AVL	PIE	AVL	13	2,358	9	1,674	4	684	44.4%	40.9%
G4	AVL-SFB	AVL	SFB	12	2,205	10	1,770	2	435	20.0%	24.6%
G4	SFB-AVL	SFB	AVL	12	2,205	10	1,770	2	435	20.0%	24.6%
G4	AVL-SRQ	AVL	SRQ	3	558	2	372	1	186	50.0%	50.0%
G4	SRQ-AVL	SRQ	AVL	3	558	2	372	1	186	50.0%	50.0%
G4	AVL-VPS	AVL	VPS	1	186	1	186	0	0	0.0%	0.0%
G4	VPS-AVL	VPS	AVL	1	186	1	186	0	0	0.0%	0.0%
SY	AVL-MSP	AVL	MSP	2	372	2	372	0	0	0.0%	0.0%
SY	MSP-AVL	MSP	AVL	2	372	2	372	0	0	0.0%	0.0%
UA	AVL-DEN	AVL	DEN	7	906	0	0	7	906	-	-
UA	DEN-AVL	DEN	AVL	7	906	0	0	7	906	-	-
UA	AVL-EWR	AVL	EWR	14	1,064	14	1,022	0	42	0.0%	4.1%
UA	EWR-AVL	EWR	AVL	14	1,064	14	1,022	0	42	0.0%	4.1%
UA	AVL-IAD	AVL	IAD	0	0	0	0	0	0	-	-
UA	IAD-AVL	IAD	AVL	0	0	0	0	0	0	-	-
UA	AVL-ORD	AVL	ORD	18	1,212	21	1,414	(3)	(202)	(14.3%)	(14.3%)
UA	ORD-AVL	ORD	AVL	18	1,212	21	1,414	(3)	(202)	(14.3%)	(14.3%)
<b>Total</b>				<b>645</b>	<b>73,436</b>	<b>568</b>	<b>64,840</b>	<b>77</b>	<b>8,596</b>	<b>13.6%</b>	<b>13.3%</b>

Mkt AI	Travel Period		Aug 2024		Aug 2023		Diff YoY		Percent Diff YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AUS-AVL	AUS	AVL	0	0	0	0	0	0	-	-
AA	AVL-AUS	AVL	AUS	0	0	0	0	0	0	-	-
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
AA	AVL-CLT	AVL	CLT	55	4,426	49	4,786	6	(360)	12.2%	(7.5%)
AA	CLT-AVL	CLT	AVL	55	4,426	49	4,786	6	(360)	12.2%	(7.5%)
AA	AVL-DCA	AVL	DCA	8	597	7	532	1	65	14.3%	12.2%
AA	DCA-AVL	DCA	AVL	8	597	7	532	1	65	14.3%	12.2%
AA	AVL-DFW	AVL	DFW	14	1,138	14	1,872	0	(734)	0.0%	(39.2%)
AA	DFW-AVL	DFW	AVL	14	1,138	14	1,872	0	(734)	0.0%	(39.2%)
AA	AVL-LGA	AVL	LGA	7	532	7	532	0	0	0.0%	0.0%
AA	LGA-AVL	LGA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-MIA	AVL	MIA	7	532	7	532	0	0	0.0%	0.0%
AA	MIA-AVL	MIA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-ORD	AVL	ORD	14	910	13	911	1	(1)	7.7%	(0.1%)
AA	ORD-AVL	ORD	AVL	14	910	13	911	1	(1)	7.7%	(0.1%)
AA	AVL-PHL	AVL	PHL	14	700	14	726	0	(26)	0.0%	(3.6%)
AA	PHL-AVL	PHL	AVL	14	700	14	726	0	(26)	0.0%	(3.6%)
B6	AVL-BOS	AVL	BOS	7	980	7	700	0	280	0.0%	40.0%
B6	BOS-AVL	BOS	AVL	7	980	7	700	0	280	0.0%	40.0%
DL	ATL-AVL	ATL	AVL	46	5,060	41	4,510	5	550	12.2%	12.2%
DL	AVL-ATL	AVL	ATL	46	5,060	41	4,510	5	550	12.2%	12.2%
DL	AVL-LGA	AVL	LGA	13	910	13	988	0	(78)	0.0%	(7.9%)
DL	LGA-AVL	LGA	AVL	13	910	13	988	0	(78)	0.0%	(7.9%)
DL	AVL-MSP	AVL	MSP	7	924	3	471	4	453	133.3%	96.2%
DL	MSP-AVL	MSP	AVL	7	924	3	471	4	453	133.3%	96.2%
G4	AUS-AVL	AUS	AVL	2	312	2	372	0	(60)	0.0%	(16.1%)
G4	AVL-AUS	AVL	AUS	2	312	2	372	0	(60)	0.0%	(16.1%)
G4	AVL-BOS	AVL	BOS	3	558	3	558	0	0	0.0%	0.0%
G4	BOS-AVL	BOS	AVL	3	558	3	558	0	0	0.0%	0.0%
G4	AVL-BWI	AVL	BWI	2	372	2	372	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	DEN	3	558	4	744	(1)	(186)	(25.0%)	(25.0%)
G4	DEN-AVL	DEN	AVL	3	558	4	744	(1)	(186)	(25.0%)	(25.0%)
G4	AVL-EWR	AVL	EWR	3	558	3	558	0	0	0.0%	0.0%
G4	EWR-AVL	EWR	AVL	3	558	3	558	0	0	0.0%	0.0%
G4	AVL-EYW	AVL	EYW	2	312	2	312	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	16	2,976	13	2,319	3	657	23.1%	28.3%
G4	FLL-AVL	FLL	AVL	16	2,976	13	2,319	3	657	23.1%	28.3%
G4	AVL-HOU	AVL	HOU	2	372	2	372	0	0	0.0%	0.0%
G4	HOU-AVL	HOU	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-LAS	AVL	LAS	2	372	2	372	0	0	0.0%	0.0%
G4	LAS-AVL	LAS	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MCO	AVL	MCO	4	744	0	0	4	744	-	-
G4	MCO-AVL	MCO	AVL	4	744	0	0	4	744	-	-
G4	AVL-MDW	AVL	MDW	2	372	2	372	0	0	0.0%	0.0%
G4	MDW-AVL	MDW	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	MSP	2	372	2	372	0	0	0.0%	0.0%
G4	MSP-AVL	MSP	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PBI	AVL	PBI	4	744	2	372	2	372	100.0%	100.0%
G4	PBI-AVL	PBI	AVL	4	744	2	372	2	372	100.0%	100.0%
G4	AVL-PGD	AVL	PGD	5	921	4	744	1	177	25.0%	23.8%
G4	PGD-AVL	PGD	AVL	5	921	4	744	1	177	25.0%	23.8%
G4	AVL-PHX	AVL	PHX	2	372	2	372	0	0	0.0%	0.0%
G4	PHX-AVL	PHX	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PIE	AVL	PIE	13	2,358	9	1,674	4	684	44.4%	40.9%
G4	PIE-AVL	PIE	AVL	13	2,358	9	1,674	4	684	44.4%	40.9%
G4	AVL-SFB	AVL	SFB	12	2,205	10	1,800	2	405	20.0%	22.5%
G4	SFB-AVL	SFB	AVL	12	2,205	10	1,800	2	405	20.0%	22.5%
G4	AVL-SRQ	AVL	SRQ	3	558	2	372	1	186	50.0%	50.0%
G4	SRQ-AVL	SRQ	AVL	3	558	2	372	1	186	50.0%	50.0%
G4	AVL-VPS	AVL	VPS	1	186	1	186	0	0	0.0%	0.0%
G4	VPS-AVL	VPS	AVL	1	186	1	186	0	0	0.0%	0.0%
SY	AVL-MSP	AVL	MSP	2	372	2	372	0	0	0.0%	0.0%
SY	MSP-AVL	MSP	AVL	2	372	2	372	0	0	0.0%	0.0%
UA	AVL-DEN	AVL	DEN	7	906	0	0	7	906	-	-
UA	DEN-AVL	DEN	AVL	7	906	0	0	7	906	-	-
UA	AVL-EWR	AVL	EWR	14	1,064	14	986	0	78	0.0%	7.9%
UA	EWR-AVL	EWR	AVL	14	1,064	14	986	0	78	0.0%	7.9%
UA	AVL-IAD	AVL	IAD	0	0	0	0	0	0	-	-
UA	IAD-AVL	IAD	AVL	0	0	0	0	0	0	-	-
UA	AVL-ORD	AVL	ORD	18	1,212	21	1,414	(3)	(202)	(14.3%)	(14.3%)
UA	ORD-AVL	ORD	AVL	18	1,212	21	1,414	(3)	(202)	(14.3%)	(14.3%)
<b>Total</b>			<b>632</b>	<b>70,970</b>	<b>558</b>	<b>63,150</b>	<b>74</b>	<b>7,820</b>	<b>13.3%</b>	<b>12.4%</b>	





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## MEMORANDUM

TO: Members of the Airport Authority  
FROM: Janet Burnette, Chief Financial Officer  
DATE: May 10, 2024

### ITEM DESCRIPTION – Information Section Item B

Greater Asheville Regional Airport – Explanation of Extraordinary Variances  
Month of March 2024

### SUMMARY

Operating Revenues for the month of March were \$2,226,599, 8.9% over budget. Operating Expenses for the month were \$1,058,605, 20.9% under budget. As a result, Net Operating Revenues before Depreciation were \$1,167,994. Net Non-Operating Revenues were \$855,128.

Year-to-date Operating Revenues were \$21,522,551, 15.5% over budget. Year-to-date Operating Expenses were \$10,320,338, 19.1% under budget. Year-to-date Net Operating Revenues before Depreciation were \$11,202,213. Net Non-Operating Revenues for the year were \$6,578,411.

### REVENUES

Significant variations to budget for March were:

Rental car- car rentals	(\$52,991)	(14.86%)	Car rentals under budget
Concessions	\$31,743	49.38%	Advertising contracts & food sales over budget
Auto parking	\$158,646	19.83%	Parking higher than anticipated
Ground transportation	\$11,066	52.20%	TNC & TURO activity higher than budget
Land leases	\$12,436	47.34%	DreamCatcher ground lease

Information Section – Item B



## **EXPENSES**

Significant variations to budget for March were:

Contractual services	(\$38,217)	(18.22%)	Minimal invoicing during month
Professional services	(\$20,399)	(42.45%)	Minimal invoicing during month
Utility services	(\$25,660)	(62.14%)	Timing of electricity invoicing
Rentals and leases	\$3,999	233.96%	Modular unit rentals
Insurance	(\$7,872)	(98.75%)	Minimal insurance billing during month
Small equipment	(\$7,194)	(94.35%)	Minimal purchases during month

## **STATEMENT OF NET ASSETS**

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents decreased by \$4.5M mostly due to terminal and ATC tower construction projects.

Construction in Progress – Construction in Progress increased by \$7.3M mostly due to the terminal and ATC tower construction projects.

Property and Equipment, Net – Property and Equipment, Net decreased by \$687K due to depreciation.

**ASHEVILLE REGIONAL AIRPORT  
INVESTMENT AND INTEREST INCOME SUMMARY  
As of March 31, 2024**

<b><u>Institution:</u></b>	<b><u>Interest Rate</u></b>	<b><u>Investment Amount</u></b>	<b><u>Monthly Interest</u></b>
Bank of America - Operating Account	1.60%	\$ 16,096,611	41,592
NC Capital Management Trust - Cash Portfolio		22,082,135	97,788
Petty Cash		200	
 <b><u>Restricted Cash:</u></b>			
Bank of America - PFC Revenue Account	1.60%	19,304,280	36,453
BNY Mellon		1,130,813	
NC Capital Mgt Trust - 2022A Construction		165,265,239	731,628
NC Capital Mgt Trust - 2022A Parity Reserve		13,985,641	61,934
NC Capital Mgt Trust - 2022A Capitalized Interest		14,824,019	65,875
NC Capital Mgt Trust - 2023 Construction		125,492,967	555,730
NC Capital Mgt Trust - 2023 Capitalized Interest		13,628,192	60,351
 <b>Total</b>		<b><u>\$ 391,810,097</u></b>	<b><u>\$ 1,651,351</u></b>

**Investment Diversification:**

Banks	9%
NC Capital Management Trust	91%
Commercial Paper	0%
Federal Agencies	0%
US Treasuries	0%
	<b><u>100%</u></b>



**ASHEVILLE REGIONAL AIRPORT  
STATEMENT OF CHANGES IN FINANCIAL POSITION  
For the Month Ended March 31, 2024**

	<b>Current Month</b>	<b>Prior Period</b>
<b>Cash and Investments Beginning of Period</b>	<b>\$ 396,306,167</b>	<b>\$ 395,094,581</b>
Net Income/(Loss) Before Capital Contributions	<b>1,335,418</b>	<b>845,702</b>
Depreciation	<b>687,703</b>	<b>687,704</b>
Decrease/(Increase) in Receivables	<b>(800,967)</b>	<b>2,710,328</b>
Increase/(Decrease) in Payables	<b>1,557,117</b>	<b>1,572,013</b>
Decrease/(Increase) in Prepaid Expenses	<b>-</b>	<b>-</b>
Decrease/(Increase) in Fixed Assets	<b>(7,371,285)</b>	<b>(8,286,400)</b>
Principal Payments of Bond Maturities	<b>-</b>	<b>-</b>
Capital Contributions	<b>95,944</b>	<b>3,682,239</b>
Prior period adjustment - Forfeiture Funds	<b>-</b>	<b>-</b>
<b>Increase(Decrease) in Cash</b>	<b>(4,496,070)</b>	<b>1,211,586</b>
<b>Cash and Investments End of Period</b>	<b>\$ 391,810,097</b>	<b>\$ 396,306,167</b>

**ASHEVILLE REGIONAL AIRPORT  
STATEMENT OF FINANCIAL POSITION  
As of March 31, 2024**

	<b>Current Month</b>	<b>Last Month</b>
<b><u>ASSETS</u></b>		
<b>Current Assets:</b>		
<b>Unrestricted Net Assets:</b>		
Cash and Cash Equivalents	\$38,178,946	\$44,743,064
Accounts Receivable	942,763	517,762
Passenger Facility Charges Receivable	875,000	700,000
Refundable Sales Tax Receivable	807,895	666,587
Grants Receivable	969,982	910,324
Prepaid Expenses	15,399,414	15,399,414
GASB 87 Short-term Lease Receivable	1,762,290	1,762,290
Total Unrestricted Assets	58,936,290	64,699,441
<b>Restricted Assets:</b>		
Cash and Cash Equivalents	353,631,151	351,563,103
Total Restricted Assets	353,631,151	351,563,103
Total Current Assets	412,567,441	416,262,544
<b>Noncurrent Assets:</b>		
Construction in Progress	127,816,936	120,445,651
Net Pension Asset - LGERS	(2,625,838)	(2,625,838)
Benefit Payment - OPEB	526,250	526,250
Contributions in Current Year	2,088,580	2,088,580
GASB 87 Long-term Lease Receivable	14,624,992	14,624,992
Property and Equipment - Net	174,645,195	175,332,898
Total Noncurrent Assets	317,076,115	310,392,533
	\$729,643,556	\$726,655,077
<b><u>LIABILITIES AND NET ASSETS</u></b>		
<b>Current Liabilities:</b>		
<b>Payable from Unrestricted Assets:</b>		
Accounts Payable & Accrued Liabilities	\$46,426	\$51,465
Customer Deposits	141,112	121,112
Unearned Revenue	298,537	355,866
Construction Contract Retainages	2,046,190	2,046,190
Revenue Bond Payable - Current	1,410,000	1,410,000
GASB 87 Short-term Deferred Revenue	2,257,607	2,257,607
Interest Payable	4,798,454	3,198,969
Total Payable from Unrestricted Assets	10,998,326	9,441,209
Total Current Liabilities	10,998,326	9,441,209
<b>Noncurrent Liabilities:</b>		
Pension Deferrals - OPEB	247,467	247,467
Other Postemployment Benefits	1,435,875	1,435,875
Compensated Absences	721,851	721,851
Net Pension Obligation-LEO Special Separation Allowance	703,270	703,270
GASB 87 Long-term Deferred Revenue	13,753,750	13,753,750
Revenue Bond Payable - 2016 - Noncurrent	10,860,000	10,860,000
Revenue Bond Payable - 2022A - Noncurrent	196,541,352	196,541,352
Revenue Bond Payable - 2023 - Noncurrent	188,346,050	188,346,050
Total Noncurrent Liabilities	412,609,615	412,609,615
Total Liabilities	423,607,941	422,050,824
<b>Net Assets:</b>		
Invested in Capital Assets	290,192,131	283,508,549
Restricted	353,631,151	351,563,103
Unrestricted	(337,787,667)	(330,467,399)
Total Net Assets	306,035,615	304,604,253
	\$729,643,556	\$726,655,077



# Income Statement

Through 03/31/24

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Fund Category <b>Governmental Funds</b>						
Fund Type <b>General Fund</b>						
Fund <b>10 - General Fund</b>						
<i>Operating revenues</i>						
Terminal space rentals - non airline	25,179.01	225,810.49	226,056.00	(245.51)	301,408.00	75,597.51
Terminal space rentals - airline	325,729.23	3,185,825.16	2,894,028.06	291,797.10	3,964,422.00	778,596.84
Landing fees	236,584.05	2,476,114.98	2,102,318.97	373,796.01	2,879,889.00	403,774.02
Concessions	96,023.03	965,063.54	586,555.00	378,508.54	803,500.00	(161,563.54)
Auto parking	958,646.15	8,820,908.32	7,300,000.00	1,520,908.32	10,000,000.00	1,179,091.68
Rental car - car rentals	303,646.41	3,388,864.03	3,254,318.10	134,545.93	4,457,970.00	1,069,105.97
Rental car - facility rent	63,311.23	570,568.43	574,081.50	(3,513.07)	765,442.00	194,873.57
Commerce ground transportation	32,265.78	431,909.29	193,450.00	238,459.29	265,000.00	(166,909.29)
FBOs	116,262.50	1,061,734.01	997,997.25	63,736.76	1,330,663.00	268,928.99
Building leases	4,456.21	39,720.99	38,755.50	965.49	51,674.00	11,953.01
Land leases	38,707.45	293,863.15	236,438.25	57,424.90	315,251.00	21,387.85
Other leases and fees	25,787.57	62,168.19	229,350.00	(167,181.81)	305,800.00	243,631.81
<i>Operating revenues Totals</i>	<u>\$2,226,598.62</u>	<u>\$21,522,550.58</u>	<u>\$18,633,348.63</u>	<u>\$2,889,201.95</u>	<u>\$25,441,019.00</u>	<u>\$3,918,468.42</u>
<i>Non-operating revenue and expense</i>						
Customer facility charges	209,883.25	1,880,600.75	1,606,000.00	274,600.75	2,200,000.00	319,399.25
Passenger facility charges	593,328.74	3,612,995.02	2,774,000.00	838,995.02	3,800,000.00	187,004.98
Interest revenue	1,651,350.80	15,430,936.07	9,000,000.00	6,430,936.07	12,000,000.00	(3,430,936.07)
Interest expense	(1,599,484.63)	(14,395,361.67)	(14,339,913.00)	(55,448.67)	(19,119,884.00)	(4,724,522.33)
Gain or loss on disposal of assets	.00	40,055.00	.00	40,055.00	.00	(40,055.00)
P-card rebate	.00	8,326.66	.00	8,326.66	.00	(8,326.66)
Miscellaneous	50.00	858.84	.00	858.84	.00	(858.84)
<i>Non-operating revenue and expense Totals</i>	<u>\$855,128.16</u>	<u>\$6,578,410.67</u>	<u>(\$959,913.00)</u>	<u>\$7,538,323.67</u>	<u>(\$1,119,884.00)</u>	<u>(\$7,698,294.67)</u>
Capital contributions	95,944.12	20,845,446.90	.00	20,845,446.90	.00	(20,845,446.90)



# Income Statement

Through 03/31/24

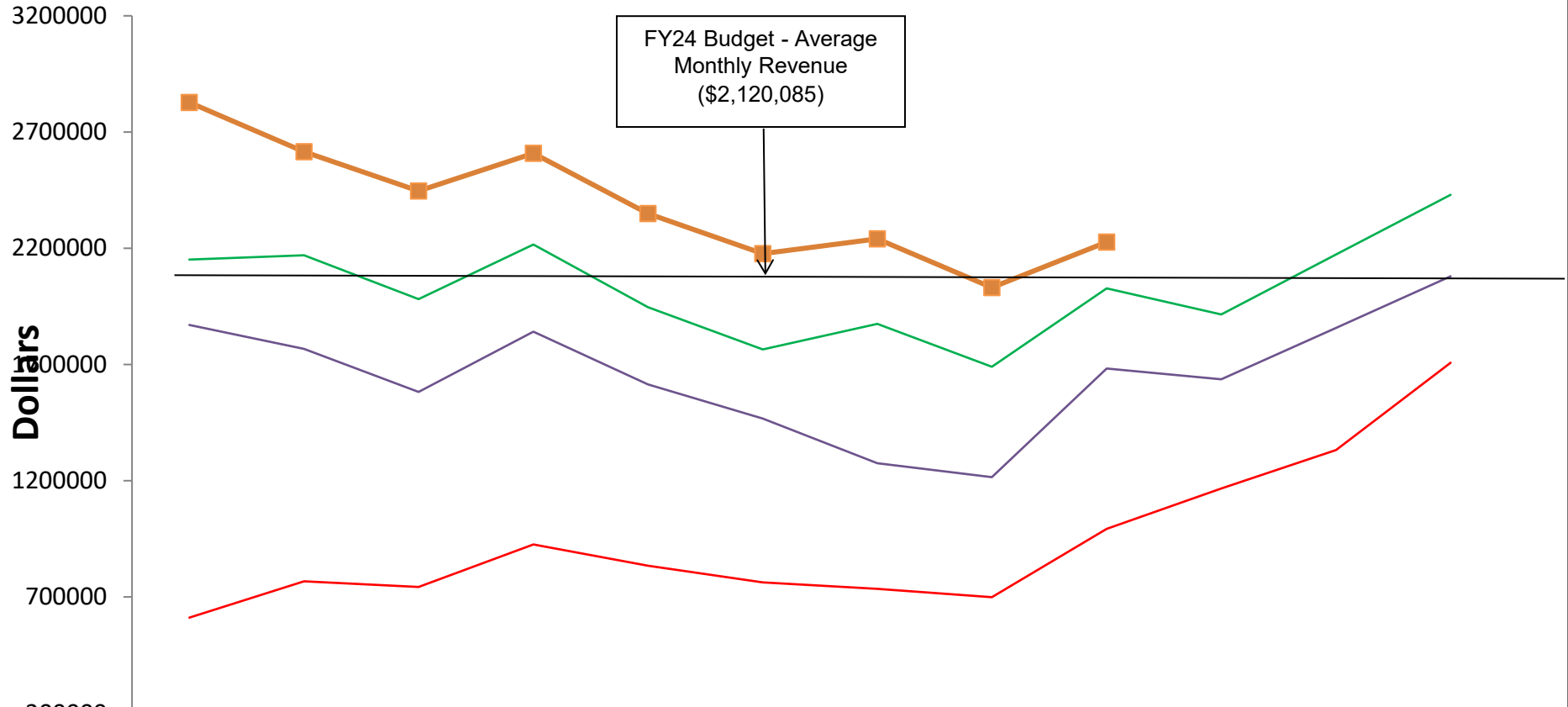
Summary Listing

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	690,530.38	6,299,166.79	7,896,044.89	(1,596,878.10)	10,801,703.00	4,502,536.21
Professional services	27,659.41	302,122.48	432,525.00	(130,402.52)	576,700.00	274,577.52
Other contractual services	171,586.89	1,568,402.69	1,888,231.50	(319,828.81)	2,517,642.00	949,239.31
Travel and training	24,506.09	109,820.89	202,335.00	(92,514.11)	269,780.00	159,959.11
Communiations	4,891.67	39,037.61	43,275.00	(4,237.39)	57,700.00	18,662.39
Utility services	15,636.52	304,553.42	371,673.75	(67,120.33)	495,565.00	191,011.58
Rentals and leases	5,707.99	42,040.94	15,382.50	26,658.44	20,510.00	(21,530.94)
Insurance	100.00	367,847.22	372,697.55	(4,850.33)	398,607.00	30,759.78
Advertising, printing and binding	71.71	10,391.11	7,462.50	2,928.61	9,950.00	(441.11)
Promotional activities	21,794.91	258,479.16	253,200.00	5,279.16	337,600.00	79,120.84
Other current charges and obligations	8,753.79	59,969.29	79,893.75	(19,924.46)	106,525.00	46,555.71
Operating supplies	59,131.90	487,932.01	492,667.50	(4,735.49)	656,890.00	168,957.99
Publications, subscriptions, memberships, etc.	7,520.82	60,958.79	57,060.00	3,898.79	76,080.00	15,121.21
Repairs and maintenance	20,282.15	224,900.87	174,900.00	50,000.87	233,200.00	8,299.13
Small equipment	431.19	84,778.31	68,625.00	16,153.31	91,500.00	6,721.69
Contingency	.00	.00	60,000.00	(60,000.00)	80,000.00	80,000.00
Emergency repairs	.00	37,328.13	37,500.00	(171.87)	50,000.00	12,671.87
Business development	.00	55,791.89	300,000.00	(244,208.11)	400,000.00	344,208.11
Bad debt expense	.00	6,816.99	.00	6,816.99	.00	(6,816.99)
<i>Operating expenses Totals</i>	<b>\$1,058,605.42</b>	<b>\$10,320,338.59</b>	<b>\$12,753,473.94</b>	<b>(\$2,433,135.35)</b>	<b>\$17,179,952.00</b>	<b>\$6,859,613.41</b>
<i>Depreciation</i>						
Depreciation	687,703.58	6,189,332.22	.00	6,189,332.22	.00	(6,189,332.22)
<i>Depreciation Totals</i>	<b>\$687,703.58</b>	<b>\$6,189,332.22</b>	<b>\$0.00</b>	<b>\$6,189,332.22</b>	<b>\$0.00</b>	<b>(\$6,189,332.22)</b>
Grand Totals						
<b>REVENUE TOTALS</b>	<b>3,177,670.90</b>	<b>48,946,408.15</b>	<b>17,673,435.63</b>	<b>31,272,972.52</b>	<b>24,321,135.00</b>	<b>(24,625,273.15)</b>
<b>EXPENSE TOTALS</b>	<b>1,746,309.00</b>	<b>16,509,670.81</b>	<b>12,753,473.94</b>	<b>3,756,196.87</b>	<b>17,179,952.00</b>	<b>670,281.19</b>
<b>Grand Total Net Gain (Loss)</b>	<b>\$1,431,361.90</b>	<b>\$32,436,737.34</b>	<b>\$4,919,961.69</b>	<b>\$27,516,775.65</b>	<b>\$7,141,183.00</b>	<b>\$25,295,554.34</b>

# ASHEVILLE REGIONAL AIRPORT

## Annual Operating Revenue by Month

### March 2024

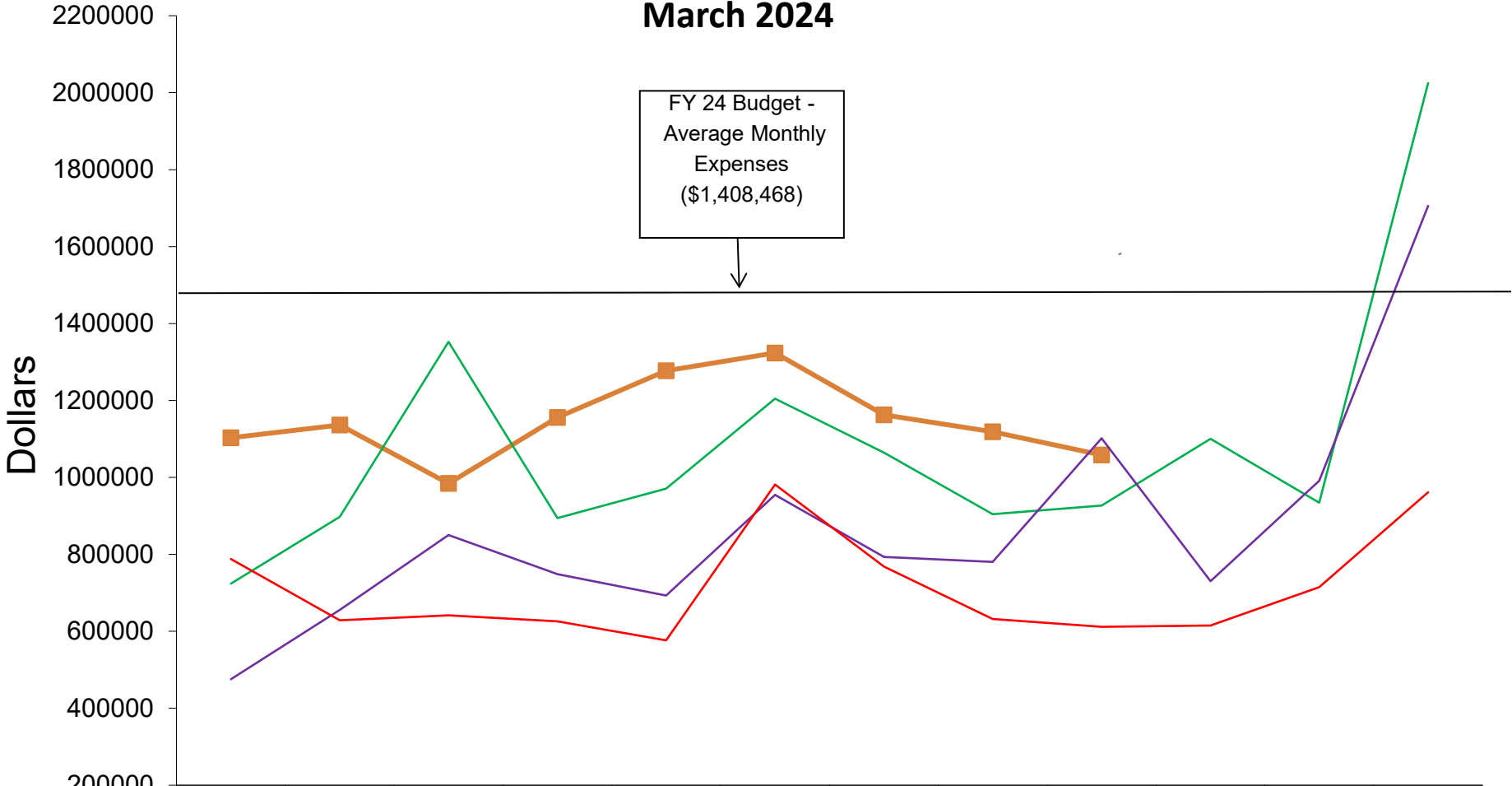


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2024	2827482	2615398	2446265	2609082	2349134	2176799	2240605	2031187	2226599			
2023	2151973	2170060	1981276	2215944	1946150	1764811	1874458	1690357	2027726	1915691	2173346	2430077
2022	1870783	1766994	1582459	1840835	1614185	1467415	1275749	1215598	1682310	1636179	1857453	2079519
2021	611290	767485	743365	926512	834587	763375	735131	699104	993500	1166582	1332640	1707683

# ASHEVILLE REGIONAL AIRPORT

## Annual Operating Expenses by Month

### March 2024

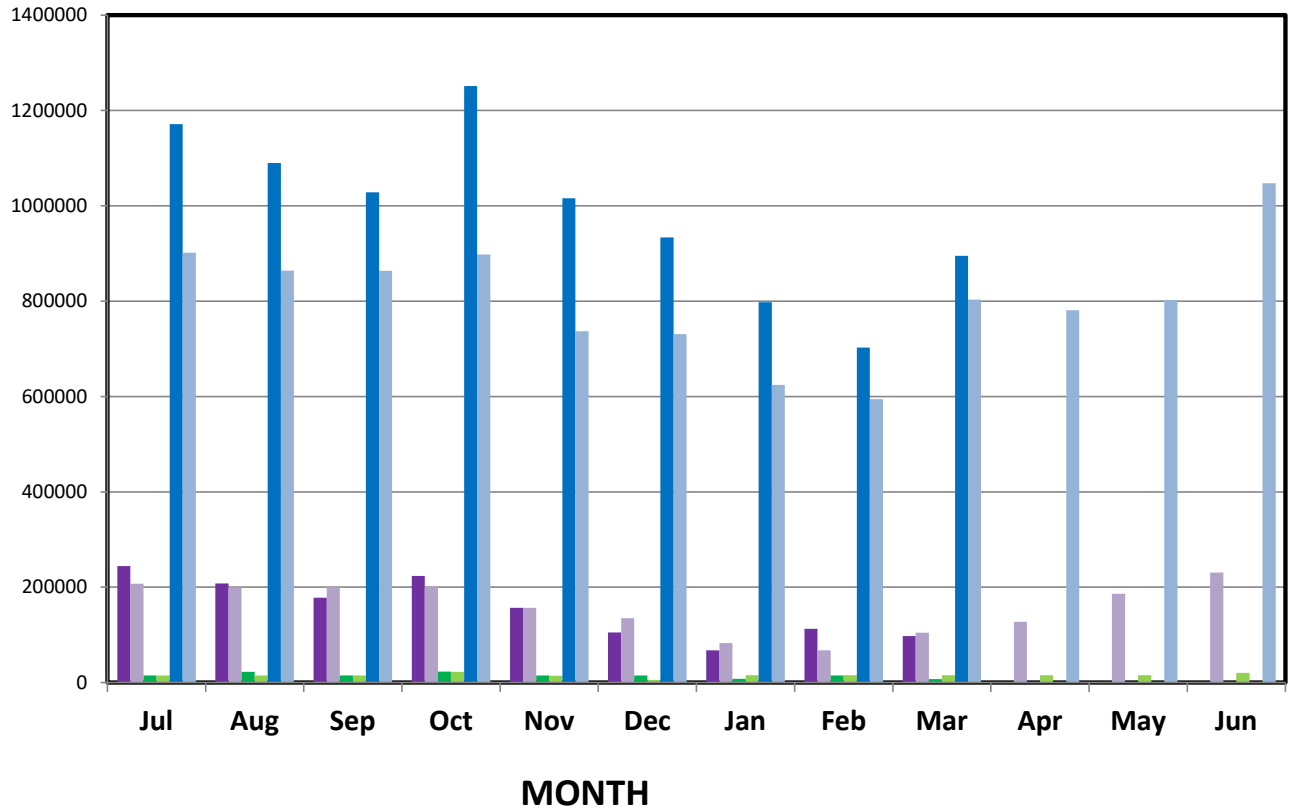


FY 24 Budget -  
 Average Monthly  
 Expenses  
 (\$1,408,468)

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2024	1103108	1135951	984187	1155931	1277375	1323577	1162760	1118844	1058605			
2023	723941	897398	1352214	894073	970953	1204680	1064287	904765	926762	1100224	934182	2024815
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

**ASHEVILLE REGIONAL AIRPORT  
FUEL SALES - GALLONS  
March 2024**

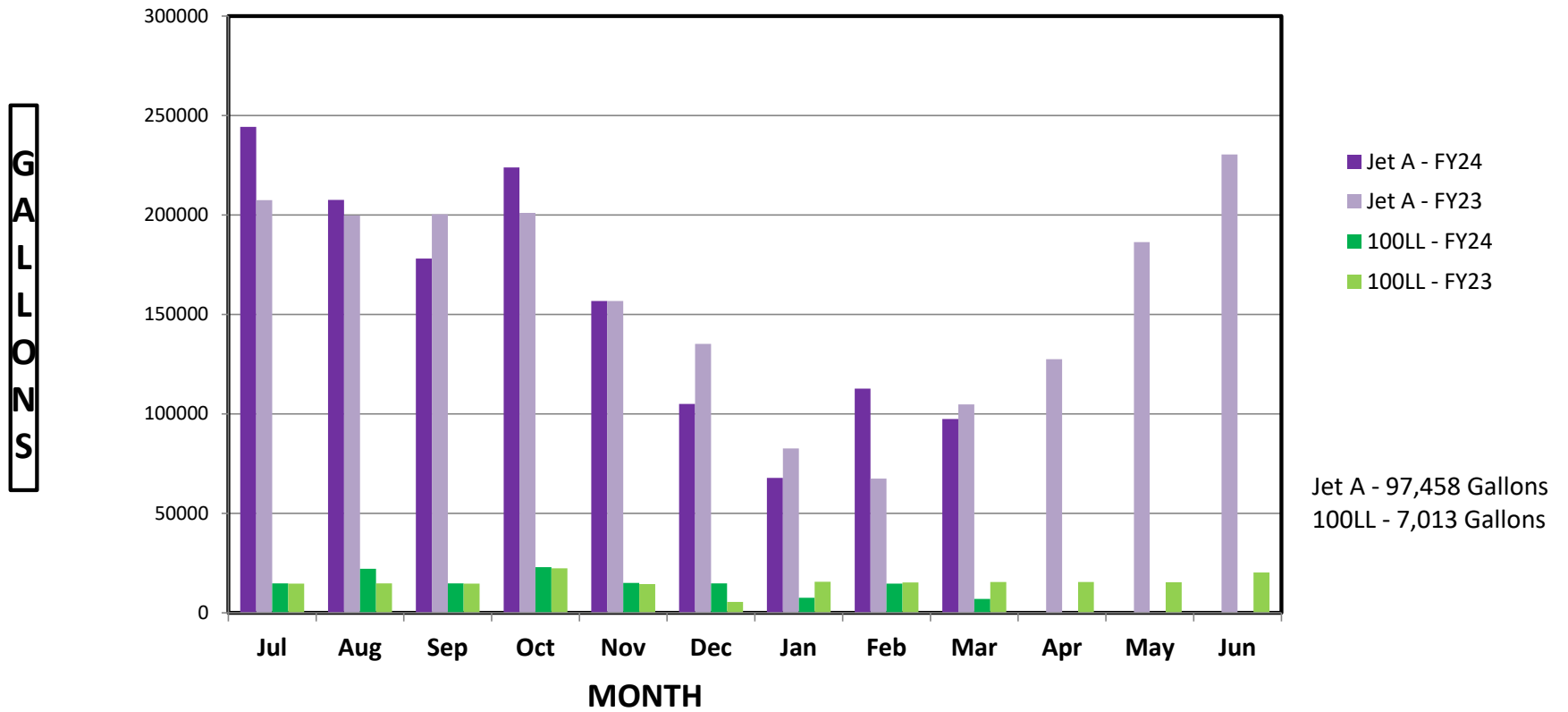
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- Jet A FY24
- Jet A FY23
- 100LL - FY24
- 100LL - FY23
- Airlines - FY24
- Airlines - FY23

Jet A - 97,458 Gallons  
100LL - 7,013 Gallons  
Airline - 895,368 Gallons

**ASHEVILLE REGIONAL AIRPORT  
GENERAL AVIATION FUEL SALES - GALLONS  
March 2024**





Greater Asheville Regional Airport Authority  
Construction Project Report - May 2024

**Design Phase**

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 5/1/2024)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 5/1/2024)	Start Date	End Date	Current Project Status (as of 5/1/2024)
1	Terminal Building Renovations	Phase 2 - Terminal Building Modernization Design	Gresham Smith	\$12,608,794	N/A	N/A	\$7,843,633	60.4%	\$20,452,427	76.0%	\$15,545,325	Nov-19	Apr-27	CA services continue.
2	Terminal Building Renovations	Program Management Services	Parsons Transportation Group, Inc.	\$1,279,968	N/A	N/A	\$0	0.0%	\$1,279,968	56.4%	\$721,849	Jul-23	Dec-27	Project management continues.
3	Air Traffic Control Tower	Design new facility	Pond Company	\$4,157,923	N/A	N/A	\$872,978	15.9%	\$5,030,901	84.3%	\$4,239,040	Mar-21	Dec-24	CA services continue.
4	Airport Master Plan	Update current Master Plan	CHA	\$989,004	N/A	N/A	\$0	0.0%	\$989,004	92.6%	\$916,118	Jul-21	Apr-24	Finalizing ALP and Working Papers.
5	South Parking Lot	Enabling Pre-Construction work including design, tree removal and clearing.	AVCON	\$374,976	N/A	N/A	\$80,441	0.0%	\$455,417	86.2%	\$392,761	Jan-23	Jul-24	Project management in process.

**Construction Phase**

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 5/1/2024)	Percent of Original Contract	*Board Approved Project Cost	Percent Complete	Expensed to Date (thru 5/1/2024)	Start Date	End Date	Current Project Status (as of 5/1/2024)
1	Terminal Building Modernization - CMR Construction	CGMP-1 Utilities relocation \$6,215,900 CGMP-2 CEP and Equipment Purchase \$77,999,756 and CGMP-3 \$261,577,165	Gresham Smith	Construction Cost	Hensel Phelps	\$345,792,821	\$0	0.00%	\$345,792,821	22.9%	\$79,047,092	Jan-22	Apr-27	North Concourse exterior framing & roofing continues. Slab on metal deck completed. North ATO underground utilities & foundations completed. Rental Cars move in May to start the South Bag Claim Expansion.
2	Air Traffic Control Tower	Construction of ATCT and Base Building Facility	Pond	Construction Cost	J Kokolakis Contracting	\$44,344,052	**\$855,660	0.00%	\$46,561,255	31.9%	\$14,840,827	Dec-22	Dec-24	Base Building steel delivered and begins in May. Contractor backfilled pile cap and correcting rebar issues for stem wall.
3	South Parking Lot	Construction work including clearing, paving, stormwater pipe and landscaping	AVCON	Construction Cost	Tennoca Construction Company	\$8,388,839	\$69,584	0.00%	\$10,897,307	47.1%	\$5,128,072	Jun-23	Jul-24	New entrance off Terminal Drive behind Gas Station to be complete by end of May. Preparing for final parking equipment and landscaping.

# 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