AGENDA

Greater Asheville Regional Airport Authority Regular Meeting
Friday, September 20, 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. PRESENTATIONS: None

III. FINANCIAL REPORT (**document**)

IV. CONSENT ITEMS:

A. Approval of the Greater Asheville Regional Airport Authority August 9, 2024 Regular Meeting Minutes (**document**)

B. Approval of Amendment to the FY24/25 Budget - Capital Carryover, Revenue and Salary Adjustments (**document**)

C. Approval of Position Reclassification (**document**)

D. Approval of Amendment No. 1 to Task Order No. 9 with CHA Consulting for the Master Plan Update (**document**)

E. Approval of the Greater Asheville Regional Airport Authority August 9, 2024 Closed Session Minutes

V. OLD BUSINESS: None

VI. NEW BUSINESS:

A. Approval of Construction Contract Change Order No. 4 with Kokolakis Contracting for the Air Traffic Control Tower and Associated Facilities Project (**document**)

B. Adoption of the Asheville Regional Airport Five-Year Capital Improvement Plan (CIP) for FY2026-2030 (**document**)

VII. PRESIDENT'S REPORT:

A. FAA Grant

B. Industry Update

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

A. July 2024 Traffic Report (**document**)

B. July 2024 Monthly Financial Report (**document**)

C. September 2024 Development/Project Status Report (**document**)

D. Potential Board Items for the Next Regular Meeting:

- None identified at this time

IX. PUBLIC AND TENANTS' COMMENTS

X. CALL FOR NEXT MEETING: October 11, 2024

XI. CLOSED SESSION

XII. AUTHORITY MEMBER REPORTS:

A. Key Strategic Elements (**document**)

XIII. ADJOURNMENT

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

Asheville Regional Airport
Executive Summary
July-24

AIRPORT ACTIVITY

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
Passenger Enplanements	128,856	5.4%	670,155	9.8%
Aircraft Operations				
Commercial	3,509	6.7%	18,357	9.6%
Scheduled Flights	1,394	10.7%		
Flight Cancellations	29			
Seats	154,839	11.0%	832,927	14.3%
Load Factor	83.2%	(5.7%)	80.5%	(4.5%)
General Aviation	4,074	(10.4%)	26,606	(1.9%)
Military	248	(40.2%)	1,981	(8.9%)

FINANCIAL RESULTS

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
Operating Revenues	$ 3,303,966	5.2%	$ 3,303,966	5.2%
Operating Expenses	1,359,848	(37.1%)	1,359,848	(37.1%)
Net Operating Revenues before Depreciation	$ 1,944,118		$ 1,944,118	
Net Non-Operating Revenues	$ 819,029		$ 819,029	
Grants:				
Federal Grants	$ -		$ -	
NC Dept of Transportation Grants	1,779,960		1,779,960	
Total	$ 1,779,960		$ 1,779,960	

CASH

Restricted - PFC Revenue Account	$ 21,921,609
Restricted - BNY Mellon (Debt Service Series 2016)	$ 142,046
Restricted - Bond Series 2022A	$ 192,545,018
Restricted - Bond Series 2023	$ 92,988,890
Designated for O&M Reserve	14,775,556
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	39,039,928
Total	$ 362,063,047

RECEIVABLES PAST DUE

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	6,903	4,120	-	2,783
Allegiant	242		242	-
Avis	600	600	-	-
Delta	467		100	367
Paradies	2,172	1,093	1,079	-
TSA	330	-	-	330
United	240	-	-	240
Miscellaneous	169	169	-	-
Total	$ 11,122	$ 5,982	$ 1,421	$ 3,719
% of Total Receivables	0.57%			

Note: Excludes balances paid subsequent to month-end.

REVENUE BONDS PAYABLE

	Original Amount	Current Balance
Parking Garage Revenue Bond, Series 2016A	$ 15,750,000	$ 10,860,000
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	175,000,000	175,000,000
	$ 381,000,000	$ 370,860,000

CAPITAL EXPENDITURES

Annual Budget	$ 316,082,989
Year-to-Date Spending	$ 259,693

REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
August 9, 2024

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, August 9, 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; Britt Lovin, Vice-Chair; Carl H. Ricker, Jr.; Susan Russo Klein; Nathan Kennedy; and Gene O. Bell

MEMBERS ABSENT: Laura B. Leatherwood

STAFF AND LEGAL COUNSEL PRESENT: Sabrina Presnell Rockoff, Authority Legal Counsel; Lew Bleiweis, President & CEO ("president"); Lexie Farmer, Chief Operations Officer; Tina Kinsey, Chief Administrative Officer; Janet Burnette, Chief Financial Officer; Shane Stockman, VP – Information Technology; Christina Madsen, VP – Business Development and Properties; Jared Merrill, VP – Planning; Samuel Sales, Chief of Public Safety; Angela Wagner, VP - Administration and Human Resources; Kyle Montague, IT Systems Technician; and Ellen Heywood, Clerk to the Board

ALSO PRESENT: Matt Thocker, Signature Flight; Amanda Sheridan, McFarland Johnson; Paul Puckli, CHA Consulting; Travis Bird, Avcon, Inc.; Felicia Sonmez, Blue Ridge Public Radio

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

The Chair took a moment to acknowledge residents of the central and eastern parts of the state that were affected by Hurricane Debby.

SWEARING IN OF BOARD MEMBER: The president informed the Board that Carl H. Ricker, Jr. was previously sworn in by the Clerk to the Board.

EMPLOYEE RECOGNITIONS: The president requested a moment to recognize Tina Kinsey for her well-deserved promotion to Chief Administrative Officer effective July 1st.

The president also noted the following staff promotions: Kelly Smith, Public Safety Captain, was promoted to Deputy Chief; Dean Hannah, Public Safety Officer, was

promoted to Public Safety Captain; and Mark Whitted, Public Safety Officer, was promoted to Public Safety Lieutenant.

PRESENTATIONS: None

FINANCIAL REPORT: The president delivered a review of enplanements, aircraft operations, and general aviation activity for the month of June. Janet Burnette reported on the financial activity for the month of June and informed the Board that the report for the month shows revenue falling below budget and expenses above budget, however, this was due to some of the accruals that were included in June for the end of the fiscal year.

CONSENT ITEMS: The Chair stated that Consent Item F, Approval of the Greater Asheville Regional Airport Authority June 14, 2024 Closed Session Minutes, would be pulled for review in Closed Session.

A. Approval of the Greater Asheville Regional Airport Authority June 14, 2024 Regular Meeting Minutes:

B. Approval of the Greater Asheville Regional Airport Authority July 1, 2024 Special Meeting Minutes:

C. Ratification to Purchase Two Shuttle Buses for Parking Operations:

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, 2025:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	Decrease	Increase
Equipment and Small Capital Outlay		$280,198.00
Totals		$280,198.00

This will result in a net increase of $280,198.00 in the appropriations. Revenues will be revised as follows:

REVENUES:

	Decrease	Increase
Transfer from GARAA Cash		$280,198.00
Totals		$280,198.00

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

Adopted this 9th day of August, 2024.

_____
Brad Galbraith, Chair

Attested by:

_____
Ellen Heywood, Clerk to the Board

D. Approval of Resolution for Issuance of Service Side Arm to Lieutenant Christopher Hudson:

Greater Asheville Regional Airport Authority

~ Resolution ~

WHEREAS, the Greater Asheville Regional Airport Authority (the "Authority") was created for the purpose of maintaining, operating, regulating, developing, and improving the Asheville Regional Airport; and

WHEREAS, Christopher Hudson served the Authority from April, 1999 through July, 2024, and during his tenure with the airport, held the ranks of Public Safety Officer (1999-2005), and Public Safety Lieutenant (2005-2024); and

WHEREAS, after 25 years of service Christopher Hudson retired from the Greater Asheville Regional Airport Authority on July 31, 2024.

NOW, THEREFORE, BE IT RESOLVED that N.C. General Statute 17F-20 authorizes the governing body of a law enforcement agency, to award a retiring officer meeting certain criteria with their service side arm upon retiring, which is the practice of the Greater Asheville Regional Airport Authority, and that such side arm, a Glock Semi-Automatic 17, Serial No. BDTF618 has been requested, and is hereby presented to Christopher Hudson, at no cost, as a token of the Greater Asheville Regional Airport Authority's appreciation for his service to this organization.

BE IT FURTHER RESOLVED, that the Greater Asheville Regional Airport Authority expresses its sincere gratitude to Christopher Hudson for his dedication and service to the Greater Asheville Regional Airport Authority, and for his commitment to the safety and security of the travelling public throughout Western North Carolina.

Adopted this 9th day of August, 2024.

Greater Asheville Regional Airport Authority

By: _____
Brad Galbraith, Chair

Attested by:

_____
Ellen M. Heywood, Clerk to the Board

E. Approval of Grant of Easement to Duke Energy Progress, A North Carolina LLC, for Electrical Service:

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

OLD BUSINESS: None

NEW BUSINESS:

A. Approval to Reinstate Airport Ground Transportation Pick-up Fee for Car Services and Limousine Companies: Lexie Farmer informed the Board that due to construction of the terminal building, Car Services and Limousine Companies operating

at the airport were changed to an annual fee rather than a per-trip fee. Mrs. Farmer further stated that staff determined that these car services would better serve passengers if they were to operate from the hourly parking area. Two parking spaces have been dedicated and marked for Car Services and Limousine Companies and the operators will be assessed a per-trip fee of $4.00 rather than the annual fee.

Mr. Ricker moved to reinstate the per-trip fee of $4.00 for the Car Services and Limousine Companies that are permitted to operate at the Asheville Regional Airport. Mr. Kennedy seconded the motion and it carried unanimously.

B. Approval of Change Order No. 3 with Tennoca Construction Company for the South Parking Lot: Jared Merrill stated that the Board previously approved the Construction Contract and Change Orders 1 and 2 with Tennoca Construction Company for the South Parking Lot project. Mr. Merrill reviewed the items included in Change Order No. 3 and informed the Board that the cost for Change Order No. 3 is $353,057.38 and falls within the construction allowance.

Mr. Lovin moved to approve Change Order No. 3 with Tennoca Construction Company in the amount of $353,057.38 and authorize the President & CEO to execute the necessary documents. Ms. Russo Klein seconded the motion and it carried unanimously.

C. Approval of Construction Contract Change Order No. 3 with Kokolakis Contracting for the Air Traffic Control Tower and Associated Facilities Project: Jared Merrill reminded the Board that a Construction Contract and Change Orders 1 and 2 with Kokolakis Contracting were previously approved by the Board for the Air Traffic Control Tower project. Staff has received eight change order requests that have been compiled into Change Order No. 3. Mr. Merrill highlighted the items covered under Change Order No. 3 and reported that the cost of Change Order No. 3 was $459,477.01 and included an additional 28 calendar days to be added to the completion of the project. Mr. Merrill advised the Board that the cost for Change Order No. 3 does fall within the construction allowance that was approved with the contract.

Mr. Ricker moved to approve Change Order No. 3 with Kokolakis Contracting in the amount of $459,477.01 and an additional 28 calendar days and authorize the President & CEO to execute the necessary documents. Mr. Lovin seconded the motion and it carried unanimously.

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

A. **AVL Airport Ranking:** The president reported that the FAA ranks airports each year based on passenger enplanements. Out of the 548 commercial service airports in the United States that are tracked, Asheville broke the 100 mark and has been ranked number 97.

B. **FAA Grant:** The airport has been awarded two grants from the FAA totaling $12.3 million from the Bipartisan Infrastructure Law: $3.5 million that was leftover funding that was not utilized by other airports, and $8.8 million as part of AVL's entitlements. The grants will be used for construction projects.

C. **Instrument Landing System:** The FAA will be making some improvements to the Instrument Landing System ("ILS") beginning on August 12th. The ILS for Runway 17 will be taken out of service for replacement and will be down for approximately 30 days. Runway 35 will be done in mid-September following the completion of the work to Runway 17. While this could have some impact to arriving aircraft during inclement weather, this work is necessary.

D. **Project Tour:** The president stated that tours of the Air Traffic Control Tower and Terminal Modernization and Expansion projects will be offered to Board Members. More information will follow.

E. **Garage Entrance:** The entrance to the parking garage across from the baggage claim area will be closed to help alleviate traffic difficulties in the garage with the recent rental car expansion into the second level of the parking garage. Passengers will access the parking garage from the entrance located in the parking lot. Closure of that entrance across from baggage claim will allow staff an opportunity to explore License Plate Recognition ("LPR") software for the garage entrance located in the parking lot. The addition of LPR to the parking garage could allow for some future passenger amenities.

F. **Fuel Issue:** The president advised the Board that the recent fuel issues have been resolved over the last couple of days. Signature Flight plans to expand the fuel farm and there will be an opportunity to put in some measures to avoid a similar situation from happening again.

INFORMATION SECTION: No comments

PUBLIC AND TENANTS COMMENTS: None

CALL FOR NEXT MEETING: The Chair stated that the next regular meeting of the Board will be held on September 20, 2024 at Council Chambers, Fletcher Town Hall.

AUTHORITY MEMBER REPORTS: None

CLOSED SESSION: At 8:58 a.m. Mr. Lovin moved that the Greater Asheville Regional Airport Authority go into closed session at this time pursuant to North Carolina General Statute 142-318.11(a) subsection (3): 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. Ms. Russo Klein seconded the motion and it carried unanimously.

Open Session resumed at 9:33 a.m.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY AUGUST 9, 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 June 14, 2024 CLOSED SESSION MINUTES: Mr. Lovin moved to approve the minutes for the Greater Asheville Regional Airport Authority June 14, 2024 Closed Session and to seal and withhold the minutes for the June 14, 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 9:34 a.m. Mr. Bell seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Brad Galbraith
Chair

MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Chief Financial Officer

DATE: September 20, 2024

ITEM DESCRIPTION – Consent Item B

Approval of Amendment to the FY24/25 Budget – Capital Carryover, Revenue and Salary Adjustments

BACKGROUND

Given that our FY24/25 budget was prepared using estimates available in February 2024, we need to amend our FY24/25 budget to update some of those estimates.

The FY24/25 budget included an estimated amount of capital carryover for projects not expected to be completed by June 30, 2024. Now that we have determined the actual spending on these projects for FY24/25, we need a budget amendment to decrease the total authorized capital carryover and the related revenues by $1,673,451 to the actual amounts needed for FY24/25. This includes decreasing the capital carryover for the terminal and tower design and construction projects by $8,773,493. We need to increase the capital carryover for the shuttle lot south parking design and construction by $2,180,778, the Taxiway A rehab design project by $1,123,528, the FAA reimbursable agreement by $177,504 and the ARFF vehicle purchase by $1,340,850. There are also a few remaining smaller projects which are underway but unfinished requiring a capital carryover in the amount of $425,565. It is also necessary to carryover $1,851,817 for the south GA apron design and construction. This project has been completed and should be closed out by the FAA soon, so these funds are not expected to be expended.

Budgeted AIP Funds will be increased by $2,198,257, NCDOT Funds increase by $1,779,960 and budgeted Transfer from Authority Cash and Investments will be decreased by $5,651,668.

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One of the rental houses is no longer available to rent, so the FY24/25 rental house revenue budget and the budgeted Transfer to Authority Cash and Investments will be decreased by the amount of $15,437.

Also, we budgeted annual salary adjustments in the Administration Department. At the beginning of the fiscal year, we determined the actual amounts of these salary adjustments, by employee, and need to amend the FY24/25 budget to account for these adjustments in the appropriate departments.

We recommend that the Airport Authority Board amend the FY24/25 budget as outlined below.

ISSUES

None.

ALTERNATIVES

None.

FISCAL IMPACT

The budget amendment will decrease both FY24/25 budgeted revenues and expenditures by $1,688,888 to provide for the changes outlined above. The net decrease in Transfers from GARAA Cash is $5,636,231.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to amend the FY24/25 budget by adopting the following budget ordinance amendment:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2025:

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Section 1. To amend the appropriations as follows:

EXPENDITURES:

	Decrease	Increase
Administrative Department	$398,682	
Planning Department		$20,274
Executive Department		$28,194
Finance Department		$41,753
Guest Services Department		$21,086
Information Technology Department		$40,930
Marketing Department		$2,897
Operations Department		$177,277
Properties Department		$18,344
Public Safety Department		$47,927
Carryover Capital Expenditures	1,673,451	
Transfer to GARAA Cash	15,437	
Totals	$2,087,570	$398,682

This will result in a net decrease of $1,688,888 in the appropriations. Revenues will be revised as follows:

REVENUES:

	Decrease	Increase
Federal AIP Funds		$2,198,257
NCDOT Funds		$1,779,960
Other Revenue	$15,437	
Transfer from GARAA Cash	$5,651,668	
Totals	$5,667,105	$3,978,217

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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 20th day of September, 2024.

_____
Brad Galbraith, Chair

Attested by:

_____
Ellen Heywood, Clerk to the Board

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MEMORANDUM

TO: Members of the Airport Authority

FROM: Angela Wagner, Vice President of Administration and Human Resources

DATE: September 20, 2024

ITEM DESCRIPTION – Consent Item C

Approval of Position Reclassification

BACKGROUND

On July 1, 2024, our Vice President of Marketing, PR, and Air Service Development was promoted to the Chief Administrative Officer position. As GARAA prepares to recruit for the vacated Vice President position, we have re-evaluated the structure of the department, internal talent, and the current job descriptions.

After careful consideration, we propose the reclassification of the current Brand and Experience Designer position (pay grade 18) to a Marketing & PR Manager (pay grade 22). This change better reflects the current responsibilities of the role, which have evolved significantly over time.

The reclassification is essential to align the position with the actual duties being performed and to ensure that the department operates efficiently and effectively. Additionally, we propose that some of the Marketing & PR responsibilities currently under the Vice President be transferred to the reclassified Marketing & PR Manager position. This shift is an initial step towards further specialization within the department, delineating responsibilities between Marketing & PR and Air Service Development.

ISSUES

None.

ALTERNATIVES

The Authority Board could decide not to approve the proposed position reclassification.

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FISCAL IMPACT

The reclassification will not affect the current approved FTE count. The associated wage adjustment will affect one position in Pay Grade 18 by moving it to Pay Grade 22. The expense for this adjustment can be absorbed in the current, approved FY2024/25 departmental budget.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the position reclassification, and (2) authorize the President & CEO to implement such changes.

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MEMORANDUM

TO: Members of the Airport Authority Board

FROM: Jared Merrill
Vice President – Planning

DATE: September 20, 2024

ITEM DESCRIPTION – Consent Item D

Approval of Amendment No. 1 to Task Order No. 9 with CHA Consulting for the Master Plan Update

BACKGROUND

The Airport Authority Board approved Task Order No. 9 with CHA Consulting in April 2021 for the Airport Master Plan Update. Since then there have been several items that compile this amendment for additional services for the Master Plan.

These items include several changes to the terminal building base layout, changes to the programming and sizing tasks for future terminal improvements, edits and revisions to the alternative future terminal development scenarios, updated building data (facilities added & removed), and additional terminal concepts.

Airport staff have reviewed and negotiated these changes and provided recommendations to proceed with them. Upon negotiations with the consultant the total cost of this change is $45,547.91.

ISSUES

None.

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 Master Plan completion.

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FISCAL IMPACT

The total cost for Amendment No. 1 with CHA Consulting is $45,547.91. This does not fall within the construction allowance that was approved with the contract and requires a budget amendment. Presently, the Authority's intent is to utilize FAA funds for a portion of this project and airport funds for the remaining amount.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve Amendment No. 1 with CHA Consulting in the amount of $45,547.91; (2) authorize the President and CEO to execute the necessary documents; and (3) amend the FY2024/2025 budget by adopting the following budget ordinance amendment:

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2025:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	Decrease	Increase
Capital Improvements		$45,547.91
Totals		$45,547.91

This will result in a net increase of $45,547.91 in the appropriations. Revenues will be revised as follows:

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REVENUES:

	Decrease	Increase
Transfer from GARAA Cash		$45,547.91
Totals		$45,547.91

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 20th day of September, 2024.

_____
Brad Galbraith, Chair

Attested by:

_____
Ellen Heywood, Clerk to the Board

61 Terminal Drive, Suite 1 • Fletcher, NC 28732 • Phone 828-684-2226 • Fax 828-684-3404

Date: September 12, 2024

PO / CHA PN: Amendment No. 1 to Task Order #9 – Additional Services on Airport Master Plan Update #1

TASK ORDER / AUTHORIZATION TO PROCEED

In accordance with the Contract dated 8/17/18 between the parties designated below for:

THE PROJECT: Additional Services on Airport Master Plan Update

THE CLIENT: Greater Asheville Regional Airport Authority (GARAA)

Hereby authorizes the CHA Consulting, Inc. to be reimbursed for additional services on the Airport Master Plan Update as follows:

SCOPE OF SERVICES:

Additional Services on Master Plan Update #1

BACKGROUND & SCOPE OF WORK

This Amendment No. 1 continues the work completed under Task Order 9 – Airport Master Plan Update, which consisted of the conduct of a comprehensive planning effort to update the Master Plan for Asheville Regional Airport. During the course of the terminal planning task of the Master Plan Update, the Authority and its terminal design consultant provided CHA with several additional documents. These included several updates, edits, and revisions to the original plans for the base building improvement plan as the terminal improvement program continued to evolve to address unforeseen conditions.

These continuing changes required the CHA terminal planning team to revise and alter the base plan for the new terminal and the various programming and sizing consideration associated with the new terminal. That work included various updates to the documents and submission to the Authority during the course of the master planning exercise.

This Task Order, No. 10, constitutes this work, which included several revisions and updates to the terminal planning task that was include in the Airport Master Plan Update scope of services. These continuous revisions resulted in on-going edits and changes to the base plan that the CHA team was utilizing as the framework for evaluating the 20-year terminal program. These revisions included the following:

- Several changes to terminal building base layout during the design process
- Changes to the programming and sizing tasks for future terminal improvements
- Edits and revisions to the alternative future terminal development scenarios
- Updated building data (facilities added & removed)
- Additional future terminal concepts

These and other revisions were incorporated into the terminal planning task that was ultimately submitted for Authority review.

ACTIONS & DELIVERABLES

- Collection of additional project data as provided to CHA

- Revisions to the programming and sizing of future terminal components
- Increase in the number of alternatives from three (3) to six (6)
- Revisions to the six (6) terminal development alternatives under consideration
- Conduct of a terminal alternatives workshop with GARAA staff
- Final edits and submission of future terminal improvement plan for review and approval by GARAA staff

FEE

FEE SCHEDULE

As a result of these additional changes and revisions, this Amendment is proposed to cover only the 2023 direct salary costs without any multiplier for additional overhead costs and profit that are typically included in CHA's fully-loaded hourly rates. The amount that is being requested only includes three professional staff members that were involved in the terminal planning task; CHA's management and internal review effort not being requested. This lump sum request for additional compensation consists of **$45,547.91**, based on the following 2023 direct salary costs for the following:

- Senior Terminal Planner: 389 hours at $80.60/hour
- Junior Terminal Planner: 384.5 hours at $32.01/hour
- Junior Airport Planner: 62 hours at $30.43/hour

Upon return of a fully executed authorization, this Amendment shall become a part of the Agreement identified above.

APPROVED BY: CHA CONSULTING, INC.	**APPROVED BY: GREATER ASHEVILLE REGIOANL AIRPORT AUTHORITY**
NAME: Paul Puckli	NAME:
SIGNATURE: Paul Puckli	SIGNATURE:
TITLE: Vice President	TITLE:
DATE: September 12, 2024	DATE:

Greater Asheville Regional Airport Authority

This Statement has been added to this correspondance to ensure compliance with State laws.

This instrument has pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

_____ _____

Financial Officer Date

MEMORANDUM

TO: Members of the Airport Authority Board

FROM: Jared Merrill
Vice President – Planning

DATE: September 20, 2024

ITEM DESCRIPTION – New Business Item A

Approval of Construction Contract Change Order No. 4 with Kokolakis Contracting 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. In May of this year the Board approved Change Order #2 in the amount of $136,504.18 and in August, Change Order #3 in the amount of $459,477.01.

There have been four change order requests that have been compiled into this Change Order #4. The first three include additional costs in the drilled concrete piers, coring costs for the drilled piers, as well as additional time and costs associated with the precast concrete and louver changes. Parsons has reviewed and negotiated these changes to $975,000 and 234 days and have provided recommendations to proceed with them. The additional change order requests included with Change Order #4 is for additional costs for the necessary coordination study for the electrical gear for $25,550.99 and subcontractor work for the louver modifications for $10,105.26.

The total cost of this change is $1,010,656.25 and an additional 234 calendar days added to the completion of the project.

ISSUES

None. This work is required to complete the project.

61 Terminal Drive, Suite 1 • Fletcher, NC 28732 • Phone 828-684-2226 • Fax 828-684-3404

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. 4 with Kokolakis Contracting for the Air Traffic Control Tower and Associated Facilities is $1,010,656.25. This does fall within the construction allowance that was approved for the Terminal and ATCT projects 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. 4 with Kokolakis Contracting in the amount of $1,010,656.25 and an additional 234 calendar days; and (2) authorize the President & CEO to execute the necessary documents.

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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: 04
Date: 09/11/2024

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. 04 include the following:

COR No. 10r4 - Drilled Piers Delay Costs	$ 648,294.00 / 40 days
COR No. 13r2 - Drilled Piers Phase 1 Coring Costs	$ 45,079.00 / 0 days
COR No. 17r3 - ASI-006 Precast Louver Modifications	$ 281,627.00 / 194 days
COR No. 21 (CCD-003) - SQD Additional Costs per Coordination Study	$ 25,550.99 / 0 days
CCD-002 - ASI-006 Precast Louver Modifications	$ 10,105.26 / 0 days - See Note 1.

Note 1 - This change has already been paid for as CCD-002 amount is added for foral execution.

The original Contract Sum was	$	44,344,052.00
The net change by previously authorized Change Orders	$	1,451,641.44
The Contract Sum prior to this Change Order was	$	45,795,693.44
The Contract Sum will be increased by this Change Order in the amount of	$	1,010,656.25
The new Contract Sum including this Change Order will be	$	46,806,349.69

The Contract Time will be increased by Two Hundred and Thirty Four (234) days.
The new date of Substantial Completion will be May 2, 2025, this change order also adds a new milestone in that the TRACON Building will achieve Temporary Certificate of Occupancy status on February 21, 2025.

The Architect does not agree that the COR #10r4, 13r2, 17r3, and 21 is due to a design error or omission, or that a time extension is required to complete work described in COR #10r4, 13r2, 17r3, and 21, or that overhead or general conditions are warranted. Pond provided notice of same to the Owner and the Contractor through written correspondence dated as early as May 18, 2023. The Architect's signature on this Change Order is for administrative purposes only.

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	Bill Athanasoulis, Executive Vice President	Lew Bleiweis, President & CEO
PRINTED NAME AND TITLE	PRINTED NAME AND TITLE	PRINTED NAME AND TITLE
9-12-2024		
DATE	DATE	DATE

KOKOLAKIS CONTRACTING

August 22, 2024

Josh Alexander
ATCT Project Manager – Parsons Transportation Group
146 Westfeldt Dr.
Fletcher, NC 28732

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

SUBJECT: **COR#010r5 – Drilled Piers Costs to Date for Change in Drilling Conditions and Scope**

Josh,

The following COR#10r4 is a follow up to our 7/31/24 Proposal Review Meeting.

As summarized below and attached, this change order request is hereby submitted in the amount of **$648,294.00**

This proposal includes a **40-Calender Day (or 30-workday) time extension request** associated with this change as this added work impacted the project's critical path. The impact analysis is included with this proposal.

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

KOKOLAKIS CONTRACTING, INC.

Bill Athanasoulis
Executive Vice President

Cc: /Field/File

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

OWNER RFP # **TBD**
KOKOLAKIS PROPOSAL # **10r5**

TITLE **Drilled Concrete Pier Change in Scope from Bid Documents**

DATE **22-Aug-24**

Description of Work	Material Quantity	Unit Cost	Per	Total Material	Total Days	Daily Rate	Total Labor	Total Cost
Kokolakis Self Perform								
Kokolakis Extended General Conditions(calculated in calendar days)					40	$ 3,891.00		155,640.00
								0.00
								0.00
Sub-Total				**$0.00**			**$0.00**	**$155,640.00**
Subcontracted								
Axiom Foundations Daily Rate Cost								444,081.00
Axiom Foundations Cost for 4500psi vs. 4000psi per bid docs.								3,158.64
Terracon Consultants Project Engineer					6	$ 800.00	$ 4,800.00	4,800.00
Terracon Consultants Materials Engineer Inspector					30	$ 520.00	$ 15,600.00	15,600.00
Terracon Consultants Project Manager					6	$ 1,120.00	$ 6,720.00	6,720.00
Terracon Consultants additional trip charge					30	$ 50.00	$ 1,500.00	1,500.00
Terracon Credit for not testing 29 Piers per initial Bid Specification		$(1,700.00)	29.00	(49,300.00)				(49,300.00)
Sub-Total								**$426,559.64**
TOTAL DIRECT COST								**$582,199.64**
Kokolakis OH @ 5.00%								29,109.98
Kokolakis Profit @ 5.00%								30,565.48
Bond Rate 1.00%								6,418.75
TOTAL PROPOSAL								**$648,293.85**

23010 - ASHEVILLE ATC

DRILLED SHAFT SUMMARY

SHAFT NO.	GROUND ELEV.	TOP OF CONCRETE	TOP OF ROCK	TIP ELEVATION	OVERBURDEN LENGTH	ROCK SOCKET LENGTH	ROCK DRILLING TIME (HR)	DRILLING SPEED (in/hr)	AVG REBAR EL	TOTAL SHAFT LENGTH	LF/HR	LF Over 4.5'	Addnl Time Spent	Addnl Time Waiting for EOR	Extra Move HRS	Extra Tooling/Repair Cost	Cost/HR	COST PER PIER	NOTES
1	2125.00	2125.84	2078.59	2072.81	46.41	5.78	7.5	9.2	1952.78	52.19	0.77	1.28	4.45	1.0			$2,489.00	$13,569.06	
2	2125.00	2125.81	2095.68	2088.43	29.32	7.25	4.5	19.3	2130.30	36.57	1.61	2.75	1.45	2.5			$2,489.00	$0.00	
3	2125.00	2125.86	2094.38	2089.18	30.62	5.20	3	20.8	2130.41	35.82	1.73	0.70	0.00				$2,489.00	$0.00	
4	2125.00	2125.86	2078.12	2073.62	46.88	4.50	3	18.0	2130.31	51.38	1.50	0.00	0.00				$2,489.00	$0.00	
5	2125.00	2125.85	2081.26	2076.76	43.74	4.50	5	10.8	2130.45	48.24	0.90	0.00	1.95				$2,489.00	$0.00	
6	2125.00	2125.83	2076.06	2070.31	48.94	5.75	5	13.8	2130.43	54.69	1.15	1.25	1.95	1.5			$2,489.00	$0.00	
7	2125.00	2125.82	2083.17	2078.57	41.83	4.60	5	11.0	2130.39	46.43	0.92	0.10	1.95				$2,489.00	$0.00	
8	2125.00	2125.79	2079.71	2075.21	45.29	4.50	2.5	21.6	2130.47	49.79	1.80	0.00	0.00				$2,489.00	$0.00	
9	2125.00	2125.83	2083.08	2078.58	41.92	4.50	2	27.0	2130.38	46.42	2.25	0.00	0.00				$2,489.00	$0.00	
10	2125.00	2125.86	2083.04	2078.58	41.96	4.46	5	10.7	2130.40	46.42	0.89	-0.04	1.95				$2,489.00	$0.00	
11	2125.00	2125.84	2077.16	2072.56	47.84	4.60	5	11.0	2130.33	52.44	0.92	0.10	1.95				$2,489.00	$0.00	
12	2125.00	2125.83	2084.17	2079.37	40.83	4.80	7	8.2	1952.94	45.63	0.69	0.30	3.95				$2,489.00	$9,835.56	
13	2125.00	2125.85	2080.79	2072.99	44.21	7.80	7.8	12.0	1953.00	52.01	1.00	3.30	4.75	0.5			$2,489.00	$13,071.26	
14	2125.00	2125.82	2079.67	2075.17	45.33	4.50	4	13.5	2130.46	49.83	1.13	0.00	0.95				$2,489.00	$0.00	
15	2125.00	2125.80	2084.97	2079.67	40.03	5.30	4	15.9	2130.39	45.33	1.32	0.80	0.95	0.5			$2,489.00	$0.00	
16	2125.00	2125.81	2077.22	2072.42	47.78	4.80	4	14.4	2130.36	52.58	1.20	0.30	0.95				$2,489.00	$0.00	
17	2125.00	2125.78	2083.41	2069.91	41.59	13.50	8	20.3	2130.37	55.09	1.69	9.00	4.95	2.0			$2,489.00	$17,302.56	Inspector kept saying he needed to see drill rig shaking with the tracks off the ground.
18	2125.00	2125.71	2077.30	2072.70	47.70	4.60	8	6.9	2130.45	52.30	0.58	0.10	4.95				$2,489.00	$12,324.56	
19	2125.00	2125.83	2090.60	2080.49	34.40	10.11	10	12.1	2130.58	44.51	1.01	5.61	6.95	3.0			$2,489.00	$24,769.56	Started drilling on a Thursday. Hit rock shallower than usual. Had to use core barrel to cut rock socket. Drilled out socket Friday morning. S&ME called in for okay on socket. No answer for 2 hours. Moved to DP-33. Got answer on Monday that we had to have at least 45-foot deep shaft and 6"/15min or plan tip with min socket.
20	2125.00	2125.84	2080.97	2077.67	44.03	3.30	10	4.0	2130.32	47.33	0.33	-1.20	6.95	2.5			$2,489.00	$23,525.06	Very hard drilling. Rig shaking. Used 12+ buckets of teeth.
21	2125.00	2125.80	2076.45	2071.95	48.55	4.50	2.5	21.6	2130.41	53.05	1.80	0.00	0.00				$2,489.00	$0.00	
22	2125.00	2125.85	2075.41	2070.91	49.59	4.50	4	13.5	2130.35	54.09	1.13	0.00	0.95				$2,489.00	$0.00	
23	2125.00	2125.83	2072.82	2068.32	52.18	4.50	3.5	15.4	2130.42	56.68	1.29	0.00	0.45				$2,489.00	$0.00	
24	2125.00	2125.83	2073.66	2065.58	51.34	8.08	10	9.7	1952.81	59.42	0.81	3.58	6.95	1.0			$2,489.00	$19,791.56	
25	2125.00	2125.82	2083.73	2073.93	41.27	9.80	8	14.7	1952.95	51.07	1.23	5.30	4.95				$2,489.00	$12,324.56	
26	2125.00	2125.73	2081.80	2077.00	43.20	4.80	6	9.6	2129.94	48.00	0.80	0.30	2.95				$2,489.00	$7,346.56	
27	2125.00	2125.82	2081.81	2076.81	43.19	5.00	4	15.0	2130.42	48.19	1.25	0.50	0.95				$2,489.00	$0.00	
28	2125.00	2125.81	2082.42	2077.92	42.58	4.50	3	18.0	2130.39	47.08	1.50	0.00	0.00				$2,489.00	$0.00	
29	2125.00	2125.79	2103.35	2068.35	21.65	35.00	8.5	49.4	2130.42	56.65	4.12	30.50	5.45	1.5			$2,489.00	$17,302.56	Softer rock but competent for spec. Inspector wanted to see rig shaking.
30	2125.00	2125.80	2074.57	2069.87	50.43	4.70	14	4.0	1952.94	55.13	0.34	0.20	10.95	0.5		$72,000.00	$2,489.00	$28,503.06	Rock extremely hard. Drill rig shaking. Used 12+ buckets of teeth.
31	2125.00	2125.78	2073.60	2068.60	51.40	5.00	12	5.0	2130.18	56.40	0.42	0.50	8.95	2.0		$46,670.00	$2,489.00	$27,258.56	Drilled rock socket and socket ended at plan tip. S&ME said they didn't feel like we were in good enough hard rock and said to drill another 5'. Cost us almost a whole day to drill another socket. Inpector said he wanted to see rig struggle, load grinding, shaking. Drill rig shaking. Used 12+ buckcets of teeth.
32	2125.00	2125.86	2095.03	2077.63	29.97	17.40	16	13.1	2130.25	47.37	1.09	12.90	12.95	0.5			$2,489.00	$33,510.06	RA time test. Drilled 4.5'. S&ME said socket removed too fast and we needed to have at least 45' total length and harder rock. Drilled rock to 45' and S&ME said too fast, rig not shaking and no loud grinding. Drilled rock for 2 full days at 1' per hour. S&ME finally said good after calling in for 3 rock sockets and making us drill another full day shaking rig to pieces.
33	2125.00	2125.82	2082.24	2072.64	42.76	9.60	9.75	11.8	2130.36	52.36	0.98	5.10	6.70	2.0			$2,489.00	$21,660.31	
34	2125.00	2125.85	2077.85	2068.60	47.15	9.25	12	9.3	2130.39	56.40	0.77	4.75	8.95	1.0			$2,489.00	$24,769.56	
35	2125.00	2125.79	2084.23	2071.73	40.77	12.50	10	15.0	1952.65	53.27	1.25	8.00	6.95	0.5			$2,489.00	$18,547.06	Did RA time test. Drilled 4.5'. S&ME said we cut the rock too fast and said go deeper. Inspector said next 5' went too quick. Last 2' in very hard rock. Stopped us after it took all day to drill last 2'. Inspector timed drill speed with all tools.
36	2125.00	2125.84	2072.00	2066.90	53.00	5.10	3	20.4	2130.32	58.10	1.70	0.60	0.00	2.0			$2,489.00	$0.00	
						258.58							129.1	24.5	0.0	$118,670.00		**$325,411.55**	

Average Rock Drilling Speed For A Normal 4.5' Rock Socket	1.48	LF/HR

GRAND TOTAL	**$444,081.55**

AXIOM
A GOETTLE COMPANY
12071 Hamilton Avenue
Cincinnati, Ohio 45231
513-825-8100 (OFF)
513-825-8107 (FAX)

DP CREW 1

SHIFT #

23010 ASHEVILLE ATCT

Drilled Pier Crew - 10 Hour Work Day

Date of Work:

Job Name: Asheville ATCT	Work Requested by: Kokolakis Contracting
Job Number: 23010	Contractor: Axiom Foundations
Location: Fletcher, NC	Axiom Supervisor: Larry Casey

DESCRIPTION: Labor and Equipment associated with additional daily shift cost

LABOR

Name	Trade	Total Hours	ST Hours	OT Hours	ST Rate	OT Rate		Liveaway	Amount
DRILL CREW									
Larry Casey	Superintendent	8.0	8.0	2.0	$109.51	$120.49		$19.75	$1,275.04
Cameron Simmons	Foreman	8.0	8.0	2.0	$66.69	$61.69		$19.75	$814.87
Ruben Ramirez	Operator/Laborer	8.0	8.0	2.0	$60.20	$52.05		$19.75	$743.66
Tim Robbins	Driller	8.0	8.0	2.0	$55.11	$48.20		$19.75	$695.31
Habraham Antelo	Laborer	8.0	8.0	2.0	$63.40	$52.05		$19.75	$769.32
Freddy Deras	Laborer	8.0	8.0	2.0	$47.33	$36.63		$19.75	$609.86
Travis Grims	Crane Operator	8.0	8.0	2.0	$56.92	$81.79		$19.75	$776.91
6 Man Crew									
								Labor Total	$5,684.96

MATERIAL

Description	Quantity	U/M	Rate		Amount	WI/CC
KENNAMETAL 990 CARBIDE ROCK TEETH	4	BOXES	$250.00		$1,000.00	
			Material Total		$1,000.00	

EQUIPMENT

Equipment	Total Hours	Equip. Rate Hours	Operating Cost Hours	Equip. Rate	Operating Cost Rate		Amount
CZM EK-160 CRAWLER DRILL RIG	10.0	10.0	10.0	$265.00	$185.00		$4,500.00
LINKBELT LS-138H LATTICE BOOM CRANE	10.0	10.0	10.0	$145.00	$125.00		$2,700.00
CAT 399D TRACK LOADER	10.0	10.0	10.0	$55.00	$50.00		$1,050.00
KOMATSU P35 COMPACT EXCAVATOR	10.0	10.0	10.0	$35.00	$35.00		$700.00
CAT TL1255D TELESCOPIC FORKLIFT	10.0	10.0	10.0	$125.00	$85.00		$2,100.00
REED C70 CONCRETE PUMP	10.0	10.0	10.0	$25.00	$60.00		$850.00
FORD F250 CREW CAB TRUCK	10.0	10.0	10.0	$10.00	$40.00		$500.00
FORD F250 CREW CAB TRUCK	10.0	10.0	10.0	$10.00	$40.00		$500.00
42" ROCK AUGER	1.0				$200.00		$200.00
40" CASING	6.0				$100.00		$600.00
36" ROCK AUGER	2.0				$250.00		$500.00
36" ROCK CORE BARREL	1.0				$250.00		$250.00
36" ROCK ROLLER BARREL	1.0				$350.00		$350.00
36" ROCK MILL	1.0				$350.00		$350.00
36" ROCK CROSS CUTTER	1.0				$300.00		$300.00
24" ROCK PILOT AUGER	1.0				$200.00		$200.00
					Equipment Total		$14,800.00

NOTE 1: OPERATOR'S WAGES ARE NOT INCLUDED IN OPERATING COST RATE

NOTE 2: OPERATING COST RATE INCLUDES ROUTINE AND DAILY SERVICING OF EQUIPMENT AND OPERATING EXPENDABLES (i.e. fuel, lubrications, filters, oil, grease, etc.)

DAILY COST

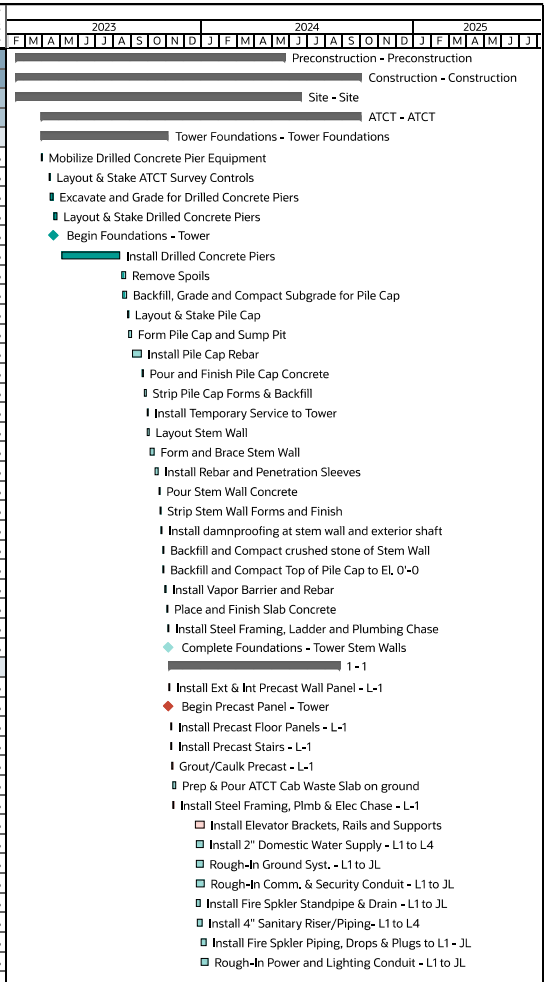
$21,484.96

TOTAL DAILY COST	**$21,484.96**
20% MARKUP	**$4,296.99**
COST SUMMARY	**$25,781.96**

Axiom Repairs and Additional Tooling – Added Drilling

DRILL REPAIR COSTS DUE TO HARDER ROCK				
Full Kelly Bar and Sled Remplacement				$72,000.00
ADDITIONAL TOOLING COSTS DUE TO HARDER ROCK				
24" Rock Auger	1	EA	$4,000.00	$4,000.00
36" Rock Mill Barrel	1	EA	$12,170.00	$12,170.00
36" Roller Barrel	1	EA	$15,000.00	$15,000.00
Addtnl Rollers	1	SET	$8,000.00	$8,000.00
Carbide Teeth	30	BOXES	$250.00	$7,500.00
				$46,670.00

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
Preconstruction - Preconstruction		282d	131d	45d	02/13/23 A	02/13/23	05/21/24		
Construction - Construction		415d	131d	0d	02/13/23 A	02/13/23	10/02/24		
Site - Site		342d	131d	73d	02/13/23 A	02/13/23	06/19/24		
ATCT - ATCT		367d	102d	-35d	03/27/23 A	03/27/23	10/02/24		
Tower Foundations - Tower Foundations		137d	102d	-34d	03/27/23 A	03/27/23	11/03/23		
AT-20020-	Mobilize Drilled Concrete Pier Equipment	5d	5d		03/27/23 A	03/27/23	03/31/23 A	03/31/23 ...	100.00%
AT-20005-	Layout & Stake ATCT Survey Controls	1d	1d		04/10/23 A	04/10/23	04/10/23 A	04/10/23 ...	100.00%
AT-20015-	Excavate and Grade for Drilled Concrete Piers	4d	6d		04/11/23 A	04/11/23	04/18/23 A	04/18/23 ...	100.00%
AT-20025-	Layout & Stake Drilled Concrete Piers	1d	5d		04/18/23 A	04/18/23	04/24/23 A	04/24/23 ...	100.00%
AT-20010M	Begin Foundations - Tower	0d	0d		04/18/23 A	04/18/23			100.00%
AT-20035-	Install Drilled Concrete Piers	30d	72d		05/02/23 A	05/02/23	08/11/23 A	08/11/23 ...	100.00%
AT-20040-	Remove Spoils	4d	4d	-34d	08/14/23 A	08/14/23	08/21/23		50.00%
AT-20045-	Backfill, Grade and Compact Subgrade for Pile Cap	5d	2d	-34d	08/16/23 A	08/16/23	08/24/23		50.00%
AT-20050-	Layout & Stake Pile Cap	1d	0d	-34d	08/24/23		08/25/23		0.00%
AT-20055-	Form Pile Cap and Sump Pit	5d	0d	-34d	08/25/23		09/01/23		0.00%
AT-20060-	Install Pile Cap Rebar	10d	0d	-34d	09/01/23		09/18/23		0.00%
AT-20065-	Pour and Finish Pile Cap Concrete	4d	0d	-34d	09/18/23		09/22/23		0.00%
AT-20070-	Strip Pile Cap Forms & Backfill	2d	0d	-34d	09/22/23		09/26/23		0.00%
AT-20075-	Install Temporary Service to Tower	1d	0d	-34d	09/26/23		09/27/23		0.00%
AT-20210-	Layout Stem Wall	3d	0d	-34d	09/27/23		10/02/23		0.00%
AT-20215-	Form and Brace Stem Wall	5d	0d	-34d	10/02/23		10/10/23		0.00%
AT-20220-	Install Rebar and Penetration Sleeves	5d	0d	-34d	10/10/23		10/17/23		0.00%
AT-20225-	Pour Stem Wall Concrete	2d	0d	-34d	10/17/23		10/19/23		0.00%
AT-20230-	Strip Stem Wall Forms and Finish	1d	0d	-34d	10/19/23		10/20/23		0.00%
A1700	Install damnproofing at stem wall and exterior shaft	2d	0d	-34d	10/20/23		10/24/23		0.00%
AT-20240-	Backfill and Compact crushed stone of Stem Wall	2d	0d	-33d	10/24/23		10/26/23		0.00%
AT-20235-	Backfill and Compact Top of Pile Cap to El. 0'-0	3d	0d	-34d	10/24/23		10/27/23		0.00%
AT-20245-	Install Vapor Barrier and Rebar	1d	0d	-34d	10/27/23		10/30/23		0.00%
AT-20250-	Place and Finish Slab Concrete	2d	0d	-34d	10/30/23		11/01/23		0.00%
AT-20255-	Install Steel Framing, Ladder and Plumbing Chase	2d	0d	-34d	11/01/23		11/03/23		0.00%
AT-20260M	Complete Foundations - Tower Stem Walls	0d	0d	-34d			11/03/23		0.00%
1 - 1		204d	0d	-35d	11/03/23		08/26/24		
AT-20315-	Install Ext & Int Precast Wall Panel - L-1	1d	0d	-35d	11/03/23		11/06/23		0.00%
AT-20310M	Begin Precast Panel - Tower	0d	0d	-35d	11/03/23				0.00%
AT-20320-	Install Precast Floor Panels - L-1	1d	0d	-35d	11/06/23		11/07/23		0.00%
AT-20325-	Install Precast Stairs - L-1	1d	0d	-35d	11/07/23		11/08/23		0.00%
AT-20330-	Grout/Caulk Precast - L-1	1d	0d	-35d	11/08/23		11/09/23		0.00%
AT-30230-	Prep & Pour ATCT Cab Waste Slab on ground	4d	0d	-7d	11/09/23		11/16/23		0.00%
AT-20335-	Install Steel Framing, Plmb & Elec Chase - L-1	1d	0d	-35d	11/09/23		11/13/23		0.00%
AT-50115-	Install Elevator Brackets, Rails and Supports	12d	0d	-35d	12/18/23		01/05/24		0.00%
AT-40055-	Install 2" Domestic Water Supply - L1 to L4	7d	0d	71d	12/21/23		01/03/24		0.00%
AT-40095-	Rough-In Ground Syst. - L1 to JL	7d	0d	90d	12/21/23		01/03/24		0.00%
AT-40090-	Rough-In Comm. & Security Conduit - L1 to JL	8d	0d	90d	12/21/23		01/04/24		0.00%
AT-40065-	Install Fire Spkler Standpipe & Drain - L1 to JL	5d	0d	120d	12/21/23		12/29/23		0.00%
AT-40025-	Install 4" Sanitary Riser/Piping- L1 to L4	5d	0d	55d	12/22/23		01/02/24		0.00%
AT-40075-	Install Fire Spkler Piping, Drops & Plugs to L1 - JL	6d	0d	120d	12/29/23		01/09/24		0.00%
AT-40085-	Rough-In Power and Lighting Conduit - L1 to JL	8d	0d	120d	12/29/23		01/11/24		0.00%



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

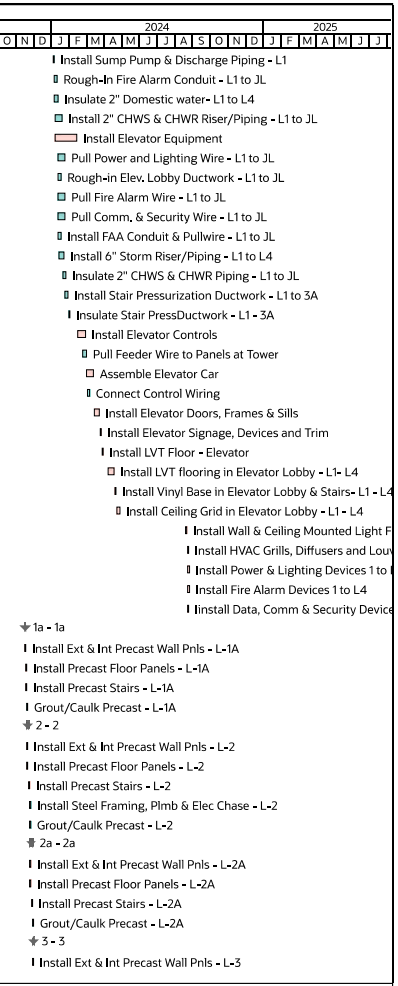
View: Field Update Worksheet

Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
AT-40040-	Install Sump Pump & Discharge Piping - L1	3d	0d	55d	01/02/24		01/05/24		0.00%
AT-40115-	Rough-In Fire Alarm Conduit - L1 to JL	5d	0d	90d	01/03/24		01/10/24		0.00%
AT-40060-	Insulate 2" Domestic water- L1 to L4	6d	0d	71d	01/03/24		01/11/24		0.00%
AT-40045-	Install 2" CHWS & CHWR Riser/Piping - L1 to JL	8d	0d	55d	01/05/24		01/18/24		0.00%
AT-50120-	Install Elevator Equipment	25d	0d	-35d	01/05/24		02/12/24		0.00%
AT-40125-	Pull Power and Lighting Wire - L1 to JL	9d	0d	90d	01/10/24		01/24/24		0.00%
AT-40155-	Rough-in Elev. Lobby Ductwork - L1 to JL	4d	0d	90d	01/10/24		01/17/24		0.00%
AT-40135-	Pull Fire Alarm Wire - L1 to JL	9d	0d	90d	01/10/24		01/24/24		0.00%
AT-40130-	Pull Comm. & Security Wire - L1 to JL	9d	0d	90d	01/10/24		01/24/24		0.00%
AT-40120-	Install FAA Conduit & Pullwire - L1 to JL	3d	0d	90d	01/10/24		01/16/24		0.00%
AT-40010-	Install 6" Storm Riser/Piping - L1 to L4	5d	0d	37d	01/12/24		01/22/24		0.00%
AT-40050-	Insulate 2" CHWS & CHWR Piping - L1 to JL	5d	0d	55d	01/18/24		01/25/24		0.00%
AT-40170-	Install Stair Pressurization Ductwork - L1 to 3A	5d	0d	90d	01/22/24		01/29/24		0.00%
AT-40215-	Insulate Stair PressDuctwork - L1 - 3A	3d	0d	90d	01/29/24		02/01/24		0.00%
AT-50125-	Install Elevator Controls	10d	0d	-35d	02/12/24		02/27/24		0.00%
AT-40950-	Pull Feeder Wire to Panels at Tower	6d	0d	-19d	02/21/24		02/29/24		0.00%
AT-50130-	Assemble Elevator Car	10d	0d	-35d	02/27/24		03/12/24		0.00%
AT-40955-	Connect Control Wiring	2d	0d	-19d	02/29/24		03/04/24		0.00%
AT-50135-	Install Elevator Doors, Frames & Sills	8d	0d	-35d	03/12/24		03/22/24		0.00%
AT-50140-	Install Elevator Signage, Devices and Trim	2d	0d	-35d	03/22/24		03/26/24		0.00%
AT-50145-	Install LVT Floor - Elevator	1d	0d	-35d	03/26/24		03/27/24		0.00%
AT-60065-	Install LVT flooring in Elevator Lobby - L1- L4	7d	0d	-35d	04/05/24		04/16/24		0.00%
AT-60070-	Install Vinyl Base in Elevator Lobby & Stairs- L1 - L4	3d	0d	-35d	04/16/24		04/19/24		0.00%
AT-60075-	Install Ceiling Grid in Elevator Lobby - L1 - L4	5d	0d	-35d	04/19/24		04/26/24		0.00%
AT-60710-	Install Wall & Ceiling Mounted Light Fixtures L 1 to L4	3d	0d	-35d	08/16/24		08/21/24		0.00%
AT-60730-	Install HVAC Grills, Diffusers and Louvers 1-L4	2d	0d	-35d	08/21/24		08/23/24		0.00%
AT-60715-	Install Power & Lighting Devices 1 to L4	3d	0d	-35d	08/21/24		08/26/24		0.00%
AT-60725-	Install Fire Alarm Devices 1 to L4	3d	0d	-35d	08/21/24		08/26/24		0.00%
AT-60720-	Iinstall Data, Comm & Security Devices 1 to L4	2d	0d	-35d	08/21/24		08/23/24		0.00%
1a - 1a		4d	0d	-27d	11/13/23		11/17/23		
AT-20410-	Install Ext & Int Precast Wall Pnls - L-1A	1d	0d	-35d	11/13/23		11/14/23		0.00%
AT-20415-	Install Precast Floor Panels - L-1A	1d	0d	-35d	11/14/23		11/15/23		0.00%
AT-20420-	Install Precast Stairs - L-1A	1d	0d	-35d	11/15/23		11/16/23		0.00%
AT-20425-	Grout/Caulk Precast - L-1A	1d	0d	-27d	11/16/23		11/17/23		0.00%
2 - 2		4d	0d	-25d	11/16/23		11/22/23		
AT-20510-	Install Ext & Int Precast Wall Pnls - L-2	1d	0d	-35d	11/16/23		11/17/23		0.00%
AT-20515-	Install Precast Floor Panels - L-2	1d	0d	-35d	11/17/23		11/20/23		0.00%
AT-20520-	Install Precast Stairs - L-2	1d	0d	-35d	11/20/23		11/21/23		0.00%
AT-20530-	Install Steel Framing, Plmb & Elec Chase - L-2	1d	0d	-25d	11/21/23		11/22/23		0.00%
AT-20525-	Grout/Caulk Precast - L-2	1d	0d	-29d	11/21/23		11/22/23		0.00%
2a - 2a		4d	0d	-31d	11/21/23		11/28/23		
AT-20610-	Install Ext & Int Precast Wall Pnls - L-2A	1d	0d	-35d	11/21/23		11/22/23		0.00%
AT-20615-	Install Precast Floor Panels - L-2A	1d	0d	-35d	11/22/23		11/24/23		0.00%
AT-20620-	Install Precast Stairs - L-2A	1d	0d	-35d	11/24/23		11/27/23		0.00%
AT-20625-	Grout/Caulk Precast - L-2A	1d	0d	-31d	11/27/23		11/28/23		0.00%
3 - 3		4d	0d	-30d	11/27/23		12/01/23		
AT-20710-	Install Ext & Int Precast Wall Pnls - L-3	1d	0d	-35d	11/27/23		11/28/23		0.00%



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Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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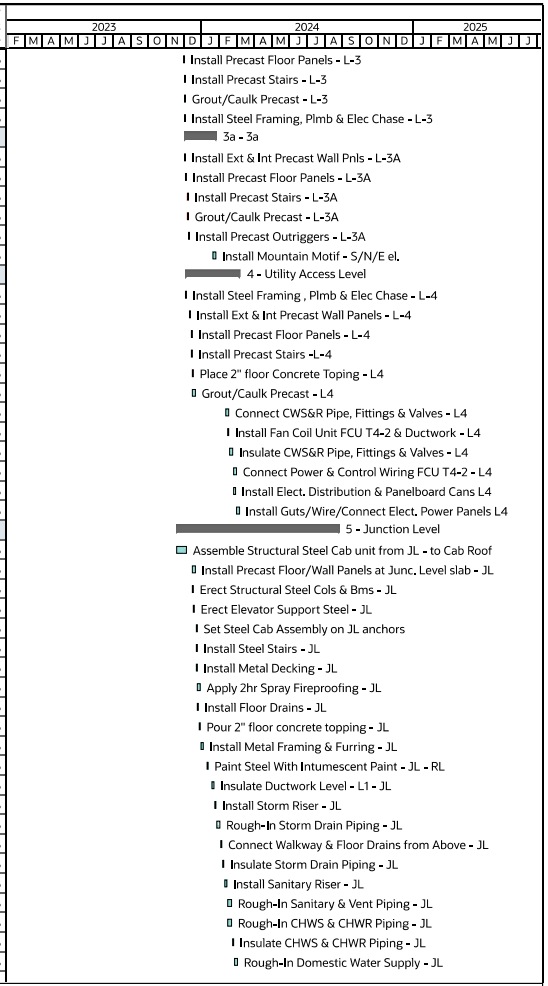
Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
AT-20715-	Install Precast Floor Panels - L-3	1d	0d	-35d	11/28/23		11/29/23		0.00%
AT-20720-	Install Precast Stairs - L-3	1d	0d	-35d	11/29/23		11/30/23		0.00%
AT-20725-	Grout/Caulk Precast - L-3	1d	0d	-33d	11/30/23		12/01/23		0.00%
AT-20730-	Install Steel Framing, Plmb & Elec Chase - L-3	1d	0d	-30d	11/30/23		12/01/23		0.00%
3a - 3a		38d	0d	109d	11/30/23		01/26/24		
AT-20810-	Install Ext & Int Precast Wall Pnls - L-3A	1d	0d	-35d	11/30/23		12/01/23		0.00%
AT-20815-	Install Precast Floor Panels - L-3A	1d	0d	-35d	12/01/23		12/04/23		0.00%
AT-20820-	Install Precast Stairs - L-3A	1d	0d	-35d	12/04/23		12/05/23		0.00%
AT-20825-	Grout/Caulk Precast - L-3A	1d	0d	-35d	12/05/23		12/06/23		0.00%
AT-21115-	Install Precast Outriggers - L-3A	2d	0d	-35d	12/06/23		12/08/23		0.00%
A1920	Install Mountain Motif - S/N/E el.	5d	0d	108d	01/19/24		01/26/24		0.00%
4 - Utility Access Level		63d	0d	91d	12/01/23		03/05/24		
AT-21125-	Install Steel Framing , Plmb & Elec Chase - L-4	1d	0d	-30d	12/01/23		12/04/23		0.00%
AT-21120-	Install Ext & Int Precast Wall Panels - L-4	1d	0d	-35d	12/08/23		12/11/23		0.00%
AT-21130-	Install Precast Floor Panels - L-4	1d	0d	-35d	12/11/23		12/12/23		0.00%
AT-21135-	Install Precast Stairs -L-4	1d	0d	-35d	12/12/23		12/13/23		0.00%
AT-21140-	Place 2" floor Concrete Toping - L4	1d	0d	-35d	12/13/23		12/14/23		0.00%
A2060	Grout/Caulk Precast - L4	5d	0d	37d	12/13/23		12/20/23		0.00%
AT-40255-	Connect CWS&R Pipe, Fittings & Valves - L4	5d	0d	90d	02/09/24		02/16/24		0.00%
AT-40250-	Install Fan Coil Unit FCU T4-2 & Ductwork - L4	4d	0d	90d	02/12/24		02/16/24		0.00%
AT-40260-	Insulate CWS&R Pipe, Fittings & Valves - L4	3d	0d	90d	02/16/24		02/22/24		0.00%
AT-40265-	Connect Power & Control Wiring FCU T4-2 - L4	4d	0d	90d	02/22/24		02/28/24		0.00%
AT-40270-	Install Elect. Distribution & Panelboard Cans L4	3d	0d	90d	02/22/24		02/27/24		0.00%
AT-40275-	Install Guts/Wire/Connect Elect. Power Panels L4	5d	0d	90d	02/27/24		03/05/24		0.00%
5 - Junction Level		195d	0d	-21d	11/16/23		08/23/24		
AT-21410-	Assemble Structural Steel Cab unit from JL - to Cab Roof	11d	0d	-7d	11/16/23		12/04/23		0.00%
A2070	Install Precast Floor/Wall Panels at Junc. Level slab - JL	5d	0d	-19d	12/13/23		12/20/23		0.00%
AT-21210-	Erect Structural Steel Cols & Bms - JL	1d	0d	-35d	12/14/23		12/15/23		0.00%
AT-21215-	Erect Elevator Support Steel - JL	1d	0d	-35d	12/15/23		12/18/23		0.00%
AT-21415-	Set Steel Cab Assembly on JL anchors	1d	0d	-19d	12/20/23		12/21/23		0.00%
AT-21220-	Install Steel Stairs - JL	1d	0d	37d	12/20/23		12/21/23		0.00%
AT-21225-	Install Metal Decking - JL	1d	0d	37d	12/21/23		12/22/23		0.00%
AT-40310-	Apply 2hr Spray Fireproofing - JL	3d	0d	49d	12/22/23		12/28/23		0.00%
AT-21227-	Install Floor Drains - JL	1d	0d	37d	12/22/23		12/26/23		0.00%
AT-21230-	Pour 2" floor concrete topping - JL	1d	0d	37d	12/26/23		12/27/23		0.00%
AT-40315-	Install Metal Framing & Furring - JL	3d	0d	49d	12/28/23		01/03/24		0.00%
AT-31250-	Paint Steel With Intumescent Paint - JL - RL	3d	0d	37d	01/09/24		01/12/24		0.00%
AT-40165-	Insulate Ductwork Level - L1 - JL	3d	0d	90d	01/17/24		01/22/24		0.00%
AT-40325-	Install Storm Riser - JL	4d	0d	37d	01/22/24		01/26/24		0.00%
AT-40330-	Rough-In Storm Drain Piping - JL	4d	0d	37d	01/26/24		02/01/24		0.00%
AT-40335-	Connect Walkway & Floor Drains from Above - JL	2d	0d	37d	02/01/24		02/05/24		0.00%
AT-40350-	Insulate Storm Drain Piping - JL	3d	0d	37d	02/05/24		02/08/24		0.00%
AT-40355-	Install Sanitary Riser - JL	2d	0d	37d	02/08/24		02/12/24		0.00%
AT-40365-	Rough-In Sanitary & Vent Piping - JL	5d	0d	37d	02/12/24		02/20/24		0.00%
AT-40370-	Rough-In CHWS & CHWR Piping - JL	5d	0d	37d	02/12/24		02/20/24		0.00%
AT-40375-	Insulate CHWS & CHWR Piping - JL	3d	0d	37d	02/20/24		02/23/24		0.00%
AT-40380-	Rough-In Domestic Water Supply - JL	5d	0d	37d	02/23/24		03/01/24		0.00%



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Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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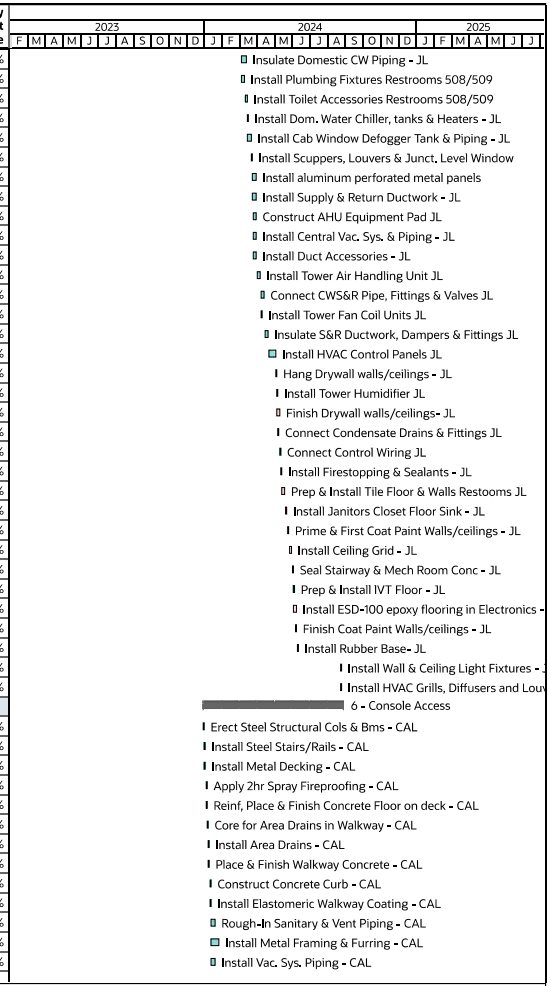
Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
AT-40385-	Insulate Domestic CW Piping - JL	7d	0d	37d	03/01/24		03/12/24		0.00%
AT-60770-	Install Plumbing Fixtures Restrooms 508/509	5d	0d	79d	03/01/24		03/08/24		0.00%
AT-60785-	Install Toilet Accessories Restrooms 508/509	4d	0d	79d	03/08/24		03/14/24		0.00%
AT-40390-	Install Dom. Water Chiller, tanks & Heaters - JL	3d	0d	37d	03/12/24		03/15/24		0.00%
AT-40420-	Install Cab Window Defogger Tank & Piping - JL	7d	0d	37d	03/12/24		03/21/24		0.00%
AT-30125-	Install Scuppers, Louvers & Junct. Level Window	2d	0d	83d	03/19/24		03/21/24		0.00%
A2000	Install aluminum perforated metal panels	5d	0d	83d	03/21/24		03/28/24		0.00%
AT-40490-	Install Supply & Return Ductwork - JL	6d	0d	37d	03/21/24		03/29/24		0.00%
AT-40530-	Construct AHU Equipment Pad JL	4d	0d	37d	03/22/24		03/28/24		0.00%
AT-40520-	Install Central Vac. Sys. & Piping - JL	5d	0d	37d	03/22/24		03/29/24		0.00%
AT-40510-	Install Duct Accessories - JL	5d	0d	37d	03/22/24		03/29/24		0.00%
AT-40535-	Install Tower Air Handling Unit JL	5d	0d	37d	03/28/24		04/04/24		0.00%
AT-40540-	Connect CWS&R Pipe, Fittings & Valves JL	5d	0d	37d	04/04/24		04/11/24		0.00%
AT-40575-	Install Tower Fan Coil Units JL	2d	0d	58d	04/04/24		04/08/24		0.00%
AT-40545-	Insulate S&R Ductwork, Dampers & Fittings JL	5d	0d	37d	04/11/24		04/18/24		0.00%
AT-40550-	Install HVAC Control Panels JL	9d	0d	37d	04/18/24		05/01/24		0.00%
AT-60315-	Hang Drywall walls/ceilings - JL	3d	0d	-35d	04/29/24		05/02/24		0.00%
AT-40555-	Install Tower Humidifier JL	2d	0d	37d	05/01/24		05/03/24		0.00%
AT-60320-	Finish Drywall walls/ceilings- JL	4d	0d	-35d	05/02/24		05/08/24		0.00%
AT-40565-	Connect Condensate Drains & Fittings JL	2d	0d	37d	05/03/24		05/07/24		0.00%
AT-40570-	Connect Control Wiring JL	2d	0d	37d	05/07/24		05/09/24		0.00%
AT-60345-	Install Firestopping & Sealants - JL	2d	0d	-35d	05/08/24		05/10/24		0.00%
AT-60385-	Prep & Install Tile Floor & Walls Restooms JL	4d	0d	-35d	05/10/24		05/16/24		0.00%
AT-60390-	Install Janitors Closet Floor Sink - JL	2d	0d	-35d	05/16/24		05/20/24		0.00%
AT-60395	Prime & First Coat Paint Walls/ceilings - JL	3d	0d	-35d	05/20/24		05/23/24		0.00%
AT-60410-	Install Ceiling Grid - JL	2d	0d	-35d	05/23/24		05/28/24		0.00%
AT-60415-	Seal Stairway & Mech Room Conc - JL	2d	0d	-35d	05/28/24		05/30/24		0.00%
AT-60420-	Prep & Install IVT Floor - JL	2d	0d	-34d	05/30/24		06/03/24		0.00%
A1820	Install ESD-100 epoxy flooring in Electronics - JL	5d	0d	-35d	05/30/24		06/06/24		0.00%
AT-60425-	Finish Coat Paint Walls/ceilings - JL	2d	0d	-34d	06/03/24		06/05/24		0.00%
AT-60440-	Install Rubber Base- JL	2d	0d	-35d	06/06/24		06/10/24		0.00%
AT-60740-	Install Wall & Ceiling Light Fixtures - JL	3d	0d	-35d	08/20/24		08/23/24		0.00%
AT-60765-	Install HVAC Grills, Diffusers and Louvers - JL	2d	0d	-35d	08/21/24		08/23/24		0.00%
6 - Console Access		170d	0d	-30d	12/27/23		08/27/24		
AT-21310-	Erect Steel Structural Cols & Bms - CAL	1d	0d	37d	12/27/23		12/28/23		0.00%
AT-21315-	Install Steel Stairs/Rails - CAL	1d	0d	37d	12/28/23		12/29/23		0.00%
AT-21320-	Install Metal Decking - CAL	1d	0d	37d	12/29/23		01/02/24		0.00%
AT-40680-	Apply 2hr Spray Fireproofing - CAL	3d	0d	64d	01/02/24		01/05/24		0.00%
AT-21325-	Reinf, Place & Finish Concrete Floor on deck - CAL	1d	0d	37d	01/02/24		01/03/24		0.00%
AT-21340-	Core for Area Drains in Walkway - CAL	1d	0d	37d	01/03/24		01/04/24		0.00%
AT-21345-	Install Area Drains - CAL	1d	0d	37d	01/04/24		01/05/24		0.00%
AT-21350-	Place & Finish Walkway Concrete - CAL	1d	0d	37d	01/05/24		01/08/24		0.00%
AT-31245-	Construct Concrete Curb - CAL	1d	0d	37d	01/08/24		01/09/24		0.00%
AT-21355-	Install Elastomeric Walkway Coating - CAL	2d	0d	61d	01/08/24		01/10/24		0.00%
AT-40700-	Rough-In Sanitary & Vent Piping - CAL	6d	0d	61d	01/10/24		01/19/24		0.00%
AT-40685-	Install Metal Framing & Furring - CAL	10d	0d	61d	01/10/24		01/25/24		0.00%
AT-40695-	Install Vac. Sys. Piping - CAL	5d	0d	61d	01/10/24		01/18/24		0.00%



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

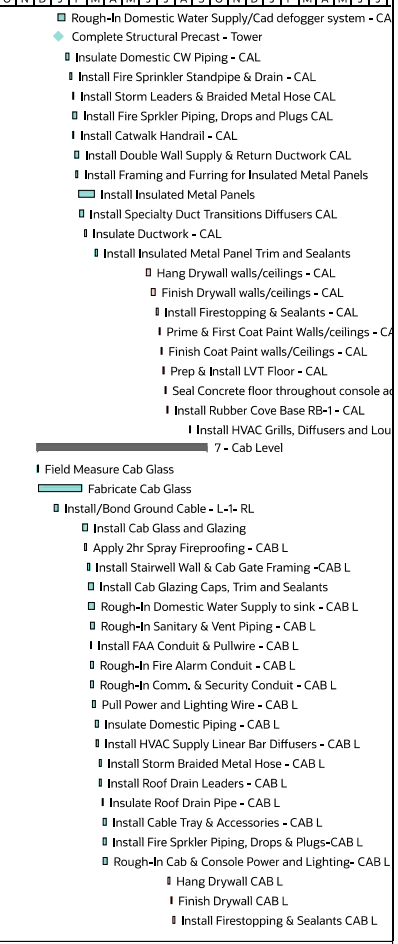
View: Field Update Worksheet

Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
AT-40705-	Rough-In Domestic Water Supply/Cad defogger system - CAL	8d	0d	61d	01/10/24		01/23/24		0.00%
AT-31255M	Complete Structural Precast - Tower	0d	0d	37d			01/12/24		0.00%
AT-40710-	Insulate Domestic CW Piping - CAL	5d	0d	61d	01/23/24		01/30/24		0.00%
AT-40725-	Install Fire Sprinkler Standpipe & Drain - CAL	4d	0d	61d	01/30/24		02/05/24		0.00%
AT-40745-	Install Storm Leaders & Braided Metal Hose CAL	3d	0d	61d	02/05/24		02/08/24		0.00%
AT-40735-	Install Fire Sprkler Piping, Drops and Plugs CAL	5d	0d	61d	02/05/24		02/12/24		0.00%
AT-40740-	Install Catwalk Handrail - CAL	3d	0d	61d	02/05/24		02/08/24		0.00%
AT-40750-	Install Double Wall Supply & Return Ductwork CAL	5d	0d	61d	02/08/24		02/15/24		0.00%
AT-30110-	Install Framing and Furring for Insulated Metal Panels	3d	0d	83d	02/09/24		02/14/24		0.00%
AT-30115-	Install Insulated Metal Panels	20d	0d	83d	02/14/24		03/14/24		0.00%
AT-40755-	Install Specialty Duct Transitions Diffusers CAL	5d	0d	61d	02/15/24		02/23/24		0.00%
AT-40760-	Insulate Ductwork - CAL	4d	0d	61d	02/23/24		02/29/24		0.00%
AT-30120-	Install Insulated Metal Panel Trim and Sealants	3d	0d	83d	03/14/24		03/19/24		0.00%
AT-60520-	Hang Drywall walls/ceilings - CAL	6d	0d	-35d	06/10/24		06/18/24		0.00%
AT-60525-	Finish Drywall walls/ceilings - CAL	7d	0d	-35d	06/18/24		06/27/24		0.00%
AT-60540-	Install Firestopping & Sealants - CAL	2d	0d	-35d	06/27/24		07/01/24		0.00%
AT-60550-	Prime & First Coat Paint Walls/ceilings - CAL	3d	0d	-35d	07/01/24		07/05/24		0.00%
AT-60560-	Finish Coat Paint walls/Ceilings - CAL	2d	0d	-35d	07/05/24		07/09/24		0.00%
AT-60570-	Prep & Install LVT Floor - CAL	2d	0d	-35d	07/09/24		07/11/24		0.00%
AT-60580-	Seal Concrete floor throughout console access - CAL	2d	0d	-35d	07/11/24		07/15/24		0.00%
AT-60585-	Install Rubber Cove Base RB-1 - CAL	2d	0d	-35d	07/15/24		07/17/24		0.00%
AT-60830-	Install HVAC Grills, Diffusers and Louvers - CAL	2d	0d	-35d	08/23/24		08/27/24		0.00%
7 - Cab Level		206d	0d	-35d	12/04/23		09/25/24		
AT-30205-	Field Measure Cab Glass	3d	0d	55d	12/04/23		12/07/23		0.00%
AT-30210-	Fabricate Cab Glass	50d	0d	55d	12/07/23		02/21/24		0.00%
AT-40110-	Install/Bond Ground Cable - L-1- RL	6d	0d	90d	01/03/24		01/11/24		0.00%
AT-30215-	Install Cab Glass and Glazing	7d	0d	55d	02/21/24		03/01/24		0.00%
AT-40795-	Apply 2hr Spray Fireproofing - CAB L	3d	0d	61d	02/23/24		02/28/24		0.00%
AT-40810-	Install Stairwell Wall & Cab Gate Framing -CAB L	4d	0d	61d	02/28/24		03/05/24		0.00%
AT-30220-	Install Cab Glazing Caps, Trim and Sealants	6d	0d	55d	03/01/24		03/11/24		0.00%
AT-40825-	Rough-In Domestic Water Supply to sink - CAB L	8d	0d	61d	03/01/24		03/13/24		0.00%
AT-40820-	Rough-In Sanitary & Vent Piping - CAB L	6d	0d	61d	03/05/24		03/13/24		0.00%
AT-40895-	Install FAA Conduit & Pullwire - CAB L	3d	0d	88d	03/05/24		03/08/24		0.00%
AT-40890-	Rough-In Fire Alarm Conduit - CAB L	5d	0d	88d	03/05/24		03/12/24		0.00%
AT-40885-	Rough-In Comm. & Security Conduit - CAB L	5d	0d	88d	03/05/24		03/12/24		0.00%
AT-40900-	Pull Power and Lighting Wire - CAB L	5d	0d	88d	03/08/24		03/15/24		0.00%
AT-40830-	Insulate Domestic Piping - CAB L	5d	0d	61d	03/13/24		03/20/24		0.00%
AT-40905-	Install HVAC Supply Linear Bar Diffusers - CAB L	3d	0d	88d	03/15/24		03/20/24		0.00%
AT-40845-	Install Storm Braided Metal Hose - CAB L	3d	0d	61d	03/20/24		03/25/24		0.00%
AT-40850-	Install Roof Drain Leaders - CAB L	3d	0d	61d	03/20/24		03/25/24		0.00%
AT-40855-	Insulate Roof Drain Pipe - CAB L	2d	0d	61d	03/25/24		03/27/24		0.00%
AT-40875-	Install Cable Tray & Accessories - CAB L	5d	0d	61d	03/27/24		04/03/24		0.00%
AT-40870-	Install Fire Sprkler Piping, Drops & Plugs-CAB L	5d	0d	61d	03/27/24		04/03/24		0.00%
AT-40880-	Rough-In Cab & Console Power and Lighting- CAB L	7d	0d	61d	03/27/24		04/05/24		0.00%
AT-60620-	Hang Drywall CAB L	3d	0d	-35d	07/17/24		07/22/24		0.00%
AT-60625-	Finish Drywall CAB L	4d	0d	-35d	07/22/24		07/26/24		0.00%
AT-60630-	Install Firestopping & Sealants CAB L	2d	0d	-35d	07/26/24		07/30/24		0.00%



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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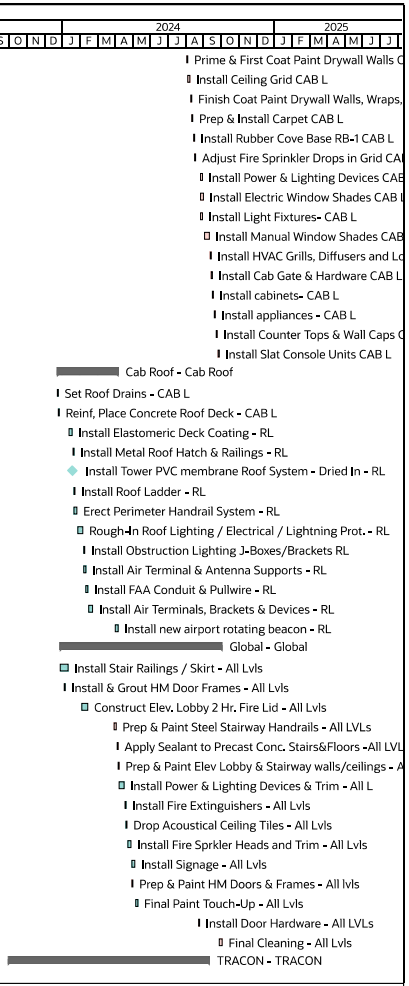
Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
AT–60635-	Prime & First Coat Paint Drywall Walls CAB L	3d	0d	-35d	07/30/24		08/02/24		0.00%
AT–60640-	Install Ceiling Grid CAB L	2d	0d	-35d	08/02/24		08/06/24		0.00%
AT–60655-	Finish Coat Paint Drywall Walls, Wraps, CAB L	2d	0d	-35d	08/06/24		08/08/24		0.00%
AT–60665-	Prep & Install Carpet CAB L	2d	0d	-35d	08/08/24		08/12/24		0.00%
AT–60670-	Install Rubber Cove Base RB-1 CAB L	2d	0d	-35d	08/12/24		08/14/24		0.00%
AT–60675-	Adjust Fire Sprinkler Drops in Grid CAB L	2d	0d	-35d	08/14/24		08/16/24		0.00%
AT–60855-	Install Power & Lighting Devices CAB L	4d	0d	-35d	08/23/24		08/29/24		0.00%
AT–60870-	Install Electric Window Shades CAB L	5d	0d	-35d	08/23/24		08/30/24		0.00%
AT–60840-	Install Light Fixtures- CAB L	4d	0d	-35d	08/23/24		08/29/24		0.00%
AT–60875-	Install Manual Window Shades CAB L	5d	0d	-35d	08/30/24		09/09/24		0.00%
AT–60880-	Install HVAC Grills, Diffusers and Louvers CAB L	2d	0d	-35d	09/09/24		09/11/24		0.00%
AT–60910-	Install Cab Gate & Hardware CAB L	2d	0d	-35d	09/11/24		09/13/24		0.00%
AT–60915-	Install cabinets- CAB L	2d	0d	-35d	09/13/24		09/17/24		0.00%
AT–60925-	Install appliances - CAB L	2d	0d	-35d	09/17/24		09/19/24		0.00%
AT–60930-	Install Counter Tops & Wall Caps CAB L	2d	0d	-35d	09/19/24		09/23/24		0.00%
AT–60935-	Install Slat Console Units CAB L	2d	0d	-35d	09/23/24		09/25/24		0.00%
Cab Roof - Cab Roof		71d	0d	84d	12/21/23		04/04/24		
AT–21420-	Set Roof Drains - CAB L	1d	0d	-19d	12/21/23		12/22/23		0.00%
AT–21425-	Reinf, Place Concrete Roof Deck - CAB L	1d	0d	-19d	12/22/23		12/26/23		0.00%
AT–30010-	Install Elastomeric Deck Coating - RL	4d	0d	-19d	01/10/24		01/17/24		0.00%
AT–30015-	Install Metal Roof Hatch & Railings - RL	1d	0d	-19d	01/17/24		01/18/24		0.00%
AT–30010M	Install Tower PVC membrane Roof System - Dried In - RL	0d	0d	-19d	01/17/24				0.00%
AT–30020-	Install Roof Ladder - RL	1d	0d	-19d	01/18/24		01/19/24		0.00%
AT–30025-	Erect Perimeter Handrail System - RL	5d	0d	-19d	01/19/24		01/26/24		0.00%
AT–30030-	Rough-In Roof Lighting / Electrical / Lightning Prot. - RL	6d	0d	-19d	01/26/24		02/05/24		0.00%
AT–40925-	Install Obstruction Lighting J-Boxes/Brackets RL	3d	0d	-19d	02/05/24		02/08/24		0.00%
AT–30040-	Install Air Terminal & Antenna Supports - RL	4d	0d	83d	02/05/24		02/09/24		0.00%
AT–40935-	Install FAA Conduit & Pullwire - RL	3d	0d	-19d	02/08/24		02/13/24		0.00%
AT–40945-	Install Air Terminals, Brackets & Devices - RL	5d	0d	-19d	02/13/24		02/21/24		0.00%
A2010	Install new airport rotating beacon - RL	5d	0d	83d	03/28/24		04/04/24		0.00%
Global - Global		196d	0d	-35d	12/26/23		10/02/24		
AT–21430-	Install Stair Railings / Skirt - All Lvls	10d	0d	-19d	12/26/23		01/10/24		0.00%
AT–40320-	Install & Grout HM Door Frames - All Lvls	1d	0d	49d	01/02/24		01/03/24		0.00%
AT–40220-	Construct Elev. Lobby 2 Hr. Fire Lid - All Lvls	7d	0d	90d	02/01/24		02/12/24		0.00%
AT–60045-	Prep & Paint Steel Stairway Handrails - All LVLs	3d	0d	-35d	03/27/24		04/01/24		0.00%
AT–60050-	Apply Sealant to Precast Conc. Stairs&Floors -All LVLs	2d	0d	-35d	04/01/24		04/03/24		0.00%
AT–60055-	Prep & Paint Elev Lobby & Stairway walls/ceilings - All Lvls	2d	0d	-35d	04/03/24		04/05/24		0.00%
AT–60960-	Install Power & Lighting Devices & Trim - All L	6d	0d	61d	04/05/24		04/15/24		0.00%
AT–60965-	Install Fire Extinguishers - All Lvls	1d	0d	61d	04/15/24		04/16/24		0.00%
AT–60975-	Drop Acoustical Ceiling Tiles - All Lvls	3d	0d	61d	04/16/24		04/19/24		0.00%
AT–60980-	Install Fire Sprkler Heads and Trim - All Lvls	5d	0d	61d	04/19/24		04/26/24		0.00%
AT–60985-	Install Signage - All Lvls	5d	0d	61d	04/26/24		05/03/24		0.00%
AT–60080-	Prep & Paint HM Doors & Frames - All lvls	1d	0d	-35d	04/26/24		04/29/24		0.00%
AT–60990-	Final Paint Touch-Up - All Lvls	4d	0d	61d	05/03/24		05/09/24		0.00%
AT–60735-	Install Door Hardware - All LVLs	2d	0d	-35d	08/21/24		08/23/24		0.00%
AT–60995-	Final Cleaning - All Lvls	5d	0d	-35d	09/25/24		10/02/24		0.00%
TRACON - TRACON		241d	0d	-15d	09/26/23		09/10/24		



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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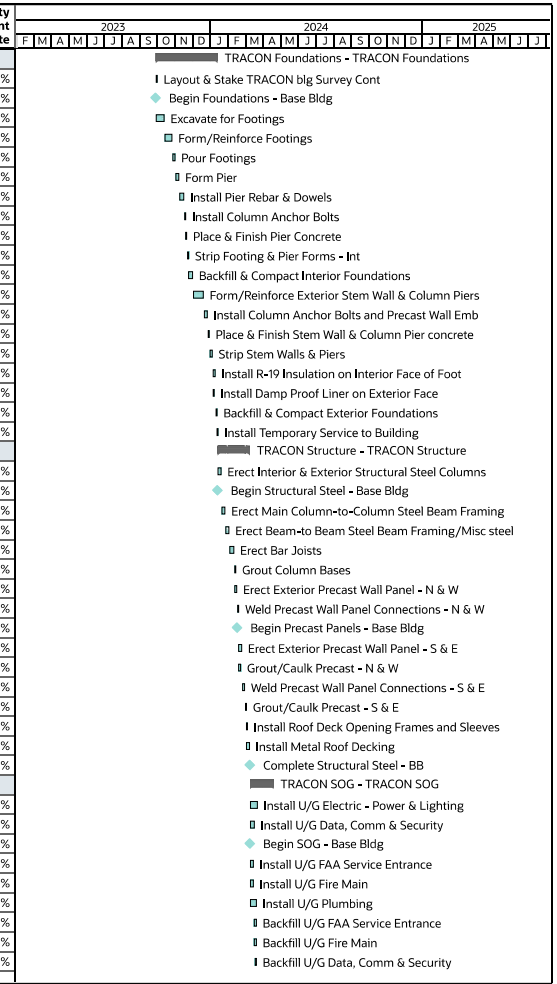
Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
TRACON Foundations - TRACON Foundations		72d	0d	-33d	09/26/23		01/11/24		
BB--20010-	Layout & Stake TRACON blg Survey Cont	1d	0d	-33d	09/26/23		09/27/23		0.00%
BB--20000M	Begin Foundations - Base Bldg	0d	0d	-33d	09/26/23				0.00%
BB--20015-	Excavate for Footings	10d	0d	-33d	09/27/23		10/12/23		0.00%
BB--20025-	Form/Reinforce Footings	10d	0d	-33d	10/12/23		10/26/23		0.00%
BB--20035-	Pour Footings	2d	0d	-33d	10/26/23		10/30/23		0.00%
BB--20040-	Form Pier	5d	0d	-33d	10/30/23		11/06/23		0.00%
BB--20045-	Install Pier Rebar & Dowels	5d	0d	-33d	11/06/23		11/14/23		0.00%
BB--20050-	Install Column Anchor Bolts	2d	0d	-33d	11/14/23		11/16/23		0.00%
BB--20055-	Place & Finish Pier Concrete	2d	0d	-33d	11/16/23		11/20/23		0.00%
BB--20060-	Strip Footing & Pier Forms - Int	2d	0d	-33d	11/20/23		11/22/23		0.00%
BB--20070-	Backfill & Compact Interior Foundations	4d	0d	-33d	11/22/23		11/29/23		0.00%
BB--20145-	Form/Reinforce Exterior Stem Wall & Column Piers	13d	0d	-33d	11/29/23		12/18/23		0.00%
BB--20155-	Install Column Anchor Bolts and Precast Wall Emb	5d	0d	-33d	12/18/23		12/26/23		0.00%
BB--20160-	Place & Finish Stem Wall & Column Pier concrete	3d	0d	-33d	12/26/23		12/29/23		0.00%
BB--20165-	Strip Stem Walls & Piers	2d	0d	-33d	12/29/23		01/03/24		0.00%
BB--20175-	Install R-19 Insulation on Interior Face of Foot	3d	0d	-33d	01/03/24		01/08/24		0.00%
BB--20170-	Install Damp Proof Liner on Exterior Face	2d	0d	-32d	01/03/24		01/05/24		0.00%
BB--20180-	Backfill & Compact Exterior Foundations	2d	0d	-33d	01/08/24		01/10/24		0.00%
BB--20185-	Install Temporary Service to Building	1d	0d	-33d	01/10/24		01/11/24		0.00%
TRACON Structure - TRACON Structure		38d	0d	-33d	01/11/24		03/07/24		
BB--20310-	Erect Interior & Exterior Structural Steel Columns	5d	0d	-33d	01/11/24		01/19/24		0.00%
BB--20305M	Begin Structural Steel - Base Bldg	0d	0d	-33d	01/11/24				0.00%
BB--20315-	Erect Main Column-to-Column Steel Beam Framing	5d	0d	-33d	01/19/24		01/26/24		0.00%
BB--20320-	Erect Beam-to Beam Steel Beam Framing/Misc steel	5d	0d	-33d	01/26/24		02/02/24		0.00%
BB--20325-	Erect Bar Joists	5d	0d	-33d	02/02/24		02/09/24		0.00%
BB--20330-	Grout Column Bases	1d	0d	-33d	02/09/24		02/12/24		0.00%
BB--20405-	Erect Exterior Precast Wall Panel - N & W	3d	0d	-33d	02/09/24		02/14/24		0.00%
BB--20420-	Weld Precast Wall Panel Connections - N & W	1d	0d	-33d	02/14/24		02/15/24		0.00%
BB--20410M	Begin Precast Panels - Base Bldg	0d	0d	-33d	02/14/24				0.00%
BB--20430-	Erect Exterior Precast Wall Panel - S & E	5d	0d	-33d	02/15/24		02/23/24		0.00%
BB--20425-	Grout/Caulk Precast - N & W	3d	0d	-33d	02/15/24		02/21/24		0.00%
BB--20435-	Weld Precast Wall Panel Connections - S & E	2d	0d	-33d	02/23/24		02/27/24		0.00%
BB--20440-	Grout/Caulk Precast - S & E	1d	0d	-33d	02/27/24		02/28/24		0.00%
BB--20510-	Install Roof Deck Opening Frames and Sleeves	1d	0d	-33d	02/28/24		02/29/24		0.00%
BB--20515-	Install Metal Roof Decking	5d	0d	-33d	02/29/24		03/07/24		0.00%
BB--20535M	Complete Structural Steel - BB	0d	0d	-33d			03/07/24		0.00%
TRACON SOG - TRACON SOG		29d	0d	-33d	03/07/24		04/17/24		
BB--20220-	Install U/G Electric - Power & Lighting	10d	0d	-32d	03/07/24		03/21/24		0.00%
BB--20240-	Install U/G Data, Comm & Security	6d	0d	-28d	03/07/24		03/15/24		0.00%
BB--20205M	Begin SOG - Base Bldg	0d	0d	-33d	03/07/24				0.00%
BB--20250-	Install U/G FAA Service Entrance	5d	0d	-33d	03/07/24		03/14/24		0.00%
BB--20230-	Install U/G Fire Main	5d	0d	-27d	03/07/24		03/14/24		0.00%
BB--20210-	Install U/G Plumbing	7d	0d	-30d	03/07/24		03/18/24		0.00%
BB--20255-	Backfill U/G FAA Service Entrance	2d	0d	-33d	03/14/24		03/18/24		0.00%
BB--20235-	Backfill U/G Fire Main	2d	0d	-27d	03/14/24		03/18/24		0.00%
BB--20245-	Backfill U/G Data, Comm & Security	2d	0d	-28d	03/15/24		03/19/24		0.00%



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Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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Gantt Chart Legend

Current
Progress
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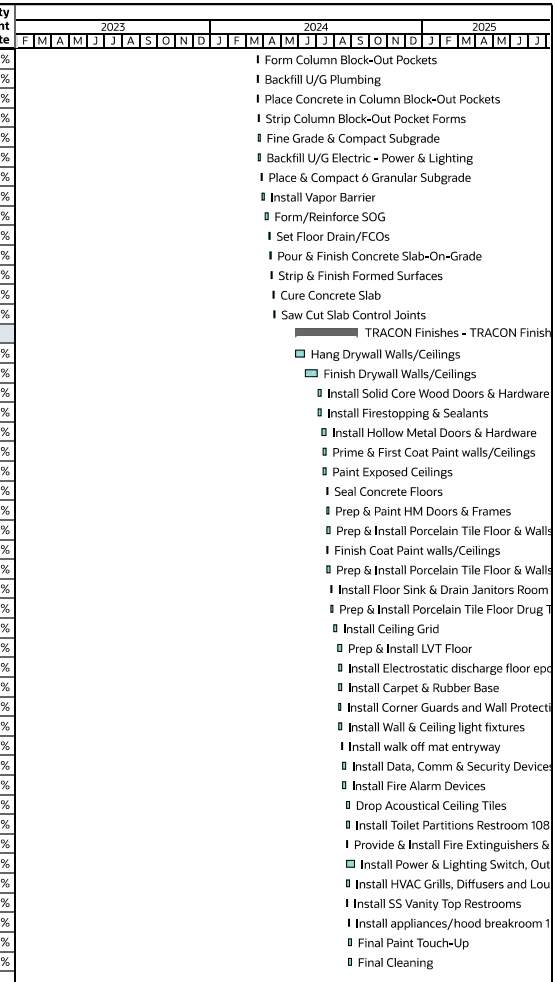
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
BB--20260-	Form Column Block-Out Pockets	1d	0d	-33d	03/18/24		03/19/24		0.00%
BB--20215-	Backfill U/G Plumbing	3d	0d	-30d	03/18/24		03/21/24		0.00%
BB--20265-	Place Concrete in Column Block-Out Pockets	1d	0d	-33d	03/19/24		03/20/24		0.00%
BB--20270-	Strip Column Block-Out Pocket Forms	1d	0d	-33d	03/20/24		03/21/24		0.00%
BB--20275-	Fine Grade & Compact Subgrade	3d	0d	-33d	03/21/24		03/26/24		0.00%
BB--20225-	Backfill U/G Electric - Power & Lighting	2d	0d	-32d	03/21/24		03/25/24		0.00%
BB--20295-	Place & Compact 6 Granular Subgrade	2d	0d	-33d	03/26/24		03/28/24		0.00%
BB--20615-	Install Vapor Barrier	2d	0d	-33d	03/28/24		04/01/24		0.00%
BB--20625-	Form/Reinforce SOG	5d	0d	-33d	04/01/24		04/08/24		0.00%
BB--20650-	Set Floor Drain/FCOs	2d	0d	-33d	04/08/24		04/10/24		0.00%
BB--20655-	Pour & Finish Concrete Slab-On-Grade	2d	0d	-33d	04/10/24		04/12/24		0.00%
BB--20660-	Strip & Finish Formed Surfaces	1d	0d	-33d	04/12/24		04/15/24		0.00%
BB--20665-	Cure Concrete Slab	1d	0d	-33d	04/15/24		04/16/24		0.00%
BB--20670-	Saw Cut Slab Control Joints	1d	0d	-33d	04/16/24		04/17/24		0.00%
TRACON Finishes - TRACON Finishes		75d	0d	-15d	05/24/24		09/10/24		
BB--60010-	Hang Drywall Walls/Ceilings	10d	0d	-33d	05/24/24		06/10/24		0.00%
BB--60015-	Finish Drywall Walls/Ceilings	15d	0d	-33d	06/10/24		07/01/24		0.00%
BB--60040-	Install Solid Core Wood Doors & Hardware	5d	0d	-33d	07/01/24		07/09/24		0.00%
BB--60035-	Install Firestopping & Sealants	5d	0d	-33d	07/01/24		07/09/24		0.00%
BB--60050-	Install Hollow Metal Doors & Hardware	5d	0d	-33d	07/09/24		07/16/24		0.00%
BB--60080-	Prime & First Coat Paint walls/Ceilings	4d	0d	-33d	07/10/24		07/16/24		0.00%
BB--60065-	Paint Exposed Ceilings	5d	0d	-33d	07/10/24		07/17/24		0.00%
BB--60060-	Seal Concrete Floors	1d	0d	-33d	07/16/24		07/17/24		0.00%
BB--60055-	Prep & Paint HM Doors & Frames	4d	0d	-33d	07/16/24		07/22/24		0.00%
BB--60095-	Prep & Install Porcelain Tile Floor & Walls Womens R 109	5d	0d	-33d	07/16/24		07/23/24		0.00%
BB--60085-	Finish Coat Paint walls/Ceilings	2d	0d	-33d	07/16/24		07/18/24		0.00%
BB--60090-	Prep & Install Porcelain Tile Floor & Walls Mens R 108	5d	0d	-33d	07/16/24		07/23/24		0.00%
BB--60120-	Install Floor Sink & Drain Janitors Room 120	1d	0d	-33d	07/23/24		07/24/24		0.00%
BB--60125-	Prep & Install Porcelain Tile Floor Drug Testing 105	3d	0d	-33d	07/24/24		07/29/24		0.00%
BB--60135-	Install Ceiling Grid	5d	0d	-33d	07/29/24		08/05/24		0.00%
BB--60140-	Prep & Install LVT Floor	6d	0d	-33d	08/05/24		08/13/24		0.00%
A1930	Install Electrostatic discharge floor epoxy	5d	0d	-2d	08/07/24		08/14/24		0.00%
BB--60160-	Install Carpet & Rubber Base	4d	0d	-33d	08/07/24		08/13/24		0.00%
BB--60170-	Install Corner Guards and Wall Protection	3d	0d	-33d	08/07/24		08/12/24		0.00%
BB--60220-	Install Wall & Ceiling light fixtures	5d	0d	-33d	08/07/24		08/14/24		0.00%
BB--60155-	Install walk off mat entryway	1d	0d	-33d	08/12/24		08/13/24		0.00%
BB--60235-	Install Data, Comm & Security Devices	5d	0d	-33d	08/14/24		08/21/24		0.00%
BB--60240-	Install Fire Alarm Devices	5d	0d	-33d	08/14/24		08/21/24		0.00%
BB--60435-	Drop Acoustical Ceiling Tiles	4d	0d	-15d	08/21/24		08/27/24		0.00%
BB--60250-	Install Toilet Partitions Restroom 108 & 109	4d	0d	-33d	08/21/24		08/27/24		0.00%
BB--60425-	Provide & Install Fire Extinguishers & Cabinets	1d	0d	-15d	08/21/24		08/22/24		0.00%
BB--60410-	Install Power & Lighting Switch, Outlet, Devices	10d	0d	-33d	08/21/24		09/05/24		0.00%
BB--60245-	Install HVAC Grills, Diffusers and Louvers	4d	0d	-33d	08/21/24		08/27/24		0.00%
BB--60255-	Install SS Vanity Top Restrooms	2d	0d	-33d	08/21/24		08/23/24		0.00%
BB--60470-	Install appliances/hood breakroom 106	1d	0d	-9d	08/23/24		08/26/24		0.00%
BB--60455-	Final Paint Touch-Up	5d	0d	-9d	08/23/24		08/30/24		0.00%
BB--60460-	Final Cleaning	5d	0d	-9d	08/23/24		08/30/24		0.00%



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

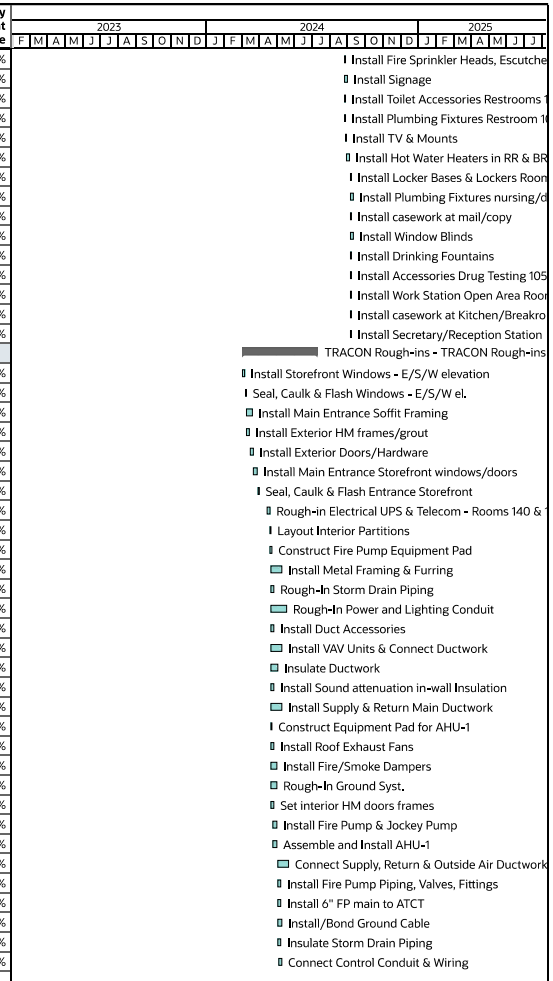
View: Field Update Worksheet

Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
BB--60440-	Install Fire Sprinkler Heads, Escutcheons and Tr	2d	0d	-15d	08/23/24		08/27/24		0.00%
BB--60450-	Install Signage	5d	0d	-9d	08/23/24		08/30/24		0.00%
BB--60265-	Install Toilet Accessories Restrooms 108/109	3d	0d	-33d	08/23/24		08/28/24		0.00%
BB--60260-	Install Plumbing Fixtures Restroom 108/109	3d	0d	-33d	08/23/24		08/28/24		0.00%
BB--60495-	Install TV & Mounts	1d	0d	-9d	08/26/24		08/27/24		0.00%
BB--60290-	Install Hot Water Heaters in RR & BR	3d	0d	-33d	08/28/24		09/03/24		0.00%
BB--60365-	Install Locker Bases & Lockers Room 125	2d	0d	-33d	09/03/24		09/05/24		0.00%
BB--60295-	Install Plumbing Fixtures nursing/drug testing rooms	5d	0d	-33d	09/03/24		09/10/24		0.00%
BB--60355-	Install casework at mail/copy	2d	0d	-33d	09/03/24		09/05/24		0.00%
BB--60325-	Install Window Blinds	5d	0d	-33d	09/03/24		09/10/24		0.00%
BB--60310-	Install Drinking Fountains	1d	0d	-33d	09/03/24		09/04/24		0.00%
BB--60317-	Install Accessories Drug Testing 105	2d	0d	-33d	09/03/24		09/05/24		0.00%
BB--60345-	Install Work Station Open Area Room 102	2d	0d	-33d	09/03/24		09/05/24		0.00%
BB--60360-	Install casework at Kitchen/Breakroom 106	3d	0d	-33d	09/03/24		09/06/24		0.00%
BB--60350-	Install Secretary/Reception Station Room 103	2d	0d	-33d	09/03/24		09/05/24		0.00%
TRACON Rough-ins - TRACON Rough-ins		92d	0d	14d	02/28/24		07/08/24		
BB--30110-	Install Storefront Windows - E/S/W elevation	4d	0d	83d	02/28/24		03/05/24		0.00%
BB--30115-	Seal, Caulk & Flash Windows - E/S/W el.	1d	0d	83d	03/05/24		03/06/24		0.00%
BB--30120-	Install Main Entrance Soffit Framing	8d	0d	83d	03/06/24		03/18/24		0.00%
A2500	Install Exterior HM frames/grout	5d	0d	23d	03/07/24		03/14/24		0.00%
A2510	Install Exterior Doors/Hardware	5d	0d	23d	03/14/24		03/21/24		0.00%
BB--30130-	Install Main Entrance Storefront windows/doors	7d	0d	83d	03/18/24		03/27/24		0.00%
BB--30135-	Seal, Caulk & Flash Entrance Storefront	2d	0d	83d	03/27/24		03/29/24		0.00%
A2530	Rough-in Electrical UPS & Telecom - Rooms 140 & 141	5d	0d	23d	04/11/24		04/18/24		0.00%
A2480	Layout Interior Partitions	2d	0d	-33d	04/16/24		04/18/24		0.00%
BB--40525-	Construct Fire Pump Equipment Pad	3d	0d	8d	04/17/24		04/22/24		0.00%
BB--40020-	Install Metal Framing & Furring	15d	0d	-33d	04/18/24		05/09/24		0.00%
BB--40045-	Rough-In Storm Drain Piping	5d	0d	-20d	04/18/24		04/25/24		0.00%
BB--40130-	Rough-In Power and Lighting Conduit	20d	0d	-32d	04/18/24		05/16/24		0.00%
BB--40210-	Install Duct Accessories	5d	0d	39d	04/18/24		04/25/24		0.00%
BB--40180-	Install VAV Units & Connect Ductwork	15d	0d	39d	04/18/24		05/09/24		0.00%
BB--40215-	Insulate Ductwork	9d	0d	39d	04/18/24		05/01/24		0.00%
BB--40220-	Install Sound attenuation in-wall Insulation	4d	0d	-11d	04/18/24		04/24/24		0.00%
BB--40175-	Install Supply & Return Main Ductwork	15d	0d	39d	04/18/24		05/09/24		0.00%
BB--40615-	Construct Equipment Pad for AHU-1	2d	0d	35d	04/18/24		04/22/24		0.00%
BB--40190-	Install Roof Exhaust Fans	4d	0d	39d	04/18/24		04/24/24		0.00%
BB--40185-	Install Fire/Smoke Dampers	7d	0d	39d	04/18/24		04/29/24		0.00%
BB--40140-	Rough-In Ground Syst.	8d	0d	-21d	04/18/24		04/30/24		0.00%
A2490	Set interior HM doors frames	5d	0d	-33d	04/18/24		04/25/24		0.00%
BB--40530-	Install Fire Pump & Jockey Pump	5d	0d	8d	04/22/24		04/29/24		0.00%
BB--40620-	Assemble and Install AHU-1	5d	0d	35d	04/22/24		04/29/24		0.00%
BB--40625-	Connect Supply, Return & Outside Air Ductwork122	15d	0d	36d	04/29/24		05/20/24		0.00%
BB--40540-	Install Fire Pump Piping, Valves, Fittings	5d	0d	28d	04/29/24		05/06/24		0.00%
A2570	Install 6" FP main to ATCT	5d	0d	8d	04/29/24		05/06/24		0.00%
BB--40145-	Install/Bond Ground Cable	6d	0d	-21d	04/30/24		05/08/24		0.00%
BB--40065-	Insulate Storm Drain Piping	5d	0d	-20d	04/30/24		05/07/24		0.00%
BB--40637-	Connect Control Conduit & Wiring	5d	0d	39d	05/01/24		05/08/24		0.00%



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

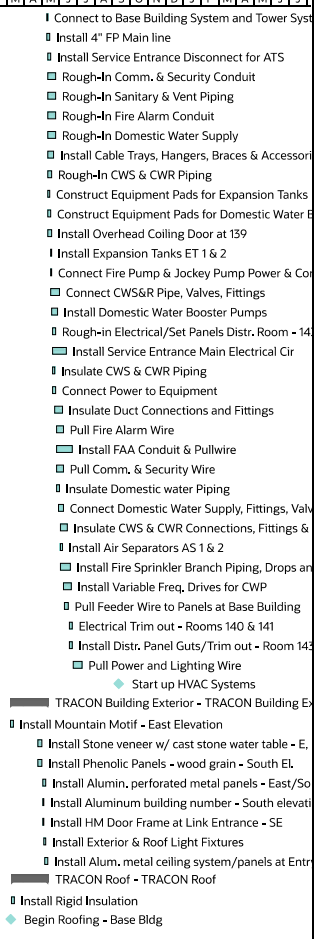
View: Field Update Worksheet

Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
BB--40545-	Connect to Base Building System and Tower System	2d	0d	28d	05/06/24		05/08/24		0.00%
A2560	Install 4" FP Main line	5d	0d	8d	05/06/24		05/13/24		0.00%
BB--40560-	Install Service Entrance Disconnect for ATS	5d	0d	28d	05/08/24		05/15/24		0.00%
BB--40135-	Rough-In Comm. & Security Conduit	10d	0d	-32d	05/09/24		05/23/24		0.00%
BB--40070-	Rough-In Sanitary & Vent Piping	11d	0d	-33d	05/09/24		05/24/24		0.00%
BB--40150-	Rough-In Fire Alarm Conduit	10d	0d	-32d	05/09/24		05/23/24		0.00%
BB--40095-	Rough-In Domestic Water Supply	10d	0d	-32d	05/09/24		05/23/24		0.00%
BB--40035-	Install Cable Trays, Hangers, Braces & Accessori	7d	0d	-29d	05/09/24		05/20/24		0.00%
BB--40075-	Rough-In CWS & CWR Piping	5d	0d	-31d	05/09/24		05/16/24		0.00%
BB--40690-	Construct Equipment Pads for Expansion Tanks ET	2d	0d	32d	05/09/24		05/13/24		0.00%
BB--40775-	Construct Equipment Pads for Domestic Water Boos	4d	0d	-17d	05/09/24		05/15/24		0.00%
A1840	Install Overhead Coiling Door at 139	5d	0d	-17d	05/09/24		05/16/24		0.00%
BB--40695-	Install Expansion Tanks ET 1 & 2	4d	0d	32d	05/13/24		05/17/24		0.00%
BB--40565-	Connect Fire Pump & Jockey Pump Power & Contrl	2d	0d	25d	05/13/24		05/15/24		0.00%
BB--40665-	Connect CWS&R Pipe, Valves, Fittings	11d	0d	24d	05/14/24		05/30/24		0.00%
BB--40785-	Install Domestic Water Booster Pumps	8d	0d	-17d	05/15/24		05/28/24		0.00%
A2520	Rough-in Electrical/Set Panels Distr. Room - 143	5d	0d	-32d	05/16/24		05/23/24		0.00%
BB--40465-	Install Service Entrance Main Electrical Cir	18d	0d	26d	05/16/24		06/12/24		0.00%
BB--40080-	Insulate CWS & CWR Piping	4d	0d	-31d	05/16/24		05/22/24		0.00%
BB--40640-	Connect Power to Equipment	5d	0d	32d	05/17/24		05/24/24		0.00%
BB--40630-	Insulate Duct Connections and Fittings	10d	0d	36d	05/20/24		06/04/24		0.00%
BB--40170-	Pull Fire Alarm Wire	10d	0d	14d	05/23/24		06/07/24		0.00%
BB--40155-	Install FAA Conduit & Pullwire	20d	0d	-1d	05/23/24		06/21/24		0.00%
BB--40165-	Pull Comm. & Security Wire	10d	0d	14d	05/23/24		06/07/24		0.00%
BB--40110-	Insulate Domestic water Piping	5d	0d	-5d	05/23/24		05/31/24		0.00%
BB--40790-	Connect Domestic Water Supply, Fittings, Valves	7d	0d	-17d	05/28/24		06/06/24		0.00%
BB--40645-	Insulate CWS & CWR Connections, Fittings & Acces	10d	0d	29d	05/30/24		06/13/24		0.00%
BB--40670-	Install Air Separators AS 1 & 2	3d	0d	24d	05/30/24		06/04/24		0.00%
BB--40125-	Install Fire Sprinkler Branch Piping, Drops and Plugs	12d	0d	-5d	05/31/24		06/18/24		0.00%
BB--40675-	Install Variable Freq. Drives for CWP	12d	0d	24d	06/04/24		06/20/24		0.00%
BB--40825-	Pull Feeder Wire to Panels at Base Building	6d	0d	-17d	06/06/24		06/14/24		0.00%
A2550	Electrical Trim out - Rooms 140 & 141	5d	0d	-17d	06/14/24		06/21/24		0.00%
A2540	Install Distr. Panel Guts/Trim out - Room 143	5d	0d	-17d	06/14/24		06/21/24		0.00%
BB--40160-	Pull Power and Lighting Wire	10d	0d	-1d	06/21/24		07/08/24		0.00%
BB--40650M	Start up HVAC Systems	0d	0d	-33d	09/10/24				0.00%
TRACON Building Exterior - TRACON Building Exterior		48d	0d	62d	03/05/24		05/10/24		
A1870	Install Mountain Motif - East Elevation	5d	0d	104d	03/05/24		03/12/24		0.00%
A1880	Install Stone veneer w/ cast stone water table - E, S, W elev.	5d	0d	65d	04/22/24		04/29/24		0.00%
A1890	Install Phenolic Panels - wood grain - South El.	5d	0d	62d	04/22/24		04/29/24		0.00%
A1900	Install Alumin. perforated metal panels - East/South	5d	0d	65d	04/29/24		05/06/24		0.00%
BB--30155-	Install Aluminum building number - South elevation	1d	0d	62d	04/29/24		04/30/24		0.00%
BB--30210-	Install HM Door Frame at Link Entrance - SE	2d	0d	62d	04/30/24		05/02/24		0.00%
BB--30300-	Install Exterior & Roof Light Fixtures	2d	0d	62d	05/02/24		05/06/24		0.00%
A1910	Install Alum. metal ceiling system/panels at Entryway	5d	0d	61d	05/05/24		05/10/24		0.00%
TRACON Roof - TRACON Roof		46d	0d	67d	03/07/24		05/10/24		
BB--30015-	Install Rigid Insulation	4d	0d	62d	03/07/24		03/13/24		0.00%
BB--30005M	Begin Roofing - Base Bldg	0d	0d	62d	03/07/24				0.00%



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Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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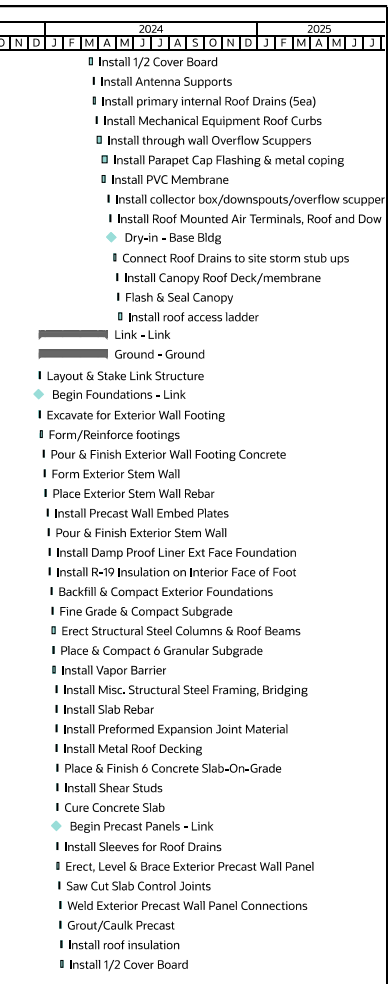
Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
Summary

ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
BB--30025-	Install 1/2 Cover Board	5d	0d	62d	03/13/24		03/20/24		0.00%
BB--30030-	Install Antenna Supports	1d	0d	62d	03/20/24		03/21/24		0.00%
BB--30040-	Install primary internal Roof Drains (5ea)	2d	0d	62d	03/21/24		03/25/24		0.00%
BB--30045-	Install Mechanical Equipment Roof Curbs	3d	0d	62d	03/25/24		03/28/24		0.00%
BB--30050-	Install through wall Overflow Scuppers	5d	0d	62d	03/28/24		04/04/24		0.00%
BB--30065-	Install Parapet Cap Flashing & metal coping	7d	0d	62d	04/04/24		04/15/24		0.00%
A1850	Install PVC Membrane	5d	0d	69d	04/04/24		04/11/24		0.00%
BB--30075-	Install collector box/downspouts/overflow scuppers	3d	0d	62d	04/15/24		04/18/24		0.00%
BB--30080-	Install Roof Mounted Air Terminals, Roof and Dow	2d	0d	62d	04/18/24		04/22/24		0.00%
BB--30085M	Dry-in - Base Bldg	0d	0d	62d			04/22/24		0.00%
BB--40050-	Connect Roof Drains to site storm stub ups	3d	0d	-20d	04/25/24		04/30/24		0.00%
SY--30235-	Install Canopy Roof Deck/membrane	1d	0d	34d	04/30/24		05/01/24		0.00%
SY--30240-	Flash & Seal Canopy	2d	0d	61d	05/01/24		05/03/24		0.00%
A1860	Install roof access ladder	5d	0d	66d	05/03/24		05/10/24		0.00%
Link - Link		81d	0d	86d	12/18/23		04/15/24		
Ground - Ground		81d	0d	86d	12/18/23		04/15/24		
CL--20010-	Layout & Stake Link Structure	1d	0d	85d	12/18/23		12/19/23		0.00%
CL--20000M	Begin Foundations - Link	0d	0d	85d	12/18/23				0.00%
CL--20020-	Excavate for Exterior Wall Footing	1d	0d	85d	12/19/23		12/20/23		0.00%
CL--20030-	Form/Reinforce footings	3d	0d	85d	12/20/23		12/26/23		0.00%
CL--20040-	Pour & Finish Exterior Wall Footing Concrete	1d	0d	85d	12/26/23		12/27/23		0.00%
CL--20045-	Form Exterior Stem Wall	2d	0d	85d	12/27/23		12/29/23		0.00%
CL--20050-	Place Exterior Stem Wall Rebar	1d	0d	85d	12/29/23		01/02/24		0.00%
CL--20055-	Install Precast Wall Embed Plates	1d	0d	85d	01/02/24		01/03/24		0.00%
CL--20060-	Pour & Finish Exterior Stem Wall	1d	0d	85d	01/03/24		01/04/24		0.00%
CL--20065-	Install Damp Proof Liner Ext Face Foundation	1d	0d	85d	01/04/24		01/05/24		0.00%
CL--20070-	Install R-19 Insulation on Interior Face of Foot	1d	0d	85d	01/05/24		01/08/24		0.00%
CL--20075-	Backfill & Compact Exterior Foundations	2d	0d	85d	01/08/24		01/10/24		0.00%
CL--20230-	Fine Grade & Compact Subgrade	1d	0d	98d	01/10/24		01/11/24		0.00%
CL--20330-	Erect Structural Steel Columns & Roof Beams	3d	0d	85d	01/10/24		01/16/24		0.00%
CL--20235-	Place & Compact 6 Granular Subgrade	1d	0d	98d	01/11/24		01/12/24		0.00%
CL--20245-	Install Vapor Barrier	1d	0d	98d	01/12/24		01/16/24		0.00%
CL--20340-	Install Misc. Structural Steel Framing, Bridging	1d	0d	85d	01/16/24		01/17/24		0.00%
CL--20250-	Install Slab Rebar	1d	0d	98d	01/16/24		01/17/24		0.00%
CL--20255-	Install Preformed Expansion Joint Material	1d	0d	98d	01/17/24		01/18/24		0.00%
CL--20365-	Install Metal Roof Decking	2d	0d	85d	01/17/24		01/19/24		0.00%
CL--20260-	Place & Finish 6 Concrete Slab-On-Grade	1d	0d	98d	01/18/24		01/19/24		0.00%
CL--20370-	Install Shear Studs	1d	0d	88d	01/19/24		01/22/24		0.00%
CL--20265-	Cure Concrete Slab	1d	0d	98d	01/19/24		01/22/24		0.00%
CL--20305M	Begin Precast Panels - Link	0d	0d	85d	01/19/24				0.00%
CL--20360-	Install Sleeves for Roof Drains	1d	0d	88d	01/19/24		01/22/24		0.00%
CL--20310-	Erect, Level & Brace Exterior Precast Wall Panel	2d	0d	85d	01/19/24		01/23/24		0.00%
CL--20270-	Saw Cut Slab Control Joints	1d	0d	98d	01/22/24		01/23/24		0.00%
CL--20315-	Weld Exterior Precast Wall Panel Connections	1d	0d	85d	01/23/24		01/24/24		0.00%
CL--20320-	Grout/Caulk Precast	1d	0d	85d	01/24/24		01/25/24		0.00%
CL--30015-	Install roof insulation	1d	0d	85d	01/25/24		01/26/24		0.00%
CL--30025-	Install 1/2 Cover Board	2d	0d	85d	01/26/24		01/30/24		0.00%



Data Date: 08/18/23 **Date:** 08/23/23

Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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Filter:[custom:filterName]

Gantt Chart Legend

Current
Progress
Critical
Milestones
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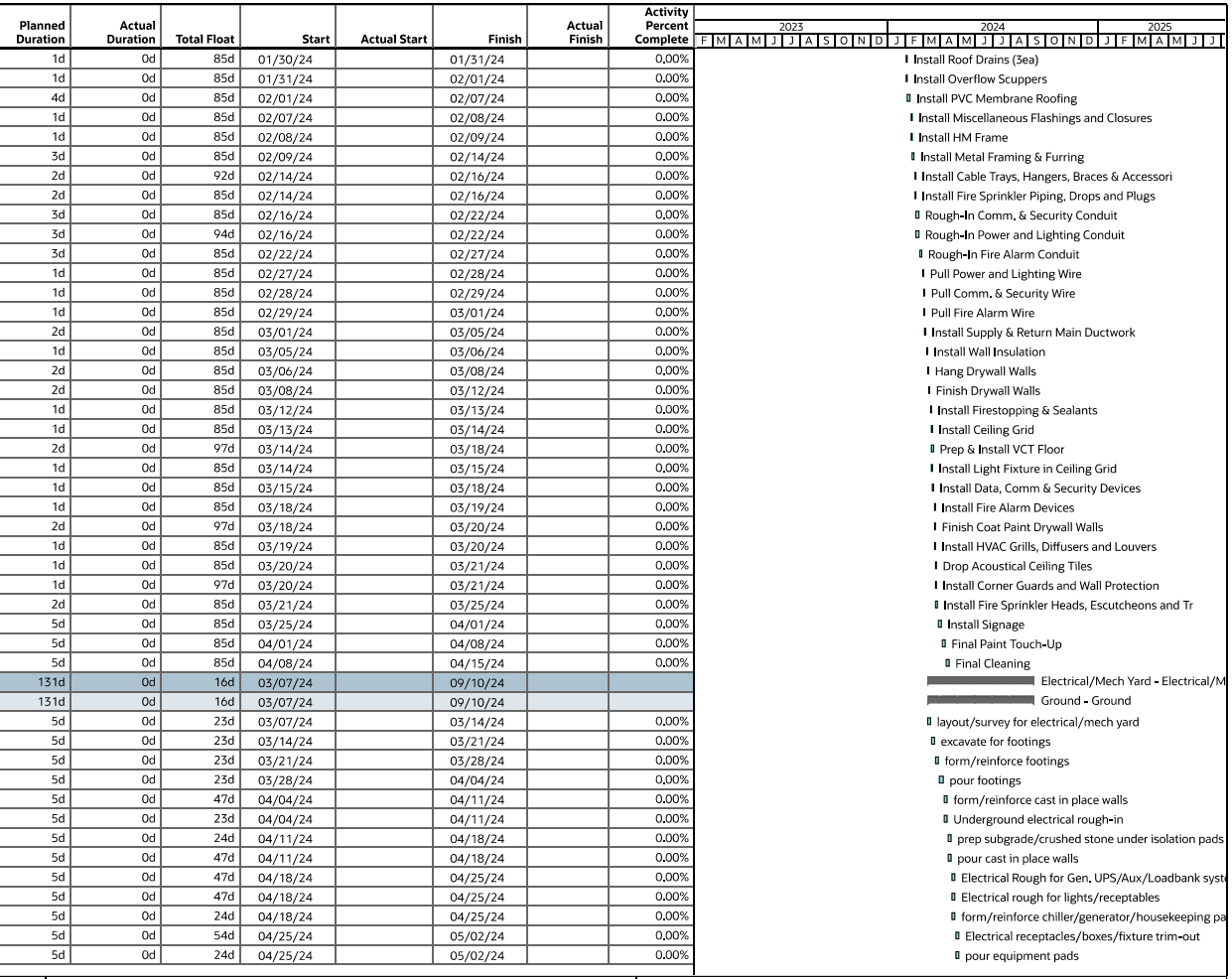
ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
CL--30030-	Install Roof Drains (3ea)	1d	0d	85d	01/30/24		01/31/24		0.00%
CL--30035-	Install Overflow Scuppers	1d	0d	85d	01/31/24		02/01/24		0.00%
CL--30040-	Install PVC Membrane Roofing	4d	0d	85d	02/01/24		02/07/24		0.00%
CL--30050-	Install Miscellaneous Flashings and Closures	1d	0d	85d	02/07/24		02/08/24		0.00%
CL--30120-	Install HM Frame	1d	0d	85d	02/08/24		02/09/24		0.00%
CL--40020-	Install Metal Framing & Furring	3d	0d	85d	02/09/24		02/14/24		0.00%
CL--40035-	Install Cable Trays, Hangers, Braces & Accessori	2d	0d	92d	02/14/24		02/16/24		0.00%
CL--40125-	Install Fire Sprinkler Piping, Drops and Plugs	2d	0d	85d	02/14/24		02/16/24		0.00%
CL--40135-	Rough-In Comm. & Security Conduit	3d	0d	85d	02/16/24		02/22/24		0.00%
CL--40130-	Rough-In Power and Lighting Conduit	3d	0d	94d	02/16/24		02/22/24		0.00%
CL--40150-	Rough-In Fire Alarm Conduit	3d	0d	85d	02/22/24		02/27/24		0.00%
CL--40160-	Pull Power and Lighting Wire	1d	0d	85d	02/27/24		02/28/24		0.00%
CL--40165-	Pull Comm. & Security Wire	1d	0d	85d	02/28/24		02/29/24		0.00%
CL--40170-	Pull Fire Alarm Wire	1d	0d	85d	02/29/24		03/01/24		0.00%
CL--40175-	Install Supply & Return Main Ductwork	2d	0d	85d	03/01/24		03/05/24		0.00%
CL--40220-	Install Wall Insulation	1d	0d	85d	03/05/24		03/06/24		0.00%
CL--60010-	Hang Drywall Walls	2d	0d	85d	03/06/24		03/08/24		0.00%
CL--60015-	Finish Drywall Walls	2d	0d	85d	03/08/24		03/12/24		0.00%
CL--60035-	Install Firestopping & Sealants	1d	0d	85d	03/12/24		03/13/24		0.00%
CL--60135-	Install Ceiling Grid	1d	0d	85d	03/13/24		03/14/24		0.00%
CL--60140-	Prep & Install VCT Floor	2d	0d	97d	03/14/24		03/18/24		0.00%
CL--60225-	Install Light Fixture in Ceiling Grid	1d	0d	85d	03/14/24		03/15/24		0.00%
CL--60235-	Install Data, Comm & Security Devices	1d	0d	85d	03/15/24		03/18/24		0.00%
CL--60240-	Install Fire Alarm Devices	1d	0d	85d	03/18/24		03/19/24		0.00%
CL--60145-	Finish Coat Paint Drywall Walls	2d	0d	97d	03/18/24		03/20/24		0.00%
CL--60245-	Install HVAC Grills, Diffusers and Louvers	1d	0d	85d	03/19/24		03/20/24		0.00%
CL--60435-	Drop Acoustical Ceiling Tiles	1d	0d	85d	03/20/24		03/21/24		0.00%
CL--60170-	Install Corner Guards and Wall Protection	1d	0d	97d	03/20/24		03/21/24		0.00%
CL--60440-	Install Fire Sprinkler Heads, Escutcheons and Tr	2d	0d	85d	03/21/24		03/25/24		0.00%
CL--60450-	Install Signage	5d	0d	85d	03/25/24		04/01/24		0.00%
CL--60455-	Final Paint Touch-Up	5d	0d	85d	04/01/24		04/08/24		0.00%
CL--60460-	Final Cleaning	5d	0d	85d	04/08/24		04/15/24		0.00%
Electrical/Mech Yard - Electrical/Mech Yard		131d	0d	16d	03/07/24		09/10/24		
Ground - Ground		131d	0d	16d	03/07/24		09/10/24		
A2450	layout/survey for electrical/mech yard	5d	0d	23d	03/07/24		03/14/24		0.00%
A2120	excavate for footings	5d	0d	23d	03/14/24		03/21/24		0.00%
A2150	form/reinforce footings	5d	0d	23d	03/21/24		03/28/24		0.00%
A2140	pour footings	5d	0d	23d	03/28/24		04/04/24		0.00%
A2130	form/reinforce cast in place walls	5d	0d	47d	04/04/24		04/11/24		0.00%
A2080	Underground electrical rough-in	5d	0d	23d	04/04/24		04/11/24		0.00%
A2100	prep subgrade/crushed stone under isolation pads	5d	0d	24d	04/11/24		04/18/24		0.00%
A2110	pour cast in place walls	5d	0d	47d	04/11/24		04/18/24		0.00%
A2260	Electrical Rough for Gen. UPS/Aux/Loadbank systems	5d	0d	47d	04/18/24		04/25/24		0.00%
A2280	Electrical rough for lights/receptables	5d	0d	47d	04/18/24		04/25/24		0.00%
A2180	form/reinforce chiller/generator/housekeeping pads	5d	0d	24d	04/18/24		04/25/24		0.00%
A2310	Electrical receptacles/boxes/fixture trim-out	5d	0d	54d	04/25/24		05/02/24		0.00%
A2170	pour equipment pads	5d	0d	24d	04/25/24		05/02/24		0.00%



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Greater Asheville Regional Airport Authority ATCT & Base Building

Phase/Area View

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Gantt Chart Legend

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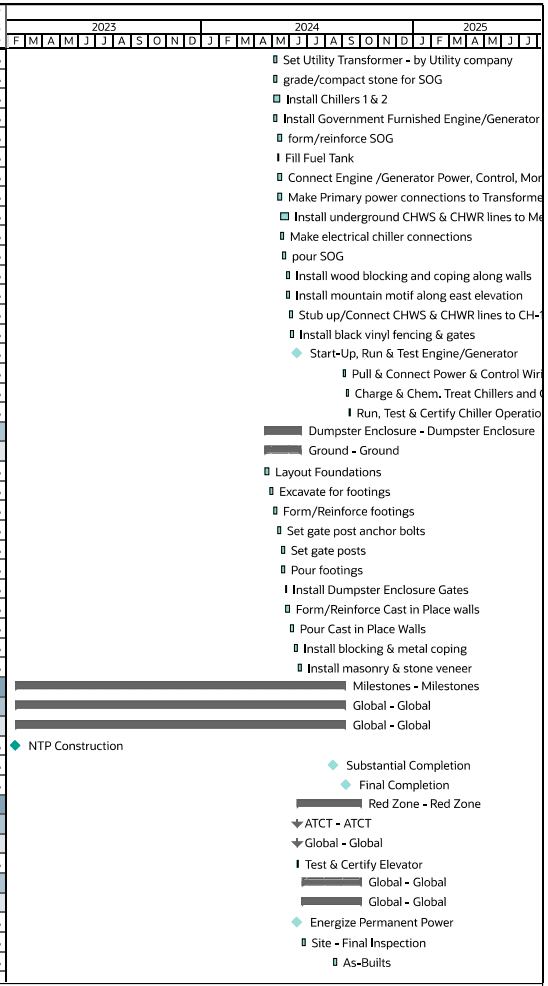
ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
A2210	Set Utility Transformer - by Utility company	5d	0d	44d	05/02/24		05/09/24		0.00%
A2160	grade/compact stone for SOG	5d	0d	42d	05/02/24		05/09/24		0.00%
BB--40660-	Install Chillers 1 & 2	8d	0d	24d	05/02/24		05/14/24		0.00%
BB--40335-	Install Government Furnished Engine/Generator	5d	0d	26d	05/02/24		05/09/24		0.00%
A2090	form/reinforce SOG	5d	0d	42d	05/09/24		05/16/24		0.00%
SY--30210-	Fill Fuel Tank	1d	0d	100d	05/09/24		05/10/24		0.00%
BB--40355-	Connect Engine /Generator Power, Control, Monitr	5d	0d	26d	05/09/24		05/16/24		0.00%
A2470	Make Primary power connections to Transformer - by others	5d	0d	44d	05/09/24		05/16/24		0.00%
A2240	Install underground CHWS & CHWR lines to Mech. Room Tracon	10d	0d	29d	05/14/24		05/29/24		0.00%
A2300	Make electrical chiller connections	5d	0d	44d	05/14/24		05/21/24		0.00%
A2190	pour SOG	5d	0d	42d	05/16/24		05/23/24		0.00%
A2230	Install wood blocking and coping along walls	5d	0d	42d	05/23/24		05/31/24		0.00%
A2250	Install mountain motif along east elevation	5d	0d	47d	05/23/24		05/31/24		0.00%
A2270	Stub up/Connect CHWS & CHWR lines to CH-1 & CH-2	5d	0d	29d	05/29/24		06/05/24		0.00%
A2220	Install black vinyl fencing & gates	5d	0d	42d	05/31/24		06/07/24		0.00%
BB--40410-	Start-Up, Run & Test Engine/Generator	0d	0d	78d	06/12/24				0.00%
SY--30090-	Pull & Connect Power & Control Wiring	3d	0d	-33d	08/30/24		09/05/24		0.00%
SY--30095-	Charge & Chem. Treat Chillers and CWS&R Piping	2d	0d	-33d	09/05/24		09/09/24		0.00%
SY--30115-	Run, Test & Certify Chiller Operation	1d	0d	-33d	09/09/24		09/10/24		0.00%
Dumpster Enclosure - Dumpster Enclosure		46d	0d	33d	04/17/24		06/20/24		
Ground - Ground		46d	0d	33d	04/17/24		06/20/24		
A1200	Layout Foundations	5d	0d	33d	04/17/24		04/24/24		0.00%
A2320	Excavate for footings	5d	0d	33d	04/24/24		05/01/24		0.00%
A2340	Form/Reinforce footings	5d	0d	33d	05/01/24		05/08/24		0.00%
A2400	Set gate post anchor bolts	5d	0d	33d	05/08/24		05/15/24		0.00%
A2410	Set gate posts	5d	0d	51d	05/15/24		05/22/24		0.00%
A2390	Pour footings	5d	0d	33d	05/15/24		05/22/24		0.00%
SC--23315-	Install Dumpster Enclosure Gates	2d	0d	51d	05/22/24		05/24/24		0.00%
A2330	Form/Reinforce Cast in Place walls	5d	0d	33d	05/22/24		05/30/24		0.00%
A2350	Pour Cast in Place Walls	5d	0d	33d	05/30/24		06/06/24		0.00%
A2360	Install blocking & metal coping	5d	0d	33d	06/06/24		06/13/24		0.00%
A2370	Install masonry & stone veneer	5d	0d	33d	06/13/24		06/20/24		0.00%
Milestones - Milestones		337d	0d	20d	02/13/23 A	02/13/23	09/04/24		
Global - Global		337d	0d	20d	02/13/23 A	02/13/23	09/04/24		
Global - Global		337d	0d	20d	02/13/23 A	02/13/23	09/04/24		
MS- 00-120	NTP Construction	0d	0d		02/13/23 A	02/13/23			100.00%
MS- 00-110	Substantial Completion	0d	0d	0d			08/13/24 C		0.00%
MS- 00-100	Final Completion	0d	0d	28d			09/04/24		0.00%
Red Zone - Red Zone		77d	0d	1d	06/12/24		10/01/24		
ATCT - ATCT		1d	0d	35d	06/12/24		06/13/24		
Global - Global		1d	0d	35d	06/12/24		06/13/24		
AT--50150-	Test & Certify Elevator	1d	0d	35d	06/12/24		06/13/24		0.00%
Global - Global		71d	0d	1d	06/20/24		10/01/24		
Global - Global		71d	0d	1d	06/20/24		10/01/24		
BB--40470M	Energize Permanent Power	0d	0d	26d			06/12/24		0.00%
A2460	Site - Final Inspection	5d	0d	33d	06/20/24		06/27/24		0.00%
A1120	As-Builts	5d	0d	30d	08/14/24		08/20/24		0.00%



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Greater Asheville Regional Airport Authority ATCT & Base Building

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Gantt Chart Legend

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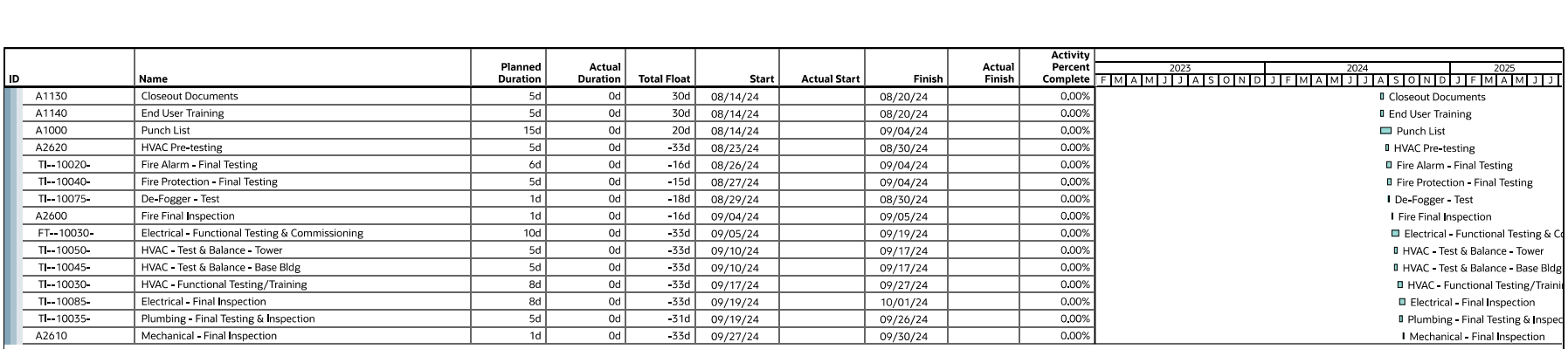
ID	Name	Planned Duration	Actual Duration	Total Float	Start	Actual Start	Finish	Actual Finish	Activity Percent Complete
A1130	Closeout Documents	5d	0d	30d	08/14/24		08/20/24		0.00%
A1140	End User Training	5d	0d	30d	08/14/24		08/20/24		0.00%
A1000	Punch List	15d	0d	20d	08/14/24		09/04/24		0.00%
A2620	HVAC Pre-testing	5d	0d	-33d	08/23/24		08/30/24		0.00%
TI--10020-	Fire Alarm - Final Testing	6d	0d	-16d	08/26/24		09/04/24		0.00%
TI--10040-	Fire Protection - Final Testing	5d	0d	-15d	08/27/24		09/04/24		0.00%
TI--10075-	De-Fogger - Test	1d	0d	-18d	08/29/24		08/30/24		0.00%
A2600	Fire Final Inspection	1d	0d	-16d	09/04/24		09/05/24		0.00%
FT--10030-	Electrical - Functional Testing & Commissioning	10d	0d	-33d	09/05/24		09/19/24		0.00%
TI--10050-	HVAC - Test & Balance - Tower	5d	0d	-33d	09/10/24		09/17/24		0.00%
TI--10045-	HVAC - Test & Balance - Base Bldg	5d	0d	-33d	09/10/24		09/17/24		0.00%
TI--10030-	HVAC - Functional Testing/Training	8d	0d	-33d	09/17/24		09/27/24		0.00%
TI--10085-	Electrical - Final Inspection	8d	0d	-33d	09/19/24		10/01/24		0.00%
TI--10035-	Plumbing - Final Testing & Inspection	5d	0d	-31d	09/19/24		09/26/24		0.00%
A2610	Mechanical - Final Inspection	1d	0d	-33d	09/27/24		09/30/24		0.00%



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KOKOLAKIS CONTRACTING

EST 1972

August 22, 2024

Josh Alexander
ATCT Project Manager – Parsons Transportation Group
146 Westfeldt Dr.
Fletcher, NC 28732

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

SUBJECT: **COR#13r3- Costs associated with Drilled Piers Partial Stop Work Order and Phase 1 Coring**

Josh,

Attached you will Kokolakis Contracting's itemized cost proposal No. 013r3 which encompasses the costs associated with the Drilled Pier Coring activities as specified in the Phase 1 Coring Acton Plan. As stated in a September 25th letter to POND, this Partial stop work order was based on the Architects right to require additional testing per AIA 201 Sections 13.4.2 and 13.4.3. As stated in these sections, the Owner is to bear the costs of tests/inspections that pass, which, based on the September 22nd Coring Test Results Report issued by POND, is the case here.

Kokolakis has revised this Change Request to address clarifications and comments received during the proposal review held in the field.

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 in the amount of **$45,079.00**.

Please call or write with any additional questions or comments.

Respectfully,

KOKOLAKIS CONTRACTING, INC.

Bill Athanasoulis
Executive Vice President
Cc: Field / File

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

OWNER RFP # **TBD**
KOKOLAKIS PROPOSAL # **13R3**

TITLE **Drilled Pier - Phase 1 Coring & Partial Stop Work Order Delays**

DATE **22-Aug-24**

Description of Work	Material Quantity	Unit Cost	Per	Total Material	Total Days	Daily Rate	Total Labor	Total Cost
Kokolakis Self Perform								
Kokolakis Extended General Conditions								0.00
								0.00
								0.00
Sub-Total				**$0.00**			**$0.00**	**$0.00**
Subcontracted								
Axiom Foundations								34,186.88
Terracon Consultants Project Engineer					3	$ 800.00	$ 2,400.00	2,400.00
Terracon Consultants Materials Engineer Inspector					5	$ 520.00	$ 2,600.00	2,600.00
Terracon Consultants Project Manager					0.8	$ 1,120.00	$ 896.90	896.90
Terracon Consultants trip charge					8	$ 50.00	$ 400.00	400.00
Sub-Total								**$40,483.78**
TOTAL DIRECT COST								**$40,483.78**
Kokolakis OH@ 5.00%								2,024.19
Kokolakis Profit @ 5.00%								2,125.40
Bond Rate 1.00%								446.33
TOTAL PROPOSAL								**$45,079.70**

Project: Asheville Airport - ATCT
Location: Asheville, NC

TO: Kokolakis Contracting DATE: 9/25/2023

ATTN: John Kokolakis
RE: **Core Drilled Samples of Drilled Piers**

REQUEST FOR CHANGE FORM #3

Contractor's Name: Axiom Foundations
Description of Work: Core Drilling of Drilled Pier Samples for Testing and Inspection

LABOR

Labor Classification	Quantity			*Labor Rate			See Attached
Project Manager/Engineer	3	week	x	$ ~~5,037.50~~	/week	=	$ ~~15,112.50~~
Superintendent	1	week	x	$ ~~5,037.50~~	/week	=	$ ~~5,037.50~~
			x		/hour	=	$ -
			x		/hour	=	$ -
			x		/hour	=	$ -

* Inlcudes payroll tax, benefits, etc. *Total Labor* $ ~~20,150.00~~

$17,889.73

MATERIALS

Item	Quantity	Unit		Unit Price		
			x		=	$ -
			x		=	$ -
			x		=	$ -
			x			
			x			
			x			

*Attach Separate Sheet for Additional Space

Total Materials $ -

Equipment

Item	Quantity	Unit		Unit Price		
Komatsu PC-35 Excavator	1	Month	x	$ 2,500.00	=	$ 2,500.00
			x		=	$ -
			x		=	$ -
			x		=	$ -
			x		=	$ -

Total Equipment $ 2,500.00

Subcontractors (Provide Copy of Quote)

Name	
Penhall GPR Scanning	$ 1,045.00
Penhall Core Drilling	$ 9,644.25
	$ -

$31,078,98

Line Item Total $ ~~33,339.25~~

Overhead & Profit @ 10% (per contract) $ ~~3,333.93~~

$3,107.90

TOTAL CHANGE FOR THIS REQUEST $ ~~36,673.18~~

$34,186.88

Position	Rate	OT Rate	Per Diem	Reg Hrs	OT Hrs	Per Diem Hrs	Reg Total	OT Total	Per Diem To.	
Engineer	125.94		19.75	40.00		8.00	5,037.50	-	158.00	5,195.50
Super	109.51	120.49	19.75	40.00	10.00	8.00	4,380.40	1,204.90	158.00	5,743.30
Forman	66.69	73.38	19.75	40.00	10.00	8.00	2,667.60	733.77	158.00	3,559.37
Laborer	63.40	69.76	19.75	40.00	10.00	8.00	2,536.00	697.57	158.00	3,391.57
										17,889.73

PENHALL COMPANY

Invoice 167575

Invoice Date: 08/25/23
Branch: 413
Due Date: 08/25/23
Sales Representative: TYLER BROWNLEE
Ordered By: JIM WORKMAN
PO #:
Customer Job #
Job Site Address: 61 TERMINAL DR
FLETCHER, NC 28732

Remit To: Penhall Company
PO Box 842911
Los Angeles, CA 90084-2911

Bill To: 16043
AXIOM FOUNDATIONS
12071 HAMILTON AVE
CINCINNATI, OH 45231
513.825.8100
AP@GOETTLE.COM

Work Description: Work Order: 96528

Description of Work:

08/21/2023

SHOW UP FEE

Work Order	Description	Amount	Tax	Total
96528	**AXIOM FOUNDATIONS - ASHEVILLE AIRPORT - C/D**			
	WORK ORDER BILLING	950.00	0.00	950.00
	ENVIRONMENTAL SERVICE / COMPLIANCE CHARGE	47.50	0.00	47.50
	FUEL SURCHARGE	47.50	0.00	47.50
		1,045.00	**0.00**	**1,045.00**

Terms: DUE UPON RECEIPT

Subtotal	1,045.00
Tax	0.00
Total	1,045.00

For Billing Inquiries call 864.288.0602

GPR Scanning for Rebar Location

PENHALL COMPANY

Invoice 170753

Invoice Date: 09/18/23
Branch: 413
Due Date: 09/18/23
Sales Representative: TYLER BROWNLEE
Ordered By: JIM WORKMAN
PO #:
Customer Job #
Job Site Address: 61 TERMINAL DR
FLETCHER, NC 28732

Remit To: Penhall Company
PO Box 842911
Los Angeles, CA 90084-2911

Bill To: 16043
AXIOM FOUNDATIONS
12071 HAMILTON AVE
CINCINNATI, OH 45231
513.825.8100
AP@GOETTLE.COM

Work Description: Work Order: 96528

Description of Work:

09/07/2023 - 09/11/2023

GPR SCANNED (5) LOCATIONS = $1,267.50

CORE DRILL (5) 3" HOLES IN 2' THICK CONCRETE.

CORE DRILL (2) 4" & (1) 6" HOLES IN 3' THICK CONCRETE.

Work Order	Description	Amount	Tax	Total
96528	AXIOM FOUNDATIONS - ASHEVILLE AIRPORT - C/D			
WORK ORDER BILLING		8,767.50	0.00	8,767.50
ENVIRONMENTAL SERVICE / COMPLIANCE CHARGE		438.38	0.00	438.38
FUEL SURCHARGE		438.37	0.00	438.37
		9,644.25	**0.00**	**9,644.25**

Terms: DUE UPON RECEIPT

Subtotal	9,644.25
Tax	0.00
Total	9,644.25

For Billing Inquiries call 864.288.0602

Core Drilling per EOR Direction

ENGINEERING RATES		
Materials Engineering Inspector, per hour	$	65.00
Materials Engineering Inspector, per hour, OT	$	97.50
Senior Materials Engineering Inspector, per hour	$	75.00
Senior Materials Engineering Inspector, per hour, OT	$	112.50
Chapter 17 Special Inspector - Soils, Concrete & Masonry, per hour	$	75.00
Chapter 17 Special Inspector - Structural Wood, per hour	$	95.00
Chapter 17 Special Inspector – Structural Steel, per hour	$	110.00
Chapter 17 Special Inspector – Fireproofing, per hour	$	110.00
Chapter 1 Inspector, per hour	$	90.00
Field Project Manger, per hour	$	90.00
Project Manager, per hour	$	140.00
Project Engineer, per hour	$	100.00
Senior Engineer, per hour	$	180.00
Clerical, per hour	$	75.00
Trip Charge		50.00
Direct Expenses (Cost plus 15%)		15%
Erosion Control Inpsections, per week	$	300.00
Nuke Gauge Rental	$	20.00
LABORATORY SERVICES		
Percent Fines, each	$	60.00
Grain Size Test (Wash 200 Sieve), each	$	120.00
Grain Size Test (With Hydrometer), each	$	175.00
Natural Moisture Content Test, each	$	15.00
Atterberg Limits Test, each	$	115.00
Tri-axial UU	$	375.00
Tri-axial CU	$	515.00
Standard Proctor Compaction Test, each	$	145.00
Modified Proctor Compaction Test, each	$	160.00
ABC Stone Proctor Compaction Test, each	$	150.00
Laboratory CBR	$	400.00
CONCRETE AND MASONRY		
Compressive Strength Testing of 4” x 8” or 6" x 12" Concrete Cylinders, each	$	20.00
Flexural Strength Testing of Concrete Beams	$	75.00
Compressive Strength Testing of 2" x 2" Mortar Cubes, each	$	20.00
Compressive Strength Testing of Grout Samples, each	$	20.00
Compressive Strength of Masonry Block Prism (Hollow) , each	$	145.00
Compressive Strength of Masonry Block Prism (filled with grout), each	$	220.00
Compressive Strength Testing of Concrete Cores, each	$	20.00
Floor Flatness Inspector & Equipment, per hour	$	100.00
ASPHALT		
Thickness and/or Density Testing, per sample	$	50.00
Thickness and/or Density Testing, per sample	$	50.00
Coring - 2-person crew and equipment, per hour	$	150.00

1) For services outside of our scope and beyond the project duration, overtime is defined as all hours more than eight hours per day, Monday through Friday, hours worked before and after 6:00 am and 6:00 pm and all hours worked on weekends and holidays. Overtime rates will be billed at 1.5 times the hourly rate quoted. You will be invoiced monthly for services actually performed. Services that are outside the proposed scope of services will be billed at the attached unit rates upon the client’s request. An itemized invoice for our services provided will be sent monthly unless directed otherwise.

2) A minimum of 4 hours will be charged for all field technician time. Overtime is not applicable to engineering rates. Project administration rates are for scheduling, report review, etc. The vehicle charge includes vehicle mileage between our Greenville office and the job site.

KOKOLAKIS CONTRACTING

August 22, 2024

Josh Alexander
ATCT Project Manager – Parsons Transportation Group
146 Westfeldt Dr.
Fletcher, NC 28732

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

SUBJECT: **COR#17r4 – ASI 006 Precast Louver Modifications – Time Impacts**

Josh,

Attached is the revised cost proposal No. 017r4 for the delay in fabrication of the tower precast panels resulting from the increased louver openings which necessitated structural re-design of the panels.

Kokolakis received CCD-002 on 3/1/24, which in turn allowed us to release the precast into fabrication and covered the material costs. This proposal is associated with the critical path impacts faced between 9/25/23, through the 3/1/24 issuance of CCD-002, which pushed the scheduled delivery of tower precast to end of July. The schedule fragnet is attached summarizing these events.

This proposal has been revised pursuant to the change review meeting held on 7/21/24 in the amount of **$281,627.00 and includes a 194 Calendar Day time extension request comprised of 65 compensable and 129 concurrent delay days.**

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

Respectfully,

KOKOLAKIS CONTRACTING, INC.

Bill Athanasoulis
Executive Vice President

Cc: Field / File

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

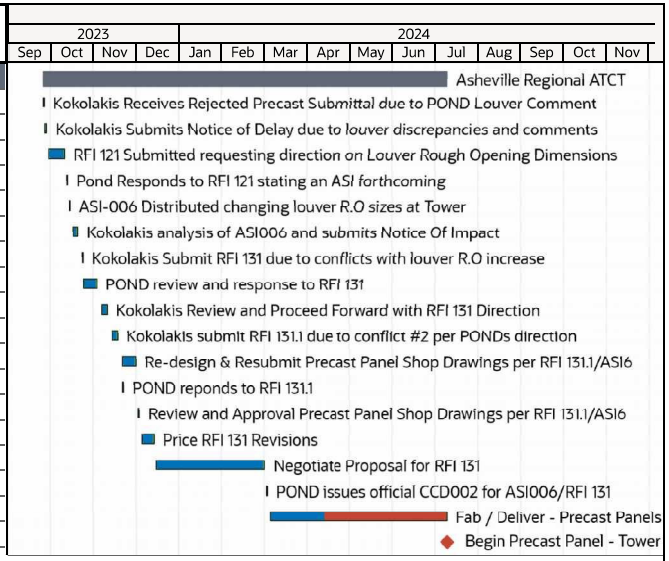
OWNER RFP # **TBD**
KOKOLAKIS PROPOSAL # **17r4**

TITLE **ASI 006 Changes to Precast Louver Sizes**

DATE **22-Aug-24**

Description of Work	Material Quantity	Unit Cost	Per	Total Material	Total Days	Daily Rate	Total Labor	Total Cost
Kokolakis Self Perform								
Kokolakis Extended Overhead					65	$ 3,891.00		252,915.00
								0.00
								0.00
Sub-Total				**$0.00**			**$0.00**	**$252,915.00**
Subcontracted								
							$ -	0.00
							$ -	0.00
							$ -	0.00
							$ -	0.00
Sub-Total								**$0.00**
TOTAL DIRECT COST								**$252,915.00**
Kokolakis OH@	5.00%							12,645.75
Kokolakis Profit @	5.00%							13,278.04
Bond Rate	1.00%							2,788.39
TOTAL PROPOSAL								**$281,627.18**

	ID	Name	P D	A D	% Comp	Start	Finish
1	245-22	Asheville Regional ATCT	152d	137d		25-Sep-23 A	8-Jul-24
2	IM-PCP-100	Kokolakis Receives Rejected Precast Submittal due to POND Louver Comment	5d	1d	100%	25-Sep-23 A	25-Sep-23 A
3	IM-PCP-110	Kokolakis Submits Notice of Delay due to louver discrepancies and comments	5d	2d	100%	26-Sep-23 A	27-Sep-23 A
4	IM-PCP-120	RFI 121 Submitted requesting direction on Louver Rough Opening Dimensions	5d	8d	100%	28-Sep-23 A	10-Oct-23 A
5	IM-PCP-130	Pond Responds to RFI 121 stating an ASI forthcoming	5d	2d	100%	11-Oct-23 A	12-Oct-23 A
6	IM-PCP-140	ASI-006 Distributed changing louver R.O sizes at Tower	5d	1d	100%	13-Oct-23 A	13-Oct-23 A
7	IM-PCP-150	Kokolakis analysis of ASI006 and submits Notice Of Impact	5d	5d	100%	16-Oct-23 A	20-Oct-23 A
8	IM-PCP-160	Kokolakis Submit RFI 131 due to conflicts with louver R.O increase	1d	1d	100%	23-Oct-23 A	23-Oct-23 A
9	IM-PCP-170	POND review and response to RFI 131	6d	9d	100%	24-Oct-23 A	3-Nov-23 A
10	IM-PCP-180	Kokolakis Review and Proceed Forward with RFI 131 Direction	5d	4d	100%	6-Nov-23 A	10-Nov-23 A
11	IM-PCP-190	Kokolakis submit RFI 131.1 due to conflict #2 per PONDs direction	1d	5d	100%	13-Nov-23 A	17-Nov-23 A
12	IM-PCP-200	Re-design & Resubmit Precast Panel Shop Drawings per RFI 131.1/ASI6	10d	8d	100%	20-Nov-23 A	30-Nov-23 A
13	IM-PCP-210	POND reponds to RFI 131.1	7d	1d	100%	20-Nov-23 A	20-Nov-23 A
14	IM-PCP-220	Review and Approval Precast Panel Shop Drawings per RFI 131.1/ASI6	10d	1d	100%	1-Dec-23 A	1-Dec-23 A
15	IM-PCP-230	Price RFI 131 Revisions	10d	8d	100%	4-Dec-23 A	13-Dec-23 A
16	IM-PCP-240	Negotiate Proposal for RFI 131	10d	52d	100%	14-Dec-23 A	29-Feb-24 A
17	IM-PCP-250	POND issues official CCD002 for ASI006/RFI 131	5d	1d	100%	1-Mar-24 A	1-Mar-24 A
18	PA--10010.4	Fab / Deliver - Precast Panels	60d	29d	0%	4-Mar-24 A	8-Jul-24
19	AT--20310M	Begin Precast Panel - Tower	0d	0d	0%	9-Jul-24	



Total Requested Impact - 288 Calendar Days

- 9/25/23 through 7/9/24
- Stem Wall Remediation - 2/23/24 through 4/19/24 - 56 Calendar Day of Concurrent Impact
- 288 Calendar Days less 56 Calendar - 232 Calendar Days of compensable impacts requested

Project Name: Asheville Regional ATCT

Kokolakis Project Number: 245-22

Date: 6-May-24 **Data Date:** 12-Apr-24

View: JSP Master View

Filter: Precast Louver Modification COR#17r2 Fragnet

Page: 1 of 1

Current
Progress
Critical
Milestones
Summary

KOKOLAKIS CONTRACTING

EST 1972

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#21 – SQD Additional Costs per Coordination Study Changes**

Mr. Reynolds,

Attached you will find Kokolakis Contracting's itemized cost proposal No. 021 which encompasses the SQD costs associated with the electrical gear modifications per their recommendations in Power System Analysis Study dated 7/28/23 as well as Rev 1 dated 10/18/23. These modifications were approved by POND in a 12/7/23 email correspondence as well as additional correspondence via RFI 108 & submittal 260573-1.0 Power Systems Analysis.

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 **$25,550.99**

Per our latest schedule update, there is a -70 work-day impact associated with this COR#21 fragnet. However, this impact delay is concurrent with our already submitted 72-workday time extension request related to ASI006 Louver Changes within COR#17.

Kokolakis Contracting reserves its right to submit a claim for the time and costs arising out of the impact and delay to the contract caused by this change to the extent allowable by the Contract Documents, until a contract modification specific to this scope of work is issued and incorporated into the Contract.

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

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

OWNER RFP # **TBD**
KOKOLAKIS PROPOSAL # **21**

TITLE **SQD Additional Costs per Coordination Study Changes**

DATE **25-Jan-24**

Description of Work	Material Quantity	Unit Cost	Per	Total Material	Total Days	Daily Rate	Total Labor	Total Cost
Kokolakis Self Perform								
								0.00
								0.00
								0.00
Sub-Total				**$0.00**			**$0.00**	**$0.00**
Subcontracted								
Besco Electrical								22,946.04
							$ -	0.00
							$ -	0.00
							$ -	0.00
							$ -	0.00
Sub-Total								**$22,946.04**
TOTAL DIRECT COST								**$22,946.04**
Kokolakis OH@ 5.00%								1,147.30
Kokolakis Profit @ 5.00%								1,204.67
Bond Rate 1.00%								252.98
TOTAL PROPOSAL								**$25,550.99**

BESCO ELECTRICAL

Contract Modification Cost Proposal

Control No. COP #5 DATE: 01/16/2024
Revision No.

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

DESCRIPTION

Cost Change for Square-D Corrdination study changes.

Special Note: These Square-D Changes will add 4 months to the lead time for affected equipment.

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	2.00	$170.00
Estimator:	$75.00	0.00	$0.00
	Mgmt. Subtotal		$170.00
	TOTAL LABOR		$170.00

MATERIAL

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
TOTAL MATERIAL			$0.00

EQUIPMENT

Construction Equipment:	$0.00
Mobilization/Demobilization:	$0.00
	$0.00
TOTAL EQUIPMENT	$0.00

OTHER

	HOURS	
Other Costs: Square-D Changes		$19,500.00
TOTAL OTHER COSTS		$19,500.00

BESCO ELECTRICAL

Contract Modification Cost Proposal

SUBTOTAL		**SUBTOTAL DIRECT COSTS**	**$19,670.00**
	Overhead & Profit	**10.00%**	**$1,967.00**
	Home Office Overhead	**0.00%**	**$0.00**
	Corporate Insurances	**0.00%**	**$0.00**
	Contingency	**0.00%**	**$0.00**
	Profit	**5.00%**	**$1,081.85**
	JOB SUBTOTAL (Minus Subcontracts)		**$22,718.85**
SUBCONTRACT			
	Subcontracts ():		**$0.00**
			$0.00
		Subtotal Subcontract	**$0.00**
	Subcontract Mark-Up:	**15.00%**	**$0.00**
		TOTAL SUBCONTRACT	**$0.00**
	JOB SUBTOTAL		**$22,718.85**
	TOTAL SUBCONTRACT		**$0.00**
	Bond Premium	**1.00%**	**$227.19**
		TOTAL REQUESTED	**$22,946.04**
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.**

Quotation

Q2C Number: 45009869	Quote Number: 1	Change Order Rev Number: 8

Project Name: Greater Asheville Regional Airport

Project Sub-Name:

Project Location: Fletcher, NC

Quote Name: STUDY CHANGES

Through Addenda Number: 1

Bid Date: 1/1/1901

Consultant / Specifier: BESCO ELECTRIC CORPORATION

Contractor / Installer: BESCO ELECTRIC CORPORATION

Sales Representative: TIMOTHY SMITH

Conditions of Sale

This Quotation is subject to Schneider Electric USA, Inc.'s published Conditions of Sale

Payment Terms: SPECIAL TERMS: Discount 0% 0 / Net 30th

Billing Type(s):

Currency: US DOLLARS

Quote Markings

PO 5502183251

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
001-00	1	**Designation:** SESH ILINE ML PNLB (INT BOX TRIM) I-Line Panelboard Compliant to National Electrical Code Revisions prior to 2020 Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Six Disconnect Main Lug Only: 1200A Suitable For Use As Service Entrance UL Main One: 20A/3P HG Main Two: 1200A/3P PG AMM LSIG Incoming Conductors: 1 - (4) 3/0 - 500kcmil Bus: 1200A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 108" of Mounting Inches Type 1, Incoming: Bottom Trim: Surface with Door Box Cat No: Special Front Cat No: Special Ref. Drawing: PBA414 **SPL PBA REQ'D Type: HCR Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained Branch User Placement Special: (10) WIRED TERMINAL BLOCKS Standard Nameplate: Engraved as Follows Line 1: SESH Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on **Ship Id:** 01
003-00	1	**Designation:** SEDPH ILINE MB PNLB (INT BOX TRIM) I-Line Panelboard Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Single Main: 1200AS/1200AT/3P PG Circuit Breaker 80% Rated Main Trip Function: LSIG Main Trip Unit: Ammeter Trip Unit Main Acc: Maintenance Mode Switch Incoming Conductors: 1 - (4) 3/0 - 500kcmil Bus: 1200A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 108" of Mounting Inches Type 1, Incoming: Bottom Trim: Surface with Door Box Cat No: Special Front Cat No: Special Ref. Drawing: PBA414 **SPL PBA REQ'D Type: HCR Feeders: 1 - 1200AS/1200AT/3P PG Ammeter LSIG 80% ,AX 1AB,HLO Fixed Off/On,AS STD

Q2C Number: 45009869 **Quote Number:** 1 **Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport **Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		1 - 70A/3P JG AX,HPL,MC,STD LI,AS STD Mission Critical 1 - 100A/3P HG AX,HPL,AS STD 1 - 100AS/100AT/3P HG Ammeter LSI 80% ,AX 1AB,HLO Fixed Off/On,AS STD Optional Features: Ship Completely Assembled,Increase Left Gutter 14",Copper Solid Neutral,Metal Directory Frame,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained Branch User Placement Special: (30) WIRED TERMINAL BLOCKS Standard Nameplate: Engraved as Follows Line 1: SEDPH Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
004-00	1	**Designation:** GDPH - SEC 1 ILINE NL ML PNLB (INT BOX TRIM) I-Line Non-Linear Rated Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Main Lug Only: 1200A Incoming conductors per NEC, CEC, NOM: Phase Lugs: 1 - (4) 3/0 - 500kcmil Bus: 1200A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 108" of Mounting Inches Type 1, Incoming: Bottom Trim: Four-Piece Surface Box Cat No: Special Front Cat No: Special Ref. Drawing: PBA414 **SPL PBA REQ'D Type: HCR Feeders: 3 - 1200AS/1200AT/3P PG Ammeter LSI 80% 1 - SL1200P5 SFLK Feeds Panel 1 - 70A/3P JG AX,HPL,MC,STD LI,AS STD Mission Critical 1 - 100AS/100AT/3P HG AX 1AB,HLO Fixed Off/On,Std. LSI 80% ,AS STD 1 - 100A/3P HG AX,HPL,AS STD Optional Features: Ship Completely Assembled,Increase Bottom Gutter 6",200% Neutral,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained Branch User Placement Special: (30) WIRED TERMINAL BLOCKS Special: 2 Key Interlocks - Main - Main Special: Label as Main Brkr w SF lugs Special: Make (1) breaker 1200/1000 Standard Nameplate:

Q2C Number: 45009869 **Quote Number:** 1 **Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport **Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Engraved as Follows Line 1: GDPH - SEC 1 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
128-00	CANCLD	**Designation:** GDPH - SEC 1 ILINE ML PNLB (INT BOX TRIM) - B I-Line Panelboard
		Ship Id: 01
142-00	CANCLD	**Designation:** GDPH - SEC 1 ILINE ML PNLB (INT BOX TRIM) - B I-Line Panelboard
		Ship Id: 01
006-00	1	**Designation:** UDPH NF MB PNLB (INT BOX TRIM) NF Panelboard Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Single Main: 250AS/125AT/3P LG Circuit Breaker 80% Rated Mission Critical Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #2-500(Al), #2-600(Cu) kcmil Bus: 400A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 30 Circuit Interior Type 1,Box: 80H x 26W x 8.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH80D9L3R3 Front Cat No: NC80VS3PN Ref. Drawing: PBA559HR Feeders: 1 - Sub-Feed One: 70A/3P HG HPL,STD LI 1 - Sub-Feed Two: 70A/3P HG HPL,STD LI 9 - 20A/1P EGB Prepared Space Optional Features: Ship Completely Assembled,Increase Left Gutter 3",Increase Right Gutter 3",Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UDPH Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Ship Id: 01
007-00	1	**Designation:** EDPH ILINE MB PNLB (INT BOX TRIM) I-Line Panelboard Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Single Main: 1200AS/1000AT/3P PG Circuit Breaker 80% Rated Main Trip Function: LSIG Main Trip Unit: Ammeter Trip Unit Main Acc: Alarm Switch 1 - 1A/1B Contact - Standard Main Acc: Contact 1A/1B - Form C Main Acc: Key Interlock Incoming Conductors: 1 - (4) 3/0 - 500kcmil Bus: 1200A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 108" of Mounting Inches Type 1, Incoming: Bottom Trim: Four-Piece Surface Box Cat No: Special Front Cat No: Special Ref. Drawing: PBA414 **SPL PBA REQ'D Type: HCR Feeders: 3 - 125A/3P LG AX,HPL,MC,STD LI,AS STD Mission Critical 1 - 600AS/600AT/3P LG Ammeter LSI 80% ,AX 1AB,HLO Fixed Off/On,AS STD 1 - 1200AS/1000AT/3P PG Ammeter LSIG 80% ,AX 1AB,KI,AS STD 1 - 50A/3P HG AX,HPL,AS STD 2 - 100A/3P HG AX,HPL,AS STD 1 - 175A/3P JG AX,HPL,AS STD 2 - 250AS/250AT/3P JG Ammeter LSI 80% ,AX 1AB,HLO Fixed Off/On,AS STD Optional Features: Ship Completely Assembled,Increase Left Gutter 14",Copper Solid Neutral,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained Special: (90) WIRED TERMINAL BLOCKS Standard Nameplate: Engraved as Follows Line 1: EDPH Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
011-00	1	**Designation:** FLSDPH1 NF MB PNLB (INT BOX TRIM) NF Panelboard Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 22kA Fully Rated Single Main: 250AS/70AT/3P LG Circuit Breaker

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		80% Rated Mission Critical Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #2-500(Al), #2-600(Cu) kcmil Bus: 400A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 30 Circuit Interior Type 1,Box: 80H x 26W x 8.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH80D9L3R3 Front Cat No: NC80VS3PN Ref. Drawing: PBA559HR Feeders: 1 - Sub-Feed One: 60A/3P HG HPL,STD LI 1 - Sub-Feed Two: 25A/3P HG HPL,STD LI 15 - 20A/1P EGB Prepared Space 1 - 30A/3P EGB 1 - 20A/3P EGB HPL 3 - 20A/1P EGB HPL Optional Features: Ship Completely Assembled,Increase Left Gutter 3",Increase Right Gutter 3",Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: FLSDPH1 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
012-00	1	**Designation:** FLSPL NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 22kA Fully Rated Single Main: 100AS/50AT/3P HG Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #14 - 3/0 AWG Bus: 100A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 30 Circuit Interior Type 1,Box: 44H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH44 Front Cat No: NC44SHRODLWMD Ref. Drawing: PBA705HR Feeders: 10 - 20A/1P QOB-VH HPL 17 - 20A/1P QOB-VH Prepared Space

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		1 - 20A/3P QOB-VH Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: FLSPL Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
020-00	1	**Designation:** UDPL ILINE MB PNLB (INT BOX TRIM) I-Line Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Single Main: 250AS/150AT/3P LG Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Incoming Conductors: 1 - #2-500(Al), #2-600(Cu) kcmil Bus: 400A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 36" of Mounting Inches Type 1,Box: 73H x 32W x 9.5D Incoming: Bottom Trim: Surface - Hinged Box Cat No: HC3273DB9 Front Cat No: HC3273TSHR Ref. Drawing: PBA471HR Type: HCJ Feeders: 15 - 20A/1P QH Prepared Space 5 - 250AS/100AT/3P JG HLO Fixed Off/On,Std. LI 80% Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained Branch User Placement Standard Nameplate: Engraved as Follows Line 1: UDPL Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
021-00	1	**Designation:** UPL1 NQ MB PNLB (INT BOX TRIM)

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 22kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 1 - 20A/1P QOB-VH HPL,ST 11 - 20A/1P QOB-VH HPL 14 - 20A/1P QOB-VH Prepared Space 1 - 30A/3P QOB-VH HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL1 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
022-00	1	**Designation:** UPL2 NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 22kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 2 - 20A/3P QOB-VH HPL 14 - 20A/1P QOB-VH HPL 7 - 20A/1P QOB-VH Prepared Space

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		1 - 30A/3P QOB-VH HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL2 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
023-00	1	**Designation:** UPL3 NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 22kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 27 - 20A/1P QOB-VH HPL 1 - 30A/3P QOB-VH HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL3 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
024-00	1	**Designation:** UPL4 NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 22kA

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 27 - 20A/1P QOB-VH HPL 1 - 30A/3P QOB-VH HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL4 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
025-00	1	**Designation:** UPL5 NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 22kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 27 - 20A/1P QOB-VH HPL 1 - 30A/3P QOB-VH HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL5 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
029-00	1	**Designation:** FLSDPH1-CAB NF MB PNLB (INT BOX TRIM) NF Panelboard Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 150AS/60AT/3P HD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #14 - 3/0 AWG Bus: 250A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 30 Circuit Interior Type 1,Box: 68H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH68 Front Cat No: NC68SHRODLWMD Ref. Drawing: PBA553HR Feeders: 1 - Sub-Feed One: 20A/3P HD HPL,STD LI 2 - 20A/3P EDB HPL 18 - 20A/1P EDB Prepared Space 1 - 30A/3P EDB HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: FLSDPH1-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
030-00	1	**Designation:** FLSPL-CAB NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 100AS/50AT/3P HD Circuit Breaker 80% Rated Main Trip Function: LI Main Trip Unit: Standard Trip Unit

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #14 - 3/0 AWG Bus: 100A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 30 Circuit Interior Type 1,Box: 44H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH44 Front Cat No: NC44SHRODLWMD Ref. Drawing: PBA705HR Feeders: 8 - 20A/1P QOB HPL 19 - 20A/1P QOB Prepared Space 1 - 30A/3P QOB HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: FLSPL-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
036-00	1	**Designation:** UDPL-CAB ILINE MB PNLB (INT BOX TRIM) I-Line Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 250AS/150AT/3P LG Circuit Breaker 80% Rated Mission Critical Main Trip Function: LI Main Trip Unit: Standard Trip Unit Incoming Conductors: 1 - #2-500(Al), #2-600(Cu) kcmil Bus: 400A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 72" of Mounting Inches Type 1,Box: 91H x 32W x 9.5D Incoming: Bottom Trim: Surface - Hinged Box Cat No: HC3291DB9 Front Cat No: HC3291TSHR Ref. Drawing: PBA471HR Type: HCJ Feeders: 30 - 20A/1P QO Prepared Space 4 - 100A/3P JD HPL,MC,STD LI Mission Critical Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Branch User Placement Standard Nameplate: Engraved as Follows Line 1: UDPL-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
037-00	1	**Designation:** UPL1-CAB NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Mission Critical Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 12 - 20A/1P QOB HPL 27 - 20A/1P QOB Prepared Space 1 - 30A/3P QOB HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL1-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
038-00	1	**Designation:** UPL2-CAB NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Mission Critical Main Trip Function: LI

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 12 - 20A/1P QOB HPL 27 - 20A/1P QOB Prepared Space 1 - 30A/3P QOB HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL2-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
039-00	1	**Designation:** UPL3-CAB NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Mission Critical Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 18 - 20A/1P QOB HPL 1 - 30A/2P QOB HPL 19 - 20A/1P QOB Prepared Space 1 - 30A/3P QOB HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL3-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
040-00	1	**Designation:** UPL4-CAB NQ MB PNLB (INT BOX TRIM) NQ Panelboard Consisting of 208Y/120V 3Ph 4W 60Hz SCCR: 10kA Fully Rated Single Main: 250AS/100AT/3P JD Circuit Breaker 80% Rated Mission Critical Main Trip Function: LI Main Trip Unit: Standard Trip Unit Main Acc: Padlock Att Fixed Off/On Incoming Conductors: 1 - #4 - 4/0 AWG Bus: 225A Rated Copper: Silver/Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 42 Circuit Interior Type 1,Box: 50H x 20W x 5.75D Incoming: Bottom Trim: Surface - Hinged Box Cat No: MH50 Front Cat No: NC50SHRODLWMD Ref. Drawing: PBA707HR Feeders: 10 - 20A/1P QOB HPL 29 - 20A/1P QOB Prepared Space 1 - 30A/3P QOB HPL Optional Features: Ship Completely Assembled,Copper Solid Neutral,Metal Directory Frame,Outer Door Locks,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Copper Ground Bar Branch User Placement Group User Placement Standard Nameplate: Engraved as Follows Line 1: UPL4-CAB Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on
		Ship Id: 01
150-00	1	**Designation:** T-UDPL-CAB Enclosed CB HGL36150U31X MOLDED CASE CIRCUIT BREAKER 600V 150A HGL36150U31X UL/CSA Rated PowerPact H Frame Termination: Lugs Line/Load Side 150 Amp Capacity 3 Pole Device 600 Vac Rated

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details
		80% Rated - Standard rated Interrupting Rating 65kA @ 240Vac/35kA @ 480Vac/18kA @ 600Vac Micrologic Basic Trip Unit - LI Revision - 8/10/2023 - (S20230011/S20230011) 8/24/2023 2:01:19 PM Source -Selector
152-00	1	**Designation:** T-UDPL-CAB Enclosed CB J250S ENCLOSURE FOR CIRCUIT BREAKER NEMA 1
162-00	1	**Designation:** GDPH - SEC 2 ILINE ML PNLB (INT BOX TRIM) I-Line Panelboard Consisting of 480Y/277V 3Ph 4W 60Hz SCCR: 35kA Fully Rated Main Lug Only: 1200A Incoming Conductors: 1 - (4) 3/0 - 500kcmil Bus: 1200A Rated Copper: Tin Plated CU Ground Bar Bus Applcation Rating: 1000A/sqin 108" of Mounting Inches Type 1, Incoming: Bottom Trim: Four-Piece Surface Box Cat No: Special Front Cat No: Special Ref. Drawing: PBA414 **SPL PBA REQ'D Type: HCR Feeders: 2 - 1200AS/1000AT/3P PG Ammeter LSIG 80% ,AX 1AB,HLO Fixed Off/On,AS STD 1 - SL1200P5 SFLK Feeds Panel Optional Features: Ship Completely Assembled,Increase Left Gutter 14",Copper Solid Neutral,Seismic Qualification - IBC/ASCE7/CBC/NBCC,Temporary Fully Assembled Lead Time Extension,Copper Ground Bar,Standard Mains and Feeders Mechanically Restrained Branch User Placement Special: (10) WIRED TERMINAL BLOCKS Standard Nameplate: Engraved as Follows Line 1: GDPH - SEC 2 Size: 3.50" Wide x 1.00" High (Std) Color: White Surface / Black Letters Plastic/Adhesive - Screw-on

Q2C Number: 45009869	**Quote Number:** 1	**Change Order Rev Number:** 8
Project Name: Greater Asheville Regional Airport		**Quote Name:** STUDY CHANGES

Item No.	Qty.	Catalog Number / Details	
		Change to Total Authorized:	**19,500.00**
		Change to Warranty:	**0.00**
		Change to FOB:	**0.00**
		Change to Order Value:	**19,500.00**

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 #108: Electrical Coordination Study - Recommendations Impacting Gear

Status	Closed on 11/10/23		
To	Eric Ames (Pond & Company) Valorie Stokes (Pond & Company) Jared Reynolds (Pond & Company)	**From**	John Kokolakis (Kokolakis Contracting) 202 East Center Street Tarpon Springs, Florida 34689
Date Initiated	Aug 16, 2023	**Due Date**	Aug 25, 2023
Location		**Project Stage**	
Cost Impact	Yes (Unknown)	**Schedule Impact**	Yes (Unknown)
Spec Section	260573 - Overcurrent Protective Device Coordination Study	**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From		**Sub Job**	
Copies To	Eric Ames (Pond & Company), Bill Athanasoulis (Kokolakis Contracting), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Jim Hinda (Arora Engineers), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Jay Manasco (Kokolakis Contracting), Jared Reynolds (Pond & Company), Valorie Stokes (Pond & Company)		

ADDITIONAL INFORMATION FOR OPR

Contract Number		**Reply Email Address**	
Remarks			

Activity

Question

Question from John Kokolakis Kokolakis Contracting *on Wednesday, Aug 16, 2023 at 03:30 PM EDT*

Kokolakis Contracting has released the electrical gear with Square D at the direction of the A/E in compliance with the IFC Documents. The attached coordination study by SE Engineering has numerous recommendations that will have an impact on costs, procurement and design. Please see the attached Besco Electrical Letter as well as Coordination Study and provide direction on how we should proceed.

Attachments
45009869 Greater Regional Airport ATCT_TRACON Report_sealed_20230731.pdf, Besco study issue letter.pdf

Official Response

Response from Cameron Champaigne Kokolakis Contracting *on Friday, Sep 29, 2023 at 09:49 AM EDT*

Response from POND.

Attachments
RFI 108 Electrical Coordination Study_EL_RSP_Final.pdf

Official Response

Response from John Kokolakis Kokolakis Contracting *on Wednesday, Sep 20, 2023 at 03:05 PM EDT*

Kokolakis/Besco/Sqd response to PONDs 9.18.23 letter.

Attachments
Kokolakis Coordination study response 2.pdf

Official Response

Response from Cameron Champaigne Kokolakis Contracting *on Monday, Sep 18, 2023 at 12:00 PM EDT*

Response from Pond

Attachments
RFI 108 Electrical Coordination Study_EL_RSP2.pdf

Official Response

Response from John Kokolakis Kokolakis Contracting *on Friday, Sep 1, 2023 at 11:14 AM EDT*

Please see attached responses from our Electrician regarding the initial comments from POND on the RFI 108 Coordination Study as well as backup response from SQD engineer. We are requesting a meeting to discuss this as our SQD engineer is not able to complete the coordination study currently without additional A/E direction.

Attachments
Besco Responses - RFI 108 coordination study.pdf

Official Response

Response from Jared Reynolds Pond & Company *on Thursday, Aug 24, 2023 at 12:18 PM EDT*

Please see attached

Attachments
RFI 108 Electrical Coordination Study_EL_RSP.pdf

All Replies

Response from Cameron Champaigne Kokolakis Contracting *on Friday, Sep 29, 2023 at 09:49 AM EDT*

Response from POND.

Attachments
RFI 108 Electrical Coordination Study_EL_RSP_Final.pdf

Response from John Kokolakis Kokolakis Contracting *on Wednesday, Sep 20, 2023 at 03:05 PM EDT*

Kokolakis/Besco/Sqd response to PONDs 9.18.23 letter.

Attachments
Kokolakis Coordination study response 2.pdf

Response from Cameron Champaigne Kokolakis Contracting *on Monday, Sep 18, 2023 at 12:00 PM EDT*

Response from Pond

Attachments
RFI 108 Electrical Coordination Study_EL_RSP2.pdf

Response from John Kokolakis Kokolakis Contracting *on Friday, Sep 1, 2023 at 11:14 AM EDT*

Please see attached responses from our Electrician regarding the initial comments from POND on the RFI 108 Coordination Study as well as backup response from SQD engineer. We are requesting a meeting to discuss this as our SQD engineer is not able to complete the coordination study currently without additional A/E direction.

Attachments
Besco Responses - RFI 108 coordination study.pdf

Response from Jared Reynolds Pond & Company *on Thursday, Aug 24, 2023 at 12:18 PM EDT*

Please see attached

Attachments
RFI 108 Electrical Coordination Study_EL_RSP.pdf

3500 Parkway Lane, Suite 500
Peachtree Corners, Georgia 30092

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

DATE: 09/28/2023

RFI 108 Electrical Coordination Study - Response to memo dated 9/20/2023

Question

- *Kokolakis Contracting has released the electrical gear with Square D at the direction of the A/E in compliance with the IFC Documents. The attached coordination study by SE engineering has numerous recommendations that will have an impact on costs, procurement, and design. Please see the attached Besco Electrical letter as well as Coordination Study and provide direction on how we should proceed.*

Response: Amend & Resubmit Study as an official Submittal

- Pond takes no exception to the procurement of the adjustable circuit breakers noted in the recommendations provided by SE Engineering, submitted through RFI 108.

- It should be noted that the study provided by SE Engineering is an incomplete study, as additional information was required for the building ATS, Chiller nameplate information, and UPS equipment. This information has been confirmed by Kokolakis Construction to be provided to SE Engineering during a meeting on September 23, 2023.

- It was noted that the switchgear panelboard production is NOT in the process of being manufactured, but is in an order que, per discussion with Besco on September 13, 2023. In Pond's opinion, the switchgear does NOT have recommendations impacting production. There are select panelboards relating to the Fire Life Safety panels and Critical Load panels that are potentially impacted as a result of the recommendations mentioned in the provided report.

- The switchgear and panelboard shop drawings were reviewed in March 2023 and the Short Circuit Study was released in August 2023. The shop drawing review was to be a temporary hold <u>until the short circuit study was submitted for review in the event such recommendations were considered for implementation.</u> It was at the contractor's discretion, not Pond, to release the shop drawings for manufacturing prior to the short circuit study assessment. Note that specification 260573-1.3A states: *"Study shall be submitted with power gear package noting all recommended modifications to equipment and settings indicated on drawings. Lack of study shall be considered grounds for rejecting power gear submittal."* Not only was there a five-month gap between the power gear submittal and the coordination study, the proper submittal procedures were not followed as the coordination study provided was submitted

through an RFI and did not contain all required equipment information (reference point 2).

- Pond is not liable for any schedule delays in the procurement of the impacted panelboards, circuit breakers, or any other impacted equipment, because of the coordination study that recommended potential changes to equipment and devices that were ordered prior to the finalization of the short circuit study.

September 20th, 2023

RE: Asheville – ATCT TRACON – responses to POND memo response 2 dated 9/18/23

Attn: Kokolakis Construction.

Below are the Besco / Square-D response.

- Infinite Bus Method is what was used for the study and will remain in place.

  Below is the SE Engineering response to Selective Coordination.

> There is a misunderstanding of the requirements for Selective Coordination for the devices that are covered by the 2020 Edition of NEC Article 700.32. Per the NEC definition of Selective Coordination, the upstream protective devices must coordinate for "the full range of available overcurrents, from overload to the maximum available fault current, and for the full range of overcurrent protective device opening times for those over currents." The under-lined portion of the end of the definition is what we are referring to as "no overlap" in the meeting on September 13th. The curves that are shown on the Time-Current Curves are the tripping characteristics for the selected devices. Based on the definition of Selective Coordination, these trip curves cannot overlap and be considered selectively coordinated, unless there is published documentation by the manufacturer that stipulates a tested short circuit selective coordination. For Schnieder Electric, information for short circuit selective coordination testing is available in Data Bulletin 0100DB0501 (see attached). With the devices originally selected for the design, the exists no combination of thermal-magnetic breakers at the designed trip size that will achieve selective coordination for the calculated fault currents. We stand by the recommendations made for the FLS systems.
>
> Regarding the Critical Branch, the Effective Date for the FAA Order JO 6950.27B was before the permitted date for the project. The comment about FAA Order JO 6950.27B Appendix G-5.b.2 only applies to devices that do not have selective coordination requirements. 6950.27B stipulates that the Critical Branch must selectively coordinate. If clarification can be provided by the FAA or EOR that the system should be evaluated under 6950.27A instead, the Critical Branch recommendations can be reevaluated.
>
> Thanks,
>
> **Ian Callahan | SE Engineering, PC**
> Power Systems Engineer
> Phone: (919) 746-8667 ext: 702
> Email: ian.callahan@seengr.com
> Visit: www.seengr.com

- Besco request the immediate resolution and ruling on FAA Order JO 6950.27 – A/B . Which is to be complied with. This information is critical to be ruled on to avoid further delay.
- ASI001R1 has been reviewed and will be included in updated study run when the FAA Order has been clarified.
- The expedited review of the distribution equipment package and submittals predated the receipt of all of the information needed to perform the coordination study. This was critical to get a spot in line to procure equipment to meet the project schedule. Requests were issued in March of 2023 for specific utility information and owner provided information, IE, FAA generator product data and ATS product data. Specific information was provided to SQD as it was received.

Thank you,

Ryan Spierowski

Project Manager

Besco Electrical

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DATE: 09/18/2023

RFI 108 Electrical Coordination Study - Response 2

Question

- *Kokolakis Contracting has released the electrical gear with Square D at the direction of the A/E in compliance with the IFC Documents. The attached coordination study by SE engineering has numerous recommendations that will have an impact on costs, procurement, and design. Please see the attached Besco Electrical letter as well as Coordination Study and provide direction on how we should proceed.*

Response: Amend & Resubmit (See updated responses highlighted in yellow)

- Comments to note:
  - This study requires the use of the utility fault current obtained from the utility company for the most accurate analysis. JK is to coordinate with Duke Energy, obtain this information and redo the study. The use of the infinite bus method is not permitted.
    - Confirmed. The Infinite Bus Method is acceptable.

- This study recommends changing circuit breaker types. The intent of this study is to analyze the selected breaker types and provide recommended circuit breaker settings for the circuit breakers that were included in the bid documents.

  - Besco's response provided from SE Engineering made references to NEC 2020 and FAA Order JO 6950.27B

  - NEC 2020 700.32 Selective Coordination states *"Emergency system(s) overcurrent devices shall be selectively coordinated with all supply-side overcurrent protective devices."*

  - The Term "Selective Coordination" as defined by the NEC states: "*Localization of an overcurrent condition to restrict outages to the circuit or equipment affected, accomplished by the selection and installation of overcurrent protective devices and their ratings or settings for the full range of available overcurrents, from overload to the maximum available fault current, and for the full range of overcurrent protective device opening times for those over currents.*"

  - There is no statement about selective coordination containing "no overlap" as stated by SE Engineering in the OAC discussion held on 9/13/2023. There is no statement about selective coordination requiring adjustable trip breakers in lieu of fixed trip breakers.

  - It is acceptable to change the following FLS feeder breakers to adjustable trip setting breakers as specified in NEC 2020 700.32.
    - ATS-FLS-FB
    - ATS-FLS-GM-FB

  - It is Pond's position that the remaining seven circuit breakers downstream of the ATS-FLS Feeder breakers that are recommended to be changed from a thermal magnetic breaker to the J and L Frame breakers notated are an added benefit to the design and are not a result of code compliance concerns.

- This project started under FAA Order 6950.27, now referred to as 6950.27A. Version B superseded Version A in July 2022, the same month that the drawings went out for Permit. Version B enforces the requirements of the Critical Branch circuit breakers to be the specified breaker types mentioned in the recommendations. The specification 262816-2.3B stated the use of LSI breakers for 250A and above for the duration of the project design and there were no objections or comments on this approach until August 2023 with the new requirements of FAA Order 6950.27B.

- 6950.27A States:

15. 100% selective coordination between the branch circuit breaker and the circuit breaker upstream, such as the panel main circuit breaker, is a must.

16. Ensure selective coordination in the path to critical loads.

17. Comply with the appropriate NEC articles regarding coordination.

18. Dynamic impedance is an important concept in circuit breaker coordination and can be considered by selecting OCPD based on actual published test data from the device manufacturers.

19. Ensure that there is no penetration of the OCPD TCC curve to the feeder thermal curve in the instantaneous region.

20. Ensure that OCPD will not trip or clear due to inrush currents.

21. Ground fault protection may be used to detect and interrupt arcing fault currents.

22. Time-Current coordination, i.e. PDCA, must be based on accurate short-circuit current calculations.

23. While SCA and PDCA use only the maximum available utility short circuit current, the AFRA must consider both the maximum and minimum available utility short circuit current.

24. The electrical utility data shall be obtained very early in the design phase.

25. Set Short Time Delay I^2t out/off whenever possible.

- 6950.27B States

d. Critical Bus selective coordination at critical panelboards.

(1) Critical panelboard main and upstream feeder devices shall be mission critical J-frame and L-frame devices with micrologic 5.2/3 trip units. Selective coordination with the downstream branch circuit breaker device is per Schneider Electric circuit breaker combination data published in Data Bulletin 0100DB0501, Short Circuit Selective Coordination for Low Voltage Circuit breakers, 11/2016, Appendix A, J- and L-Frame Mission Critical Breakers used on downstream circuit breakers.

- It is acceptable to change the following UPS feeder breakers to adjustable trip setting breakers as specified in 6950.27B.
  - UPS-RIB-FB
  - UPS-SBB-FB
  - UPS-MBB-FB

- Note that the circuit breakers recommended were based on an unknown UPS model. The study needs to be re-evaluated with UPS submittal data provided by BESCO to SE Engineering.

- It is Pond's position that the remaining twenty-four circuit breakers downstream of the UPS feeder breakers that are recommended to be changed from a thermal magnetic breaker to the J and L Frame breakers notated in FAA Order JO 6950.27B are an added benefit to the design and are not a result of code compliance concerns. The FAA needs to confirm the critical branch updates they want updated to meet their task order and confirm the funding aspect. The design meets code as it currently stands, with exception of the three breakers upstream of the UPS.

- FAA Order JO 6950.27B Appendix G-5.b.2 states "*In case involving redundant protective devices, non-selective circuit breaker operation is of little or no concern. Protective devices are redundant if, regardless of which device opens, the same system outage occurs. In general, in order to improve overall system protection and coordination, redundant devices are intentionally set to overlap one another.*

- Utilize floor plans for unknown distances.

  - Unknown distances have been confirmed by BESCO

- The ground fault settings for the 1,000A breakers need to be adjusted to 1,000A in lieu of 1,200A.

  - This is a settings change that does not impact the production of the equipment utilizing the 1200A LSI Breakers in question.

- All ground fault settings should be coordinated with phase settings of their respective breakers in accordance with IEEE STD 242.

- GARAA does NOT approve the recommendations of changing the thermal magnetic breakers for adjustable breakers.

- The only accepted recommendations are the ones noted in the response spreadsheet with quantities as shown:
  - Item 5: replace the 25A breaker for FLSDPH1-CAB Feeder breaker with a 50A breaker, and upsize the feeder to 4#6 & 1#10G – 1"C. Previous feeder size was #10s in a 3/4"C. This is a small upsize.

  - Item 7: Replace T-FLSPL-CAB Feeder Breaker with a 25A (was 50A).

- Item 19 & 20: Add a 30A breaker for the SPD in panels FLSDPH1 & FLSPL. Breakers were shown on the one-line but not on the panel schedule.

- Note that the Short Circuit Study submittal and recommendations are to be provided concurrently with the gear package, such that any recommendations or corrections can be captured before the switchgear/panelboard release.

  - **Note that the drawings used were to be ASI-001 (R1) issued on 4/17/2023. The 1000A feeders are to be rated for the 1200A. Adjust the feeder sizes to match the 1200A feeder size used in ASI-001 (R1).**

- Pond above recommendations above are NOT grounds for cancellation or stoppage of switchgear and panelboard production.
  - It was noted that the switchgear panelboard production is NOT in the process of being manufactured, but is in an order que, per discussion with Besco on September 13, 2023. The switchgear does NOT have recommendations impacting production. There are a few panelboards relating to the Fire Life Safety panels and Critical Load panels that are potentially impacted as a result of the recommendations mentioned in the provided report.

  - The switchgear and panelboard shop drawings were reviewed in March 2023 and the Short Circuit Study was released in August 2023. The shop drawing review was to be a temporary exception until the short circuit study was submitted for review in the event such recommendations were considered for implementation. It was at the contractor's discretion to release the shop drawings for manufacturing prior to the short circuit study assessment. Note that specification 260573-1.3A states: *"Study shall be submitted with power gear package noting all recommended modifications to equipment and settings indicated on drawings. Lack of study shall be considered grounds for rejecting power gear submittal."*

August 29th, 2023

RE: Asheville – ATCT TRACON -

Coordination Study Responses

- This study requires the use of the utility fault current obtained from the utility company for the most accurate analysis. JK is to coordinate with Duke Energy, obtain this information and redo the study. The use of the infinite bus method is not permitted. See attached correspondence. The information that was used for the study was direct information from the Duke Project Manager. We also enquired about upsizing the Duke transformer after this returned response, notes also included. Square-D informed us that upsizing the Duke transformer WILL NOT change the coordination of the package. The issues are coordination of amperage and load/demand. To get the fault current not using the infinite bus method, the airport will need to directly request an ARC FLASH study for the primary side from Duke. Under Duke section VII, the electrical engineer nor contractor can make this request. This information is also attached.

- This study recommends changing breaker types. The intent of this study is to analyze the selected breaker types and provide recommended circuit breaker settings for the circuit breakers that were included in the bid documents. The SQD study has made recommendations to the systems design. The systems design in some panels do not have adjustable trip breakers. These are some of the recommended upgrades from Squard-D Engineering.

- Utilize floor plans for unknown distances. Floor Plan documents and drawings were indeed used to scale and roll footages.

- The ground fault settings for the 1,000A breakers need to be adjusted to 1,000A in lieu of 1,200A. Some of these panels show total connected load of more than 1000amps.

- All ground fault settings should be coordinated with phase settings of their respective breakers in accordance with IEEE STD 242. SQD response included

- GARAA does NOT approve the recommendations of changing the thermal magnetic breakers for adjustable breakers. SQD response included

- The only accepted recommendations are the ones noted in the response spreadsheet with quantities as shown:
  - Item 5: replace the 25A breaker for FLSDPH1-CAB Feeder breaker with a 50A breaker, and upsize the feeder to 4#6 & 1#10G – 1”C. Previous feeder size was #10s in a 3/4”C. This is a small upsize.
  - Item 7: Replace T-FLSPL-CAB Feeder Breaker with a 25A (was 50A).

- Item 19 & 20: Add a 30A breaker for the SPD in panels FLSDPH1 & FLSPL. Breakers were shown on the one-line but not on the panel schedule.

- Note that the Short Circuit Study submittal and recommendations are to be provided concurrently with the gear package, such that any recommendations or corrections can be captured before the switchgear/panelboard release. The Coordination study wont be performed by Square-D until an approved package is processed. This study was requested and performed after the IFC document change orders were issued.

- Pond above recommendations above are NOT grounds for cancellation or stoppage of switchgear and panelboard production. Square-D has stopped production until these issues are worked out or signed off on by the design team

Thank you,

Ryan Spierowski

Project Manager

Besco Electrical

From: Chanelle Hausler <chausler@borderstates.com>
Sent: Wednesday, August 30, 2023 9:22 AM
To: Ryan Spierowski <r.spierowski@bescoelectrical.com>; Sean Rickard <SRickard@borderstates.com>
Cc: Travis Poteet <t.poteet@bescoelectrical.com>
Subject: RE: GREATER ASHEVILLE REGIONAL AIRPORT AUTORITY ATCT & TRACON - BSE GEAR Package EXPANDED BOM

Response below:

The recommendations in the report were made to comply with NEC 2020 and FAA Order JO 6950.27B.
I need reasoning/justification that is more compelling and authoritative to remove the deficiencies from the report.

Why do the requirements in the 2 documents mentioned above not apply to this project?
Who is the AHJ and do they agree with the direction POND is providing, which is to essentially ignore selective coordination requirements for this system?
Based on the comments provided by POND there seems to be a lack of understanding of selective coordination (as defined by the NEC) and how to achieve it by analyzing the time-current coordination (TCC) graphs.

Unless these questions are answered to a satisfactory level, if the report is revised, it will include all deficiencies from the initial study not addressed by BOM or design changes.

At the end of the day, SE Engineering does not enforce the NEC or FAA requirements, but we will not prepare and seal a report that does not accurately identify the deficiencies based on our understanding of the requirements.

Let me know if we need to discuss.

Jason D. Moschella, P.E. | SE Engineering, PC

Thanks!
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From: Ryan Spierowski <r.spierowski@bescoelectrical.com>
Sent: Tuesday, August 29, 2023 10:23 AM
To: Chanelle Hausler <chausler@borderstates.com>; Sean Rickard <SRickard@borderstates.com>
Cc: Travis Poteet <t.poteet@bescoelectrical.com>
Subject: RE: GREATER ASHEVILLE REGIONAL AIRPORT AUTORITY ATCT & TRACON - BSE GEAR Package EXPANDED BOM

Can you get these responses to the SQD engineer team.

These are the POND Responses.

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DATE: 08/24/2023

RFI 108 Electrical Coordination Study

Question

- *Kokolakis Contracting has released the electrical gear with Square D at the direction of the A/E in compliance with the IFC Documents. The attached coordination study by SE engineering has numerous recommendations that will have an impact on costs, procurement, and design. Please see the attached Besco Electrical letter as well as Coordination Study and provide direction on how we should proceed.*

Response: Amend & Resubmit

- Comments to note:
  - This study requires the use of the utility fault current obtained from the utility company for the most accurate analysis. JK is to coordinate with Duke Energy, obtain this information and redo the study. The use of the infinite bus method is not permitted.
  - This study recommends changing breaker types. The intent of this study is to analyze the selected breaker types and provide recommended circuit breaker settings for the circuit breakers that were included in the bid documents.
  - Utilize floor plans for unknown distances.
  - The ground fault settings for the 1,000A breakers need to be adjusted to 1,000A in lieu of 1,200A.
  - All ground fault settings should be coordinated with phase settings of their respective breakers in accordance with IEEE STD 242.
  - GARAA does NOT approve the recommendations of changing the thermal magnetic breakers for adjustable breakers.
  - The only accepted recommendations are the ones noted in the response spreadsheet with quantities as shown:
    - Item 5: replace the 25A breaker for FLSDPH1-CAB Feeder breaker with a 50A breaker, and upsize the feeder to 4#6 & 1#10G – 1”C. Previous feeder size was #10s in a 3/4”C. This is a small upsize.
    - Item 7: Replace T-FLSPL-CAB Feeder Breaker with a 25A (was 50A).

- Item 19 & 20: Add a 30A breaker for the SPD in panels FLSDPH1 & FLSPL. Breakers were shown on the one-line but not on the panel schedule.

- Note that the Short Circuit Study submittal and recommendations are to be provided concurrently with the gear package, such that any recommendations or corrections can be captured before the switchgear/panelboard release.

- Pond above recommendations above are NOT grounds for cancellation or stoppage of switchgear and panelboard production.

RECOMMENDATIONS TABLE

Item #	Priority	Description	Reference	BOM Change	Recommendation	Pond Disposition	Pond Response
1	Required	Coordination - General	SESH	Y	SESH Main Breaker: Remove the from the panel. The revised one-lines and panel schedules do not show a main breaker in SESH. SEDPH Feeder Breaker: Change the system design to increase the trip setting from 1080A to 1200A. No physical device change is necessary.	Reject Recommendation	SESH Main Breaker: Keynote 4 indicates to provide a main circuit breaker, as well as the panel schedule. Keep the main breaker for SESH in the study SEDPH Feeder Breaker: Reject settings change for adjustable breaker. Note that the settings need to be adjusted 1,000A per the design.
2	Required	Coordination - Selectivity as defined by the NEC	SEDPH	Y	SEDPH Main Breaker: Change the system design to increase the trip setting from 1080A to 1200A. No physical device change is necessary. ATS-FLS Feeder Breaker: From a 50A/3P HG, Thermal-Magnetic breaker to a 250AS/70AT JG Mission Critical, LI (Micrologic 3.2) breaker. The Mission Critical JG breaker selectivley coordinates with EGB breakers to a minimum of 7 kA at 480V and with HG breakers up to 8 kA at 480V based on the Schneider Electric Data Bulletin 0100DB0501. The maximum fault current at FLSDPH1 was calculated to be 4.090 kA.	Reject Recommendation	SEDPH Main Breaker: Reject settings change for adjustable breaker. ATS-FLS Feeder Breaker: No change to larger, adjustable breaker.
3	Required	Coordination - Selectivity as defined by the NEC	GEN	Y	GDPH Feeder Breaker: Change the system design to increase the trip setting from 1080A to 1200A. No physical device change is necessary.	Reject Recommendation	GDPH Feeder Breaker: Reject settings change for adjustable breaker.
4	Required	Coordination - Selectivity as defined by the NEC	GDPH	Y	GDPH Main Breaker and Temp Gen Breaker: Change from a 1200AS/1080AT PG, LSIG (Micrologic 6.0) breaker to a 1200AS/1200AT PG, LSI (Micrologic 5.0) breaker. ATS-FLS Feeder Breaker: Change from a 50A/3P HG, Thermal-Magnetic breaker to a 250AS/70AT JG, LI (Micrologic 3.2) breaker.	Reject Recommendation	GDPH Main Breaker: Reject settings change for adjustable breaker.
5	Required	Coordination - Selectivity as defined by the NEC	FLSDPH1	Y	FLSDPH1 Main Breaker: Change from a 50A/3P EGB, Thermal-Magnetic breaker to a 250AS/70AT JG Mission Critical, LI (Micrologic 3.2) breaker. The Mission Critical JG breaker selectivley coordinates with EGB breakers to a minimum of 7 kA at 480V and with HG breakers up to 8 kA at 480V. The maximum fault current at FLSDPH1 was calculated to be 4.090 kA. T-FLSPL Feeder Breaker: Change from a 20A/3P EGB, Thermal-Magnetic breaker to a 60AS/20AT HG, LI (Micrologic 3.2) breaker. FLSDPH1-CAB Feeder Breaker: Change from a 25A/3P EGB, Thermal-Magnetic breaker to a 150AS/60AT HG, LI (Micrologic 3.2) breaker.	Partial Rejection. See comments on FLSDPH1-CAB	FLSDPH1 Main Breaker: Reject upsizing breaker. Connected load is 24A. The breaker specified is adequately rated. T-FLSPL Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. FLSDPH1-CAB Feeder Breaker: replace breaker with 50A trip breaker. Feeder to be upsized to 4#6 & 1#10G-1"C
6	Required	Coordination - Selectivity as defined by the NEC	FLSPL	Y	Main Breaker: Change from a 50A/3P QOB-VH, Thermal-Magnetic breaker to a 100AS/50AT HG, LI (Micrologic 3.2) breaker.	Reject Recommendation	FLSPL Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
7	Required	Coordination - Selectivity as defined by the NEC	FLSDPH1-CAB	Y	Main Breaker: Change from a 50A/3P HD, Thermal-Magnetic breaker to a 150AS/60AT HD, LI (Micrologic 3.2) breaker. The HD 150A micrologic trip unit selectively coordinates with EDB breakers up to 1.94 kA at 480V. The maximum available fault current at FLSDPH1-CAB is 1.755 kA at 480V. T-FLSPL-CAB Feeder Breaker: Change from a 50A/3P EDB, Thermal-Magnetic breaker to a 60AS/20AT HD, LI (Micrologic 3.2) breaker.	Partial Rejection. See comments on T-FLSPL-CAB	FLSDPH1-CAB Main Breaker: FLSDPH1-CAB Feeder Breaker: Reject upsizing feeder breaker from 25A to 60A. Connected load to FLSDPH1-CAB is 16A. T-FLSPL-CAB Feeder Breaker: Replace breaker with smaller 25A breaker.
8	Required	Coordination - Selectivity as defined by the NEC	FLSPL-CAB	Y	Main Breaker: Change from a 50A/3P HD, Thermal-Magnetic breaker to a 100AS/50AT HG, LI (Micrologic 3.2) breaker.	Reject Recommendation	FLSPL-CAB: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
9	Required	Coordination - Selectivity as defined by the NEC	EDPH	Y	UPS Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. UPS SBB Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. UPS-MBP Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. 400AS Mission Critical LG breakers selectively coordinate with HG breakers up to 30 kA at 480V. The maximum available fault current at UDPH is 11,823A at 480V.	Reject Recommendation	UPS Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. 70A is a properly rated breaker. UPS SBB Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. 70A is a properly rated breaker. UPS MBP Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. 70A is a properly rated breaker. *No basis on breaker upsizing as study did not have UPS submittal at time of study, per comment 10.

10	Required	Coordination - Selectivity as defined by the NEC	UPS UPS-MBP	Y	At the time of the execution of this study, the UPS and UPS-MBP submittals were not provided. Assuming that the equipment is not being supplied with Schneider Electric protective devices, it is unlikely that devices exist that will fully selectively coordinate with the downstream devices. Therefore, it is recommended that the internal protevice devices be replaced with Molded Case Switches. Additionally, the UPS should be upsized to 125A to support the required increase of the feeder breakers for selective coordination requirements.	Reject Recommendation	Recommendation is based off other (rejected) upsizing recommendations. Reevaluate with UPS submittal.
11	Required	Coordination - Selectivity as defined by the NEC	UDPH	Y	UDPH Main Breaker: Change from a 70A/3P HG, Thermal-Magnetic breaker to a 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. 400AS Mission Critical LG breakers selectively coordinate with HG breakers up to 30 kA at 480V. The maximum available fault current at UDPH is 11,823A at 480V. T-UDPL Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to a 150AS/70AT HG, LI (Micrologic 3.2) breaker. T-UDPL-CAB DS Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to a 150AS/70AT HG, LI (Micrologic 3.2) breaker.	Reject Recommendation	UDPH Main Breaker: Reject change. Reevaluate with UPS submittal. T-UDPL Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. T-UDPL-CAB DS Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
12	Required	Coordination - Selectivity as defined by the NEC	UDPL	Y	UDPL Main Breaker: Change from a 150A/3P JG, Thermal-Magnetic breaker to a 250AS/150AT LD, LI (Micrologic 3.3) breaker. UPL1 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL2 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL3 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL4 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL5 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker.	Reject Recommendation	UDPL Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL1 Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL2 Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL3 Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL4 Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL5 Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
13	Required	Coordination - Selectivity as defined by the NEC	UPL1 UPL2 UPL3 UPL4 UPL5	Y	Main Breakers: Change from 100A/3P QD, Thermal-Magnetic breakers to 250AS/100AT JD, LI (Micrologic 3.2) breakers.	Reject Recommendation	UPL1 Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL2 Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL3 Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL4 Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL5 Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
14	Required	Coordination - Selectivity as defined by the NEC	T-UDPL-CAB-Disconnect	Y	UPL1-CAB Feeder device: Change from 70A fuse to 150AS/70AT HG, LI (Micrologic 3.2) breaker.	Reject Recommendation	UPL1-CAB Feeder Device: Reject change from fused disconnect to enclosed adjustable circuit breaker

15	Required	Coordination - Selectivity as defined by the NEC	UDPL-CAB	Y	UDPL-CAB Main Breaker: Change from a 150A/3P QB, Thermal-Magnetic breaker to a 400AS/150AT LD Mission Critical, LI (Micrologic 3.3) breaker. The LD Mission Critical breaker selectively coordinates with JD up to 30 kA at 208V and QO breakers to a mimimum of 10 kA. The maximum fault current at UDPL-CAB is 3.480 kA. UPL1-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. UPL2-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. UPL3-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. UPL4-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. The JD Mission Critical breakers selectively coordinate with QOB breakers to a minimum of 10 kA. The maximum fault current at the UPL-CAB panels is 3.284 kA.	Reject Recommendation	UDPL-CAB Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL1-CAB Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL2-CAB Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL3-CAB Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL4-CAB Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL5-CAB Feeder Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
16	Required	Coordination - Selectivity as defined by the NEC	UPL1-CAB UPL2-CAB UPL3-CAB UPL4-CAB UPL5-CAB	Y	Main Breakers: Change from 100A/3P QB, Thermal-Magnetic breakers to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breakers. The JD Mission Critical breakers selectively coordinate with QOB breakers to a minimum of 10 kA. The maximum fault current at the UPL-CAB panels is 3.284 kA.	Reject Recommendation	UPL1-CAB Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL2-CAB Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL3-CAB Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL4-CAB Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same. UPL5-CAB Main Breaker: Reject change from thermal-magnetic breaker to adjustable breaker. Trip ratings indicated are the same.
17	Required	NEC 240 - Cables not protected	CBL-1000 CBL-1002 CBL-1009 CBL-1032	Y	Due to the required changes for selective coordination requirements, the referenced cables were no longer protected. Increase the cable size of the referenced cables from 3 sets of 500 kcmil copper (1140A) to 4 sets of 350 kcmil copper (1240A).	Reject Recommendation	Rejected items related to upsizing of protective devices for the associated cables indicates there is no need to upsize the cables referenced in this comment.
18	Required	NEC 240 - Cables not protected	CABL-1053-1 CABL-1053-2 CBL-1054-1 CBL-1074 CBL-2075	Y	Due to the required changes for selective coordination requirements, the referenced cables were no longer protected. Increase the cable size of the referenced cables from 4 AWG copper (85A) to 1 AWG copper (130A). Also, ensure that the UPS conductors are properly rated for the increased feeder breakers.	Reject Recommendation	Rejected items related to upsizing of protective devices for the associated cables indicates there is no need to upsize the cables referenced in this comment. *Reevaluate with UPS submittal
19	Required	NEC 700.8 - Surge Protection	FLSDPH1	Y	The referenced panelboard is required to have a surge protection devices. The riser diagram shows a SPD for the panel, but there is no device in the BOM to feed it. Add a 30A/3P EGB, Thermal-Magnetic breaker to the panel.	Accept Recommendation	Add breaker for SPD. Breaker shown on one-line and floor plans (E-402), but not indicated on Panel Schedule.
20	Required	NEC 700.8 - Surge Protection	FLSPL	Y	The referenced panelboard is required to have a surge protection devices. The riser diagram shows a SPD for the panel, but there is no device in the BOM to feed it. Add a 20A/3P QOB-VH, Thermal-Magnetic breaker to the panel.	Accept Recommendation	Add breaker for SPD. Breaker shown on one-line and floor plans (E-402), but not indicated on Panel Schedule.

MISSING DATA

Item #	Priority	Data Needed	Additional Notes	Pond Response
1	Required	Cables as shown in orange on the one-line	Need information on size/length/material/conduit	Fuse information to be provided by Besco Refer to the UPS submittal for internal wiring. Refer to the oneline for chiller wire size

2	Required	ATS Submittal (inlcuding withstand rating)	ATS-BI	Contractor to provide the corresponding submittal. ATS is procured by the FAA.
3	Required	UPS Submittal		Contractor to provide the corresponding submittal. UPS is procured by the FAA.
4	Required	Motor Submittal or nameplate data for Chiller 1 and Chiller 2		Contractor to provide the corresponding submittal
5	Required	Fuses information (manufacturer/type/size)		Contractor to provide the corresponding submittal
6	Required	Utility Fault current (if available, include transformer kVA, %Z, and fuse	Need actual utility fault current from the primary of the utility transformer for a proper arc flash analysis. Include utility protective device and transformer nameplate if possible	Contractor to provide information from Duke Energy

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 #108: Electrical Coordination Study - Recommendations Impacting Gear

Status	Open		
To	Valorie Stokes (Pond & Company) Jared Reynolds Eric Ames (Pond & Company)	**From**	John Kokolakis (Kokolakis Contracting) 202 East Center Street Tarpon Springs, Florida 34689
Date Initiated	Aug 16, 2023	**Due Date**	Aug 25, 2023
Location		**Project Stage**	
Cost Impact	Yes (Unknown)	**Schedule Impact**	Yes (Unknown)
Spec Section	260573 - Overcurrent Protective Device Coordination Study	**Cost Code**	
Drawing Number		**Reference**	
Linked Drawings			
Received From		**Sub Job**	
Copies To	Eric Ames (Pond & Company), Bill Athanasoulis (Kokolakis Contracting), Cameron Champaigne (Kokolakis Contracting), O'Rane Clarke (Kokolakis Contracting), Jim Hinda (Arora Engineers), Chris Jenkins (Pond & Company), John Kokolakis (Kokolakis Contracting), Jay Manasco (Kokolakis Contracting), Jared Reynolds , Valorie Stokes (Pond & Company)		

ADDITIONAL INFORMATION FOR OPR

Contract Number		**Reply Email Address**	
Remarks			

Activity

Question

Question from John Kokolakis Kokolakis Contracting *on Wednesday, Aug 16, 2023 at 03:30 PM EDT*

Kokolakis Contracting has released the electrical gear with Square D at the direction of the A/E in compliance with the IFC Documents. The attached coordination study by SE Engineering has numerous recommendations that will have an impact on costs, procurement and design. Please see the attached Besco Electrical Letter as well as Coordination Study and provide direction on how we should proceed.

Attachments
45009869 Greater Regional Airport ATCT_TRACON Report_sealed_20230731.pdf, Besco study issue letter.pdf

Awaiting an Official Response

11416 Coachmans Way
Raleigh, NC 27614
(919) 746-8667
info@seengr.com

POWER SYSTEM ANALYSIS

Greater Regional Airport Authority ATCT and TRACON Mills River, NC

Prepared by
Ian Callahan under the supervision and direct control of
Jason D. Moschella, P.E.

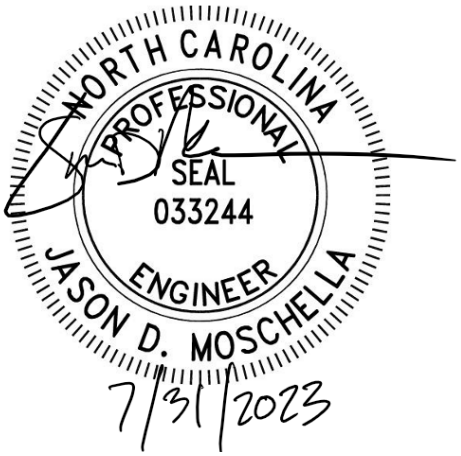
SE Engineering, P.C
North Carolina Firm No. C-4101

Job Number	Rev.	Date	Description	Prepared By
Q2C: 45009869	-	July 31, 2023	Initial Study	Ian Callahan
	1	-	-	-
	2	-	-	-

DISTRIBUTOR **Border States**

For Information, contact PM@seengr.com

FILE: 45009869 - Greater Regional Airport Report



DISCLAIMER

The following report was prepared by the Power System Engineering group of SE Engineering, PC utilizing industry-accepted standards and practices along with the proprietary methodologies and analysis tools provided to SE Engineering by Schneider Electric USA, Inc. Data used in this analysis was acquired by SE Engineering and provided by others, through onsite discovery, published information, equipment nameplates, manufacturer ratings, testing, analysis, or other means. SE Engineering assumes no responsibility for inaccuracies in data provided by others. The study is intended for use by qualified individuals to facilitate the installation, operation, maintenance, and safety of the electrical power system depicted. Modification of equipment, changes to system configuration, adjustment of protective device settings, or failure to properly maintain equipment may invalidate these results.

TABLE OF CONTENTS

1 EXECUTIVE SUMMARY 4
1.1 Overview 4
1.2 Revision History 4
1.3 Study Recommendations 5
1.4 Study Highlights 9
1.4.1 Short-Circuit 9
1.4.2 Coordination 10
2 INTRODUCTION 11
3 STUDY DATA 12
3.1 Importance 12
3.2 Missing Data 13
3.3 Estimates & Assumptions 15
4 SHORT-CIRCUIT ANALYSIS 16
4.1 General Procedure 16
4.2 Data Used in the Calculations 19
4.2.1 Power Company Data 19
4.2.2 Generator Data 19
4.2.3 Cable Data 19
4.2.4 Transformer Data 19
4.2.5 Motor Contribution to Short-Circuit Current 20
4.3 Short-Circuit Analysis Results 22
4.4 Short-Circuit Evaluation Table 24
5 OVERCURRENT DEVICE COORDINATION ANALYSIS 27
5.1 General Procedure 27
5.2 Specific Procedure 28
5.2.1 Short-Circuit Current Considerations 28
5.2.2 Molded Case Breaker Coordination 28
5.2.3 Low-Voltage Ground-Fault Relay Settings 29
5.2.4 Transformer Protective Devices 31

5.2.5 Cable Protection 32
5.2.6 Generator Protection 32
5.2.7 Selective Coordination and the National Electrical Code 34
5.3 Overcurrent Device Coordination Analysis Results 36
5.4 Coordination Discussion Table 37
5.5 Overcurrent Device Setting Tables 40
5.6 Time-Current Coordination Graphs 58
5.7 Time-Current Coordination Graphs – Recommended Replacement Devices 83
APPENDIX A: ABBREVIATIONS AND TRADEMARKS 108
APPENDIX B: SHORT CIRCUIT INPUT/OUTPUT DATA 111
APPENDIX C: REFERENCES 148
APPENDIX D: SYSTEM STUDY ONE-LINE DIAGRAM 210
APPENDIX E: SYSTEM STUDY ONE-LINE DIAGRAM – RECOMMENDED 212

1 EXECUTIVE SUMMARY

1.1 Overview

This report documents the results of a Power System Engineering analysis for the Greater Regional Airport in Mills River, NC. The objective of this section is to briefly summarize the results of the analysis and highlight key issues and findings in the electrical distribution equipment. For items addressed by equipment, conductor, or device settings changes, the power system study results may need to be re-evaluated in a revision to this study. The full analysis can be found in the main body of the report.

The scope of this study is limited to that equipment shown on the study one-line diagram located in the back of the report. Unless specifically required by job specifications, branch circuit utilization equipment, as defined per NEC Article 100, was not included in this study (this may consist of small equipment, 100A and less, such as: safety switches, industrial control panels, and enclosed starters/drives).

1.2 Revision History

This section will document revision history after the initial study has been submitted. Subsequent revision numbers are each listed on the front cover of the report and are explained below by indicating the following details: date of issue, reason for revision, and who initiated the revision. When necessary, engineer's comments and/or pertinent emails will be referred to in the references section of the report.

1.3 Study Recommendations

1. Refer to the Recommendations Table on the following page for the required system changes to comply with the 2020 Edition of the NEC and the FAA Order 6950.27B Power System Studies specifications.
2. Supply the missing information specified in the Missing Data Table in Section 3.2 to allow for the addition of the arc flash analysis to the report.

RECOMMENDATIONS TABLE

ASE Engineering

GREATER REGIONAL AIRPORT
MILLS RIVER, NC
REFER TO STUDY ONE-LINE DIAGRAM

Item #	Priority	Description	Reference	BOM Change	**Recommendation**
1	Required	Coordination - General	SESH	Y	SESH Main Breaker: Remove the from the panel. The revised one-lines and panel schedules do not show a main breaker in SESH. SEDPH Feeder Breaker: Change the system design to increase the trip setting from 1080A to 1200A. No physical device change is necessary.
2	Required	Coordination - Selectivity as defined by the NEC	SEDPH	Y	SEDPH Main Breaker: Change the system design to increase the trip setting from 1080A to 1200A. No physical device change is necessary. ATS-FLS Feeder Breaker: From a 50A/3P HG, Thermal-Magnetic breaker to a 250AS/70AT JG Mission Critical, LI (Micrologic 3.2) breaker. The Mission Critical JG breaker selectivley coordinates with EGB breakers to a minimum of 7 kA at 480V and with HG breakers up to 8 kA at 480V based on the Schneider Electric Data Bulletin 0100DB0501. The maximum fault current at FLSDPH1 was calculated to be 4.090 kA.
3	Required	Coordination - Selectivity as defined by the NEC	GEN	Y	GDPH Feeder Breaker: Change the system design to increase the trip setting from 1080A to 1200A. No physical device change is necessary.
4	Required	Coordination - Selectivity as defined by the NEC	GDPH	Y	GDPH Main Breaker and Temp Gen Breaker: Change from a 1200AS/1080AT PG, LSIG (Micrologic 6.0) breaker to a 1200AS/1200AT PG, LSI (Micrologic 5.0) breaker. ATS-FLS Feeder Breaker: Change from a 50A/3P HG, Thermal-Magnetic breaker to a 250AS/70AT JG, LI (Micrologic 3.2) breaker.
5	Required	Coordination - Selectivity as defined by the NEC	FLSDPH1	Y	FLSDPH1 Main Breaker: Change from a 50A/3P EGB, Thermal-Magnetic breaker to a 250AS/70AT JG Mission Critical, LI (Micrologic 3.2) breaker. The Mission Critical JG breaker selectivley coordinates with EGB breakers to a minimum of 7 kA at 480V and with HG breakers up to 8 kA at 480V. The maximum fault current at FLSDPH1 was calculated to be 4.090 kA. T-FLSPL Feeder Breaker: Change from a 20A/3P EGB, Thermal-Magnetic breaker to a 60AS/20AT HG, LI (Micrologic 3.2) breaker. FLSDPH1-CAB Feeder Breaker: Change from a 25A/3P EGB, Thermal-Magnetic breaker to a 150AS/60AT HG, LI (Micrologic 3.2) breaker.
6	Required	Coordination - Selectivity as defined by the NEC	FLSPL	Y	Main Breaker: Change from a 50A/3P QOB-VH, Thermal-Magnetic breaker to a 100AS/50AT HG, LI (Micrologic 3.2) breaker.
7	Required	Coordination - Selectivity as defined by the NEC	FLSDPH1-CAB	Y	Main Breaker: Change from a 50A/3P HD, Thermal-Magnetic breaker to a 150AS/60AT HD, LI (Micrologic 3.2) breaker. The HD 150A micrologic trip unit selectively coordinates with EDB breakers up to 1.94 kA at 480V. The maximum available fault current at FLSDPH1-CAB is 1.755 kA at 480V. T-FLSPL-CAB Feeder Breaker: Change from a 50A/3P EDB, Thermal-Magnetic breaker to a 60AS/20AT HD, LI (Micrologic 3.2) breaker.
8	Required	Coordination - Selectivity as defined by the NEC	FLSPL-CAB	Y	Main Breaker: Change from a 50A/3P HD, Thermal-Magnetic breaker to a 100AS/50AT HG, LI (Micrologic 3.2) breaker.

Item #	Priority	Description	Reference	BOM Change	Recommendation
9	Required	Coordination - Selectivity as defined by the NEC	EDPH	Y	UPS Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. UPS SBB Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. UPS-MBP Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. 400AS Mission Critical LG breakers selectively coordinate with HG breakers up to 30 kA at 480V. The maximum available fault current at UDPH is 11,823A at 480V.
10	Required	Coordination - Selectivity as defined by the NEC	UPS UPS-MBP	Y	At the time of the execution of this study, the UPS and UPS-MBP submittals were not provided. Assuming that the equipment is not being supplied with Schneider Electric protective devices, it is unlikely that devices exist that will fully selectively coordinate with the downstream devices. Therefore, it is recommended that the internal protevice devices be replaced with Molded Case Switches. Additionally, the UPS should be upsized to 125A to support the required increase of the feeder breakers for selective coordination requirements.
11	Required	Coordination - Selectivity as defined by the NEC	UDPH	Y	UDPH Main Breaker: Change from a 70A/3P HG, Thermal-Magnetic breaker to a 400AS/125AT LG Mission Critical, LI (Micrologic 3.3) breaker. 400AS Mission Critical LG breakers selectively coordinate with HG breakers up to 30 kA at 480V. The maximum available fault current at UDPH is 11,823A at 480V. T-UDPL Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to a 150AS/70AT HG, LI (Micrologic 3.2) breaker. T-UDPL-CAB DS Feeder Breaker: Change from 70A/3P HG, Thermal-Magnetic breaker to a 150AS/70AT HG, LI (Micrologic 3.2) breaker.
12	Required	Coordination - Selectivity as defined by the NEC	UDPL	Y	UDPL Main Breaker: Change from a 150A/3P JG, Thermal-Magnetic breaker to a 250AS/150AT LD, LI (Micrologic 3.3) breaker. UPL1 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL2 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL3 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL4 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker. UPL5 Feeder Breaker: Change from 100A/3P EGB, Thermal-Magnetic breaker to 250AS/100AT JD, LI (Micrologic 3.2) breaker.
13	Required	Coordination - Selectivity as defined by the NEC	UPL1 UPL2 UPL3 UPL4 UPL5	Y	Main Breakers: Change from 100A/3P QD, Thermal-Magnetic breakers to 250AS/100AT JD, LI (Micrologic 3.2) breakers.

Item #	Priority	Description	Reference	BOM Change	Recommendation
14	Required	Coordination - Selectivity as defined by the NEC	T-UDPL-CAB Disconnect	Y	UPL1-CAB Feeder device: Change from 70A fuse to 150AS/70AT HG, LI (Micrologic 3.2) breaker.
15	Required	Coordination - Selectivity as defined by the NEC	UDPL-CAB	Y	UDPL-CAB Main Breaker: Change from a 150A/3P QB, Thermal-Magnetic breaker to a 400AS/150AT LD Mission Critical, LI (Micrologic 3.3) breaker. The LD Mission Critical breaker selectively coordinates with JD up to 30 kA at 208V and QO breakers to a mimimum of 10 kA. The maximum fault current at UDPL-CAB is 3.480 kA. UPL1-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. UPL2-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. UPL3-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. UPL4-CAB Feeder Breaker: Change from 100A/3P QOB, Thermal-Magnetic breaker to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breaker. The JD Mission Critical breakers selectively coordinate with QOB breakers to a minimum of 10 kA. The maximum fault current at the UPL-CAB panels is 3.284 kA.
16	Required	Coordination - Selectivity as defined by the NEC	UPL1-CAB UPL2-CAB UPL3-CAB UPL4-CAB	Y	Main Breakers: Change from 100A/3P QB, Thermal-Magnetic breakers to 250AS/100AT JD Mission Critical, LI (Micrologic 3.2) breakers. The JD Mission Critical breakers selectively coordinate with QOB breakers to a minimum of 10 kA. The maximum fault current at the UPL-CAB panels is 3.284 kA.
17	Required	NEC 240 - Cables not protected	CBL-1000 CBL-1002 CBL-1009 CBL-1032	Y	Due to the required changes for selective coordination requirements, the referenced cables were no longer protected. Increase the cable size of the referenced cables from 3 sets of 500 kcmil copper (1140A) to 4 sets of 350 kcmil copper (1240A).
18	Required	NEC 240 - Cables not protected	CBL-1053-1 CBL-1053-2 CBL-1054-1 CBL-1074 CBL-2075	Y	Due to the required changes for selective coordination requirements, the referenced cables were no longer protected. Increase the cable size of the referenced cables from 4 AWG copper (85A) to 1 AWG copper (130A). Also, ensure that the UPS conductors are properly rated for the increased feeder breakers.
19	Required	NEC 700.8 - Surge Protection	FLSDPH1	Y	The referenced panelboard is required to have a surge protection devices. The riser diagram shows a SPD for the panel, but there is no device in the BOM to feed it. Add a 30A/3P EGB, Thermal-Magnetic breaker to the panel.
20	Required	NEC 700.8 - Surge Protection	FLSPL	Y	The referenced panelboard is required to have a surge protection devices. The riser diagram shows a SPD for the panel, but there is no device in the BOM to feed it. Add a 20A/3P QOB-VH, Thermal-Magnetic breaker to the panel.

August 16th, 2023

RE: Asheville – ATCT TRACON Coordination Study by SQD

Kokolakis Construction
John Kokolakis

John,
Attached is the Square-D performed Coordination Study for the distribution equipment for the ATCT TRACON Project. After internal review, Besco Electrical has notified Square-D to put the project order on a temporary hold until further FAA direction. The SE Engineering study has recommendations to the project will have an impact on cost, procurement and design. We have requested impacts from Square-D regarding their package and will provide those when they are issued to Besco. Besco is requesting directive from the FAA and project team. Please advise.

Thank you,

Ryan Spierowski

Project Manager

Besco Electrical

AIA® Document G714® – 2017

Construction Change Directive

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	**CCD INFORMATION:** Directive Number: 002 Date: 02/28/2024
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 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.)

Revised rough openings in precast panels at louver locations included in the following:

ASI 006 issued on October 12, 2023.

RFI #131: ASI006 Louver Rough Opening conflicts and clarifications issued on November 03, 2023.

PROPOSED ADJUSTMENTS

1. The proposed basis of adjustment to the Contract Sum or Guaranteed Maximum Price is:
   - ☐ Lump Sum increase of $
   - ☐ Unit Price of $ per
   - ☐ Cost, as defined below, plus the following fee:
     (Insert a definition of, or method for determining, cost)
   - ☒ As follows: Increase in contract amount of $10,105.26

Cam-Full Industries	$4,345.02
DuraStress	$4,370.00
GC OH 5%	$ 453.75
GC Profit 5%	$ 476.44
Bond 1%	$ 100.05

2. The Contract Time is proposed to be unchanged. The proposed adjustment, if any, is unchanged.

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, Contract Time, or Guaranteed Maximum price for the change(s) described herein.

When signed by the Owner and Architect and received by the Contractor, this document becomes effective IMMEDIATELY as a Construction Change Directive (CCD), and the Contractor shall proceed with the change(s) described above.

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

Pond and Company	Greater Asheville Regional Airport Authority	Kokolakis Contracting, Inc.
ARCHITECT *(Firm name)*	**OWNER** *(Firm name)*	**CONTRACTOR** *(Firm name)*
SIGNATURE	**SIGNATURE**	**SIGNATURE**
Jared Reynolds, Project Manager	Lew Bleiweis, President & CEO	Bill Athanasoulis, Executive Vice President
PRINTED NAME AND TITLE	**PRINTED NAME AND TITLE**	**PRINTED NAME AND TITLE**
2-28-2024	3-1-2	
DATE	**DATE**	**DATE**

MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Vice President - Planning

DATE: September 20, 2024

ITEM DESCRIPTION – New Business Item B

Adoption of the Asheville Regional Airport Five-Year Capital Improvement Plan (CIP) for FY 2026-2030

BACKGROUND

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

CIP priorities through FY 30 provide for the continuation of existing programs already underway or planned. This includes, but is not limited to, the Terminal Building Modernization Program, Air Traffic Control Tower project, New Parking Garage, Airport Roadway Improvements, Future Development Projects, and various pavement rehabilitation programs.

ISSUES

None.

ALTERNATIVES

None.

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FISCAL IMPACT

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

RECOMMENDED ACTION

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

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

Airport Capital Improvement Program - Fiscal Years 2026-2030

Authority Board - Approved TBD

Description	Total Cost	AIP Entitlements	AIP Discretionary	State Funds	Pay-As-You-Go PFC: Current Approval	Pay-As-You-Go PFC: Future Approvals	Other Local Funds: Airport Capital	Other Local Funds: Other	Other Local Funds: CFC	Total Funding
Current Year										
FY 2025 (Oct 1, 2024 - Sept 30, 2025)										
Terminal Building Modernization & Expansion (Phase VI)	$ 105,000,000	$ 12,028,528	$ 10,000,000	$ -	$ -	$ -	$ 79,971,472	$ 3,000,000	$ -	$ 105,000,000
Air Traffic Control Tower (Phase 2)	$ 26,000,000	$ -	$ 13,500,000	$ -	$ -	$ -	$ 12,500,000	$ -	$ -	$ 26,000,000
Parking Garage Enabling Project (Phase 1)	$ 12,000,000	$ -	$ -	$ 8,643,276	$ -	$ -	$ 3,356,724	$ -	$ -	$ 12,000,000
New Garage Design	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ -	$ 2,500,000
Taxiway A Rehabilitation Design/Bid/Construction	$ 10,000,000	$ 1,016,228	$ -	$ -	$ -	$ -	$ 8,983,772	$ -	$ -	$ 10,000,000
Rental Car Facility Repairs and Replacement (Phase IV)	$ 1,938,225	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,938,225	$ 1,938,225
Additional RON Parking	$ 6,000,000	$ -	$ -	$ -	$ -	$ -	$ 6,000,000	$ -	$ -	$ 6,000,000
Shuttle Lot Expansion	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ 2,300,000	$ -	$ -	$ 2,300,000
Subtotal FY 2025	**$ 165,738,225**	**$ 13,044,756**	**$ 23,500,000**	**$ 8,643,276**	**$ -**	**$ -**	**$ 115,611,968**	**$ 3,000,000**	**$ 1,938,225**	**$ 165,738,225**
FY 2026 (Oct 1, 2025 - Sept 30, 2026)										
Terminal Building Modernization & Expansion (Phase VII)	$ 108,000,000	$ 4,309,300	$ -	$ -	$ -	$ -	$ 100,690,700	$ 3,000,000	$ -	$ 108,000,000
Parking Garage Enabling Project: Lower Parking Lot Rehabilitation (Phase 2)	$ 4,500,000	$ -	$ -	$ -	$ -	$ -	$ 4,500,000	$ -	$ -	$ 4,500,000
New Garage Design	$ 2,500,000	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ -	$ 2,500,000
Airport Roadway Improvements	$ 4,750,000	$ -	$ -	$ -	$ -	$ -	$ 4,750,000	$ -	$ -	$ 4,750,000
Runway/Taxiway Sealcoat	$ 1,111,111	$ 1,000,000	$ -	$ -	$ -	$ -	$ 111,111	$ -	$ -	$ 1,111,111
Terminal Apron Improvements	$ 3,251,008	$ 2,925,908	$ -	$ -	$ -	$ -	$ 325,100	$ -	$ -	$ 3,251,008
Comprehensive Sustainability Plan	$ 333,333	$ -	$ 300,000	$ -	$ -	$ -	$ 33,333	$ -	$ -	$ 333,333
Westside Apron and Taxiway Design and Construction	$ 15,000,000	$ -	$ -	$ -	$ -	$ -	$ 15,000,000	$ -	$ -	$ 15,000,000
Subtotal FY 2026	**$ 139,445,452**	**$ 8,235,208**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ 127,910,244**	**$ 3,000,000**	**$ -**	**$ 139,445,452**
FY 2027 (Oct 1, 2026 - Sept 30, 2027)										
Terminal Building Modernization & Expansion (Phase VIII)	$ 46,000,000	$ 3,925,908	$ -	$ -	$ -	$ -	$ 38,764,792	$ 3,309,300	$ -	$ 46,000,000
New Garage Construction	$ 30,000,000	$ -	$ -	$ -	$ -	$ -	$ 30,000,000	$ -	$ -	$ 30,000,000
Wright Brothers Way Extension, Perimeter Road & ARFF Access Road	$ 4,204,124	$ -	$ -	$ -	$ -	$ -	$ 4,204,124	$ -	$ -	$ 4,204,124
Northwest Development Site Design and Utilities	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ 2,000,000	$ -	$ -	$ 2,000,000
Subtotal FY 2027	**$ 82,204,124**	**$ 3,925,908**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 74,968,916**	**$ 3,309,300**	**$ -**	**$ 82,204,124**
FY 2028 (Oct 1, 2027 - Sept 30, 2028)										
New Garage Construction	$ 50,000,000	$ -	$ -	$ -	$ -	$ -	$ 50,000,000	$ -	$ -	$ 50,000,000
New ARFF Building Design	$ 3,000,000	$ 2,700,000	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ 3,000,000
Northwest Development Site Prep	$ 6,000,000	$ 1,225,908	$ -	$ -	$ -	$ -	$ 4,774,092	$ -	$ -	$ 6,000,000
Subtotal FY 2028	**$ 59,000,000**	**$ 3,925,908**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 55,074,092**	**$ -**	**$ -**	**$ 59,000,000**
FY 2029 (Oct 1, 2028 - Sept 30, 2029)										
New ARFF Building Construction	$ 17,000,000	$ 3,925,908	$ -	$ -	$ -	$ -	$ 13,074,092	$ -	$ -	$ 17,000,000
Northeast Development	$ 20,000,000		$ -	$ -	$ -	$ -	$ 20,000,000	$ -	$ -	$ 20,000,000
Southwest Development	$ 6,000,000	$ -	$ -	$ -	$ -	$ -	$ 6,000,000	$ -	$ -	$ 6,000,000
Subtotal FY 2029	**$ 43,000,000**	**$ 3,925,908**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 39,074,092**	**$ -**	**$ -**	**$ 43,000,000**
FY 2030 (Oct 1, 2029 - Sept 30, 2030)										
New Maintenance Facility	$ 30,000,000	$ 3,925,908	$ -	$ -	$ -	$ -	$ 26,074,092	$ -	$ -	$ 30,000,000
Rental Car Facility Expansion	$ 10,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000,000	$ 10,000,000
Subtotal FY 2030	**$ 40,000,000**	**$ 3,925,908**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 26,074,092**	**$ -**	**$ 10,000,000**	**$ 40,000,000**
Combined Totals - FY 2026 - FY 2030	**$ 529,387,801**	**$ 36,983,596**	**$ 23,800,000**	**$ 8,643,276**	**$ -**	**$ -**	**$ 438,713,404**	**$ 9,309,300**	**$ 11,938,225**	**$ 529,387,801**

NOTE: AIP Entitlement Funds of $4,309,300 are AIG Funds
NOTE: Other column includes TSA grant for Terminal Project

MEMORANDUM

TO: Members of the Airport Authority

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

DATE: September 20, 2024

ITEM DESCRIPTION – Information Section Item A

July 2024 Traffic Report – Asheville Regional Airport

SUMMARY

July 2024 overall passenger traffic numbers were up 5.1% compared to the same period last year. Passenger traffic numbers reflect a 5.4% increase in passenger enplanements from July 2023.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in July 2024 were up by 5.9%. There were 13 flight cancellations for the month.

American Airlines: American's July 2024 passenger enplanements represent an 8.0% decrease over the same period last year. There were 14 flight cancellations for the month.

Delta Airlines: Enplanements for Delta in July 2024 increased by 10.7% compared to July 2023. There were 2 flight cancellations for the month.

JetBlue Airways: Passenger enplanements for JetBlue increased by 14.5% over the same period last year. There were no flight cancellations for the month.

Sun Country: Sun Country saw a decrease in enplanements by 9.2% compared to July, 2023. There were no flight cancellations for the month.

United Airlines: In July 2024, United Airlines saw an increase in enplanements by 43.4% over the same period last year. There were no flight cancellations for the month.

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Monthly Traffic Report
Asheville Regional Airport
July, 2024

Category	Jul 2024	Jul 2023	Percentage Change	*CYTD-2024	*CYTD-2023	Percentage Change	*MOV12-2024	*MOV12-2023	Percentage Change
Passenger Traffic									
Enplaned	128,856	122,224	5.4%	670,155	610,121	9.8%	1,186,269	1,034,008	14.7%
Deplaned	128,239	122,280	4.9%	664,417	605,947	9.7%	1,178,646	1,026,851	14.8%
Total	**257,095**	**244,504**	**5.1 %**	**1,334,572**	**1,216,068**	**9.7 %**	**2,364,915**	**2,060,859**	**14.8 %**
Aircraft Operations									
Airlines	2,205	2,129	3.6%	12,986	11,043	17.6%	23,181	18,853	23.0%
Commuter/AirTaxi	1,304	1,161	12.3%	5,371	5,712	-6.0%	9,690	10,411	-6.9%
Subtotal	3,509	3,290	6.7 %	18,357	16,755	9.6 %	32,871	29,264	12.3 %
GeneralAviation	4,074	4,546	-10.4%	26,606	27,127	-1.9%	45,391	47,112	-3.7%
Military	248	415	-40.2%	1,981	2,174	-8.9%	3,682	4,142	-11.1%
Subtotal	4,322	4,961	-12.9 %	28,587	29,301	-2.4 %	49,073	51,254	-4.3 %
Total	**7,831**	**8,251**	**-5.1 %**	**46,944**	**46,056**	**1.9 %**	**81,944**	**80,518**	**1.8 %**
Fuel Gallons									
FF-100LL	21,255	14,853	43.1%	103,002	112,322	-8.3%	192,708	184,207	4.6%
FF-JETA-GA	191,562	244,331	-21.6%	1,031,388	1,043,448	-1.2%	1,902,701	1,936,592	-1.8%
Subtotal	212,817	259,184	-17.9 %	1,134,390	1,155,770	-1.8 %	2,095,409	2,120,799	-1.2 %
FF-JETA-AL	1,250,198	1,171,540	6.7%	7,052,395	5,823,540	21.1%	12,371,434	9,917,049	24.8%
Subtotal	1,250,198	1,171,540	6.7 %	7,052,395	5,823,540	21.1 %	12,371,434	9,917,049	24.7 %
Total	**1,463,015**	**1,430,724**	**2.3 %**	**8,186,785**	**6,979,310**	**17.3 %**	**14,466,843**	**12,037,848**	**20.2 %**

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

Airline Enplanements, Seats, and Load Factors
Asheville Regional Airport
July, 2024

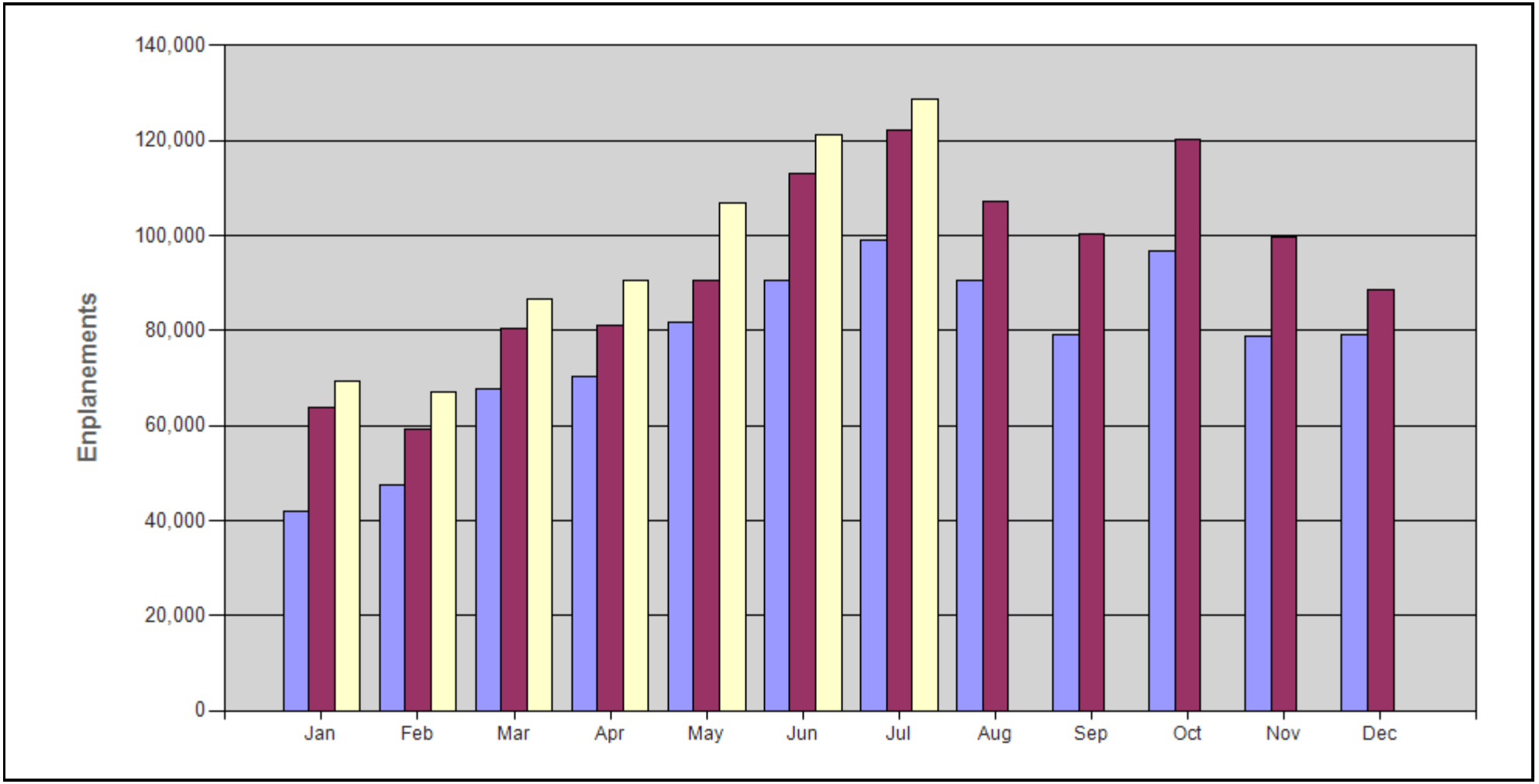
		Jul 2024	Jul 2023	Percentage Change	*CYTD-2024	*CYTD-2023	Percentage Change
Allegiant Air							
	Enplanements	56,829	53,654	5.9%	287,959	264,490	8.9%
	Seats	68,391	57,642	18.7%	351,519	303,723	15.7%
	Load Factor	83.0 %	93.0 %	-10.8%	82.0 %	87.0 %	-5.8%
American Airlines							
	Enplanements	31,825	34,596	-8.0%	166,910	157,740	5.8%
	Seats	39,020	43,027	-9.3%	212,902	200,804	6.0%
	Load Factor	82.0 %	80.0 %	2.5%	78.0 %	79.0 %	-1.3%
Delta Air Lines							
	Enplanements	23,420	21,163	10.7%	144,133	130,432	10.5%
	Seats	27,778	23,734	17.0%	186,086	155,148	19.9%
	Load Factor	84.0 %	89.0 %	-5.6%	77.0 %	84.0 %	-8.3%
JetBlue Airways							
	Enplanements	3,165	2,765	14.5%	4,783	4,161	15.0%
	Seats	4,030	3,150	27.9%	6,430	4,750	35.4%
	Load Factor	79.0 %	88.0 %	-10.2%	74.0 %	88.0 %	-15.9%
Sun Country							
	Enplanements	1,361	1,499	-9.2%	6,084	10,360	-41.3%
	Seats	1,860	2,232	-16.7%	8,742	14,322	-39.0%
	Load Factor	73.0 %	67.0 %	9.0%	70.0 %	72.0 %	-2.8%
United Airlines							
	Enplanements	12,256	8,547	43.4%	60,286	42,938	40.4%
	Seats	13,760	9,130	50.7%	67,248	50,074	34.3%
	Load Factor	89.0 %	94.0 %	-5.3%	90.0 %	86.0 %	4.7%
Totals							
	Enplanements	128,856	122,224	5.0%	670,155	610,121	10.0%
	Seats	154,839	138,915	11.0%	832,927	728,821	14.0%
	Load Factor	83.0 %	88.0 %	-5.7%	80.0 %	84.0 %	-4.8%

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

Airline Flight Completions
Asheville Regional Airport
July, 2024

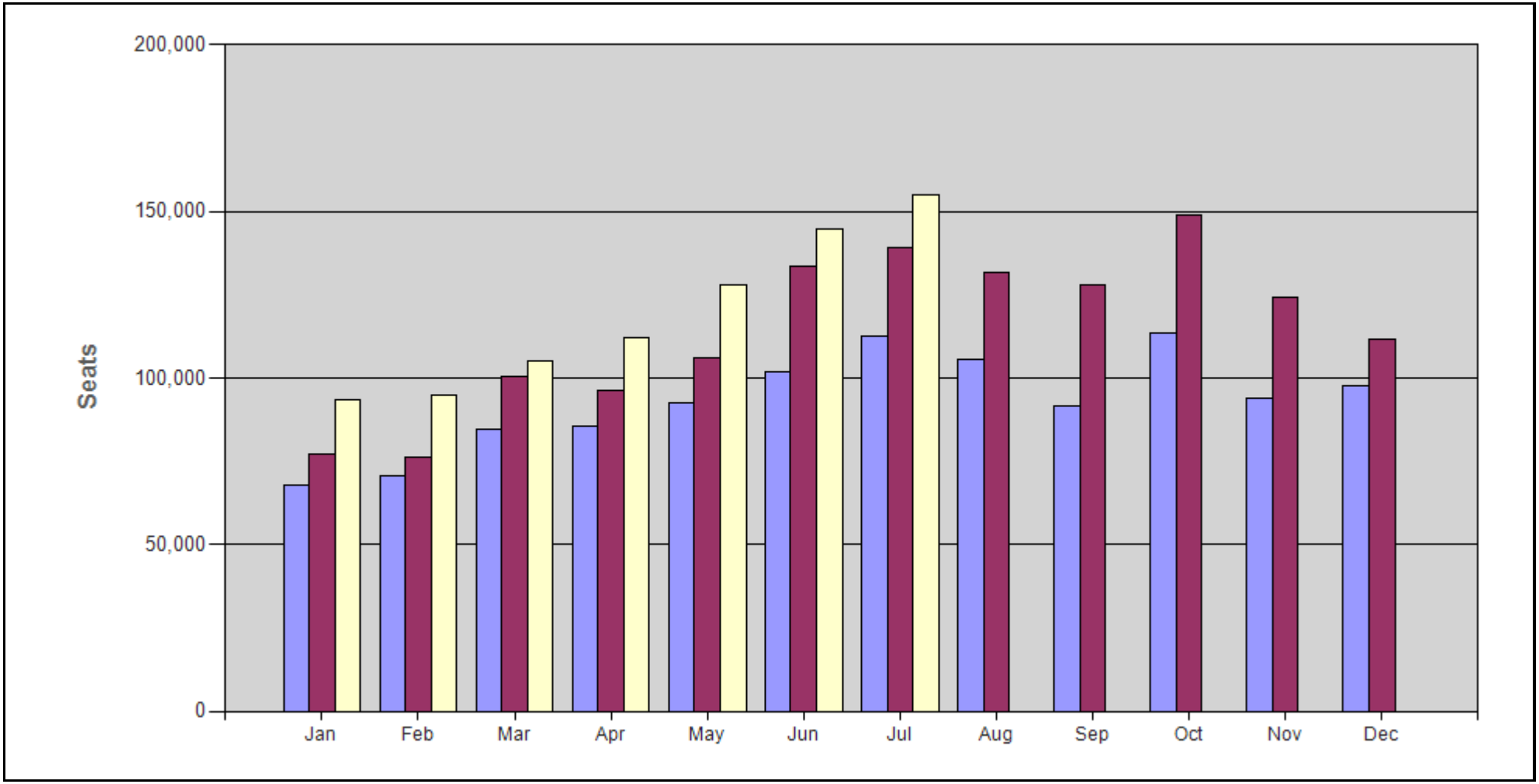
Airline	Scheduled Flights	Cancellations Due To: Field	Mechanical	Weather	Other	Total Cancellations	Percentage of Completed Flights
Allegiant Air	386	0	0	0	13	13	96.6%
American Airlines	531	0	0	14	0	14	97.4%
Delta Air Lines	265	0	1	0	1	2	99.3%
JetBlue Airways	31	0	0	0	0	0	100.0%
Sun Country	10	0	0	0	0	0	100.0%
United Airlines	171	0	0	0	0	0	100.0%
Total	1,394	0	1	14	14	29	97.9%

Monthly Enplanements By Year
Asheville Regional Airport
July, 2024



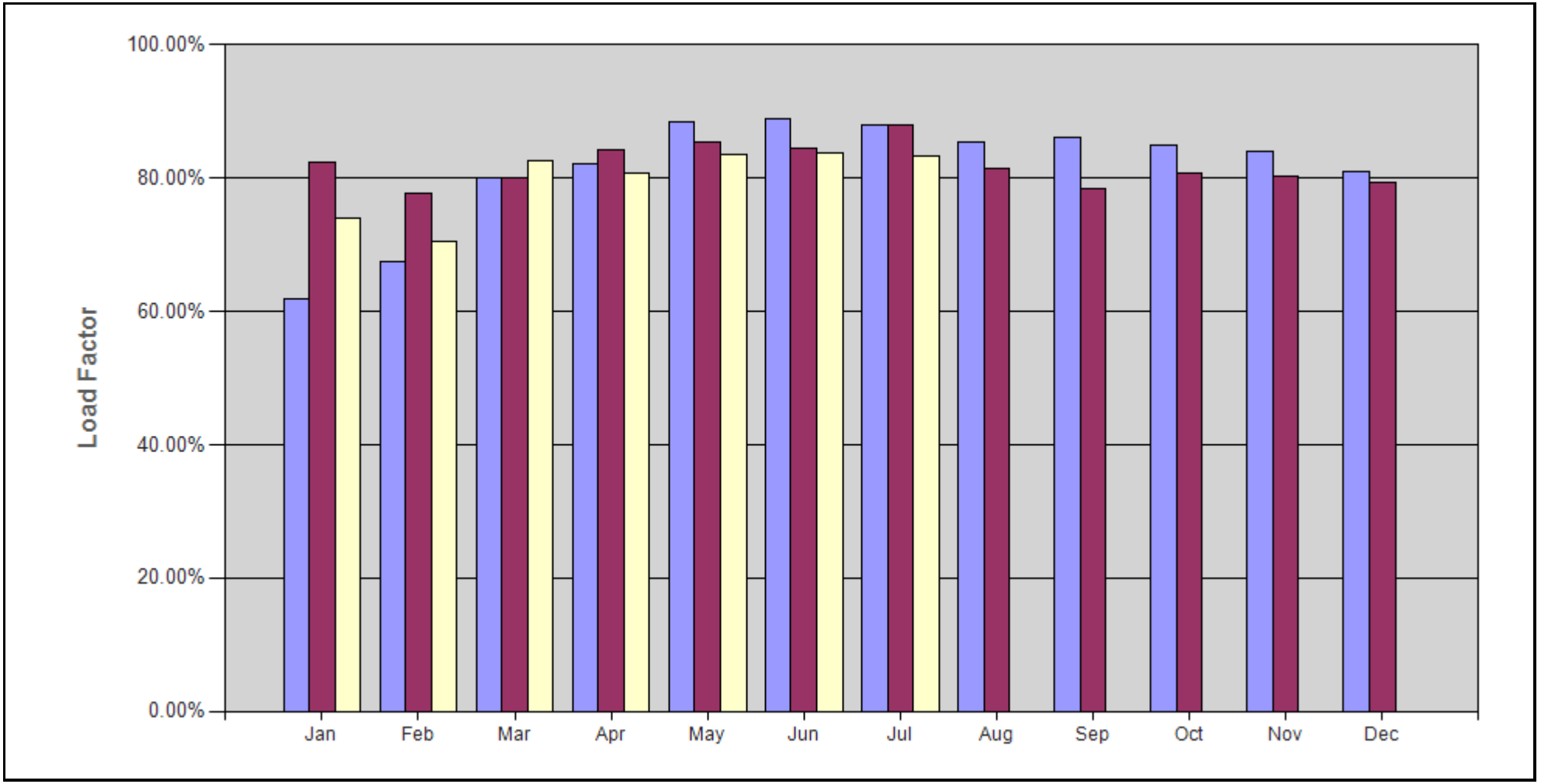
		1	2	3	4	5	6	7	8	9	10	11	12
	2022	41,920	47,636	67,677	70,365	81,758	90,545	99,028	90,425	78,972	96,632	78,734	79,124
	2023	63,676	59,276	80,380	81,093	90,502	112,970	122,224	107,019	100,405	120,329	99,713	88,648
	2024	69,298	66,942	86,585	90,518	106,873	121,083	128,856					

Monthly Seats By Year
Asheville Regional Airport
July, 2024



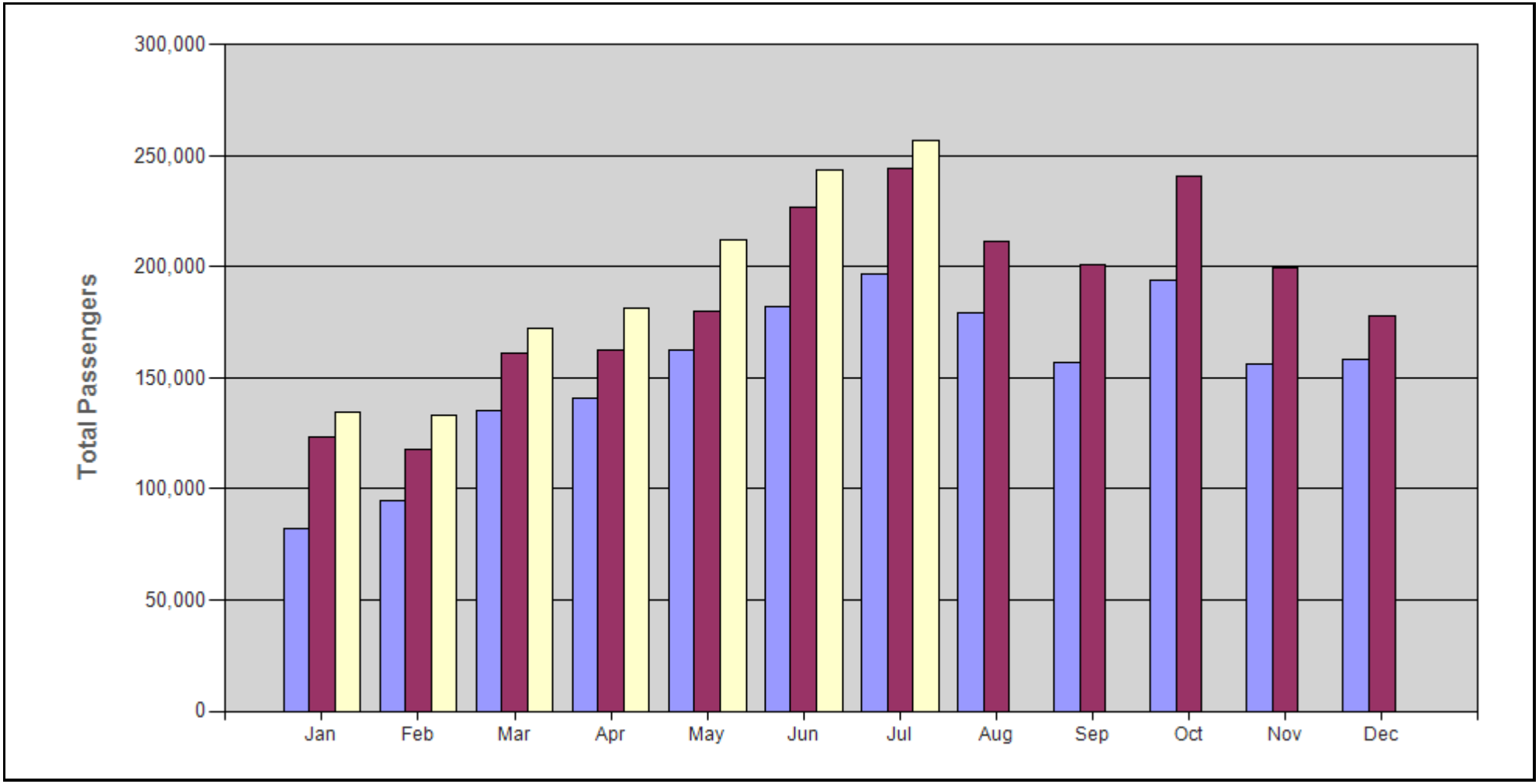
		1	2	3	4	5	6	7	8	9	10	11	12
	2022	67,869	70,496	84,599	85,726	92,519	101,932	112,645	105,748	91,648	113,656	93,729	97,734
	2023	77,331	76,283	100,299	96,249	106,061	133,683	138,915	131,485	128,094	149,005	124,154	111,803
	2024	93,525	94,892	104,933	112,150	128,091	144,497	154,839					

Monthly Load Factors By Year
Asheville Regional Airport
July, 2024



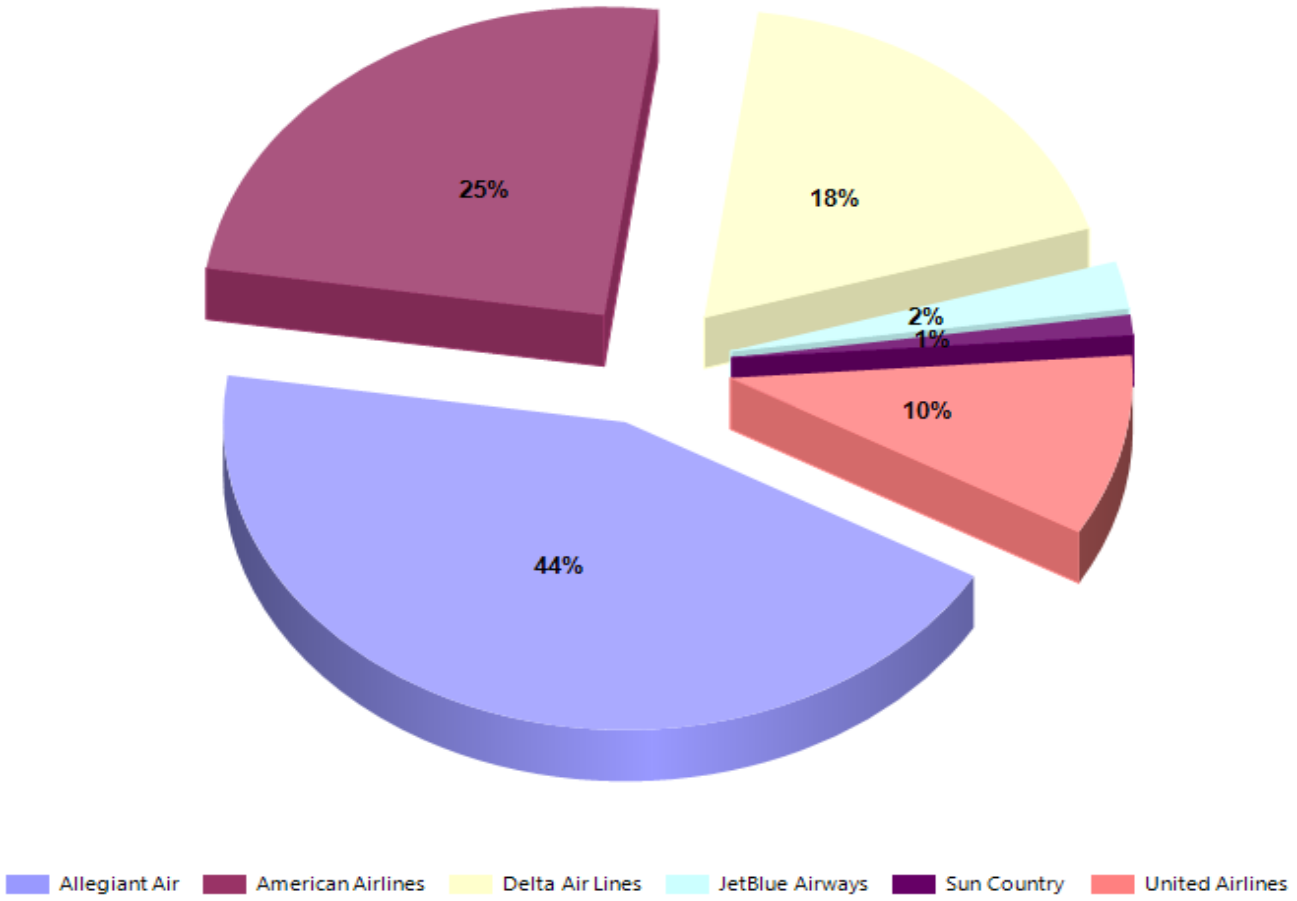
		1	2	3	4	5	6	7	8	9	10	11	12
	2022	61.77%	67.57%	80.00%	82.08%	88.37%	88.83%	87.91%	85.51%	86.17%	85.02%	84.00%	80.96%
	2023	82.34%	77.71%	80.14%	84.25%	85.33%	84.51%	87.98%	81.39%	78.38%	80.76%	80.31%	79.29%
	2024	74.10%	70.55%	82.51%	80.71%	83.44%	83.80%	83.22%					

Total Monthly Passengers By Year
Asheville Regional Airport
July, 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	181,705	212,267	243,473	257,095					

Airline Market Share Analysis (Enplanements)
Asheville Regional Airport
July, 2024



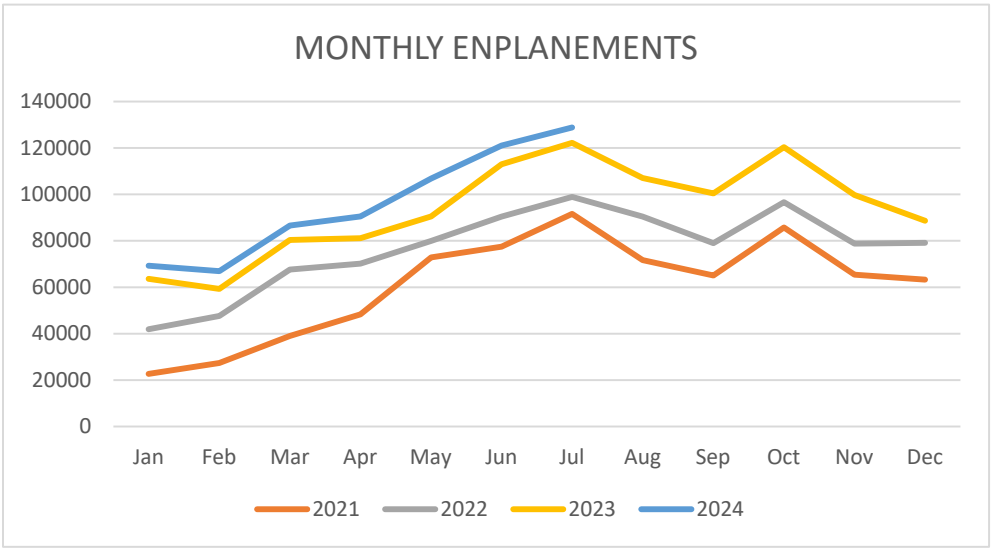
AVL - Three month schedule Summary Report
October to December 2024 vs. October to December 2023

17-Sep-24
Note: Monthly data formatted into weekly flight & seats averages

Mkt Al	Travel Period	Orig	Dest	Oct 2024 Ops/Week	Oct 2024 Seats	Oct 2023 Ops/Week	Oct 2023 Seats	Diff YoY Ops/Week	Diff YoY Seats	Percent Diff YoY Ops/Week	Percent Diff YoY 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	58	4,864	59	5,252	(1)	(388)	(1.5%)	(7.4%)
AA	CLT-AVL	CLT	AVL	58	4,859	59	5,252	(1)	(393)	(1.5%)	(7.5%)
AA	AVL-DCA	AVL	DCA	13	827	14	1,042	(1)	(215)	(9.7%)	(20.6%)
AA	DCA-AVL	DCA	AVL	13	827	14	1,042	(1)	(215)	(9.7%)	(20.6%)
AA	AVL-DFW	AVL	DFW	14	1,582	14	1,531	0	51	3.3%	3.3%
AA	DFW-AVL	DFW	AVL	14	1,582	14	1,548	0	34	3.3%	2.2%
AA	AVL-LGA	AVL	LGA	9	662	7	532	2	130	25.8%	24.4%
AA	LGA-AVL	LGA	AVL	9	662	7	532	2	130	25.8%	24.4%
AA	AVL-MIA	AVL	MIA	7	532	5	576	2	(44)	29.2%	(7.7%)
AA	MIA-AVL	MIA	AVL	7	532	5	576	2	(44)	29.2%	(7.7%)
AA	AVL-ORD	AVL	ORD	13	824	7	465	6	359	80.6%	77.3%
AA	ORD-AVL	ORD	AVL	13	824	7	465	6	359	80.6%	77.3%
AA	AVL-PHL	AVL	PHL	20	1,016	13	666	7	350	52.5%	52.5%
AA	PHL-AVL	PHL	AVL	20	1,016	13	666	7	350	52.5%	52.5%
B6	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
B6	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
DL	ATL-AVL	ATL	AVL	44	4,819	45	4,968	(1)	(149)	(3.0%)	(3.0%)
DL	AVL-ATL	AVL	ATL	44	4,819	45	4,968	(1)	(149)	(3.0%)	(3.0%)
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	957	13	952	0	5	0.0%	0.6%
DL	LGA-AVL	LGA	AVL	13	957	13	952	0	5	0.0%	0.6%
DL	AVL-MSP	AVL	MSP	5	626	3	387	2	239	75.0%	61.6%
DL	MSP-AVL	MSP	AVL	5	626	3	387	2	239	75.0%	61.6%
G4	AUS-AVL	AUS	AVL	2	282	2	317	(0)	(35)	(11.1%)	(11.1%)
G4	AVL-AUS	AVL	AUS	2	282	2	317	(0)	(35)	(11.1%)	(11.1%)
G4	AVL-BOS	AVL	BOS	3	630	4	714	(0)	(84)	(11.8%)	(11.8%)
G4	BOS-AVL	BOS	AVL	3	630	4	714	(0)	(84)	(11.8%)	(11.8%)
G4	AVL-BWI	AVL	BWI	3	504	2	378	1	126	33.3%	33.3%
G4	BWI-AVL	BWI	AVL	3	504	2	378	1	126	33.3%	33.3%
G4	AVL-DEN	AVL	DEN	2	336	2	336	0	0	0.0%	0.0%
G4	DEN-AVL	DEN	AVL	2	336	2	336	0	0	0.0%	0.0%
G4	AVL-EWR	AVL	EWR	2	378	4	714	(2)	(336)	(47.1%)	(47.1%)
G4	EWR-AVL	EWR	AVL	2	378	4	714	(2)	(336)	(47.1%)	(47.1%)
G4	AVL-EYW	AVL	EYW	2	317	2	317	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	317	2	317	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	14	2,582	14	2,438	0	144	1.6%	5.9%
G4	FLL-AVL	FLL	AVL	14	2,582	14	2,438	0	144	1.6%	5.9%
G4	AVL-HOU	AVL	HOU	2	336	2	378	(0)	(42)	(11.1%)	(11.1%)
G4	HOU-AVL	HOU	AVL	2	336	2	378	(0)	(42)	(11.1%)	(11.1%)
G4	AVL-LAS	AVL	LAS	2	378	2	378	0	0	0.0%	0.0%
G4	LAS-AVL	LAS	AVL	2	378	2	378	0	0	0.0%	0.0%
G4	AVL-MCO	AVL	MCO	2	329	0	0	2	329	-	-
G4	MCO-AVL	MCO	AVL	2	329	0	0	2	329	-	-
G4	AVL-MDW	AVL	MDW	2	336	2	378	(0)	(42)	(11.1%)	(11.1%)
G4	MDW-AVL	MDW	AVL	2	336	2	378	(0)	(42)	(11.1%)	(11.1%)
G4	AVL-MSP	AVL	MSP	0	0	2	462	(2)	(462)	(100.0%)	(100.0%)
G4	MSP-AVL	MSP	AVL	0	0	2	462	(2)	(462)	(100.0%)	(100.0%)
G4	AVL-PBI	AVL	PBI	4	798	3	618	1	180	26.7%	29.2%
G4	PBI-AVL	PBI	AVL	4	798	3	618	1	180	26.7%	29.2%
G4	AVL-PGD	AVL	PGD	6	1,171	5	912	1	259	27.3%	28.4%
G4	PGD-AVL	PGD	AVL	6	1,171	5	912	1	259	27.3%	28.4%
G4	AVL-PHX	AVL	PHX	2	336	2	378	(0)	(42)	(11.1%)	(11.1%)
G4	PHX-AVL	PHX	AVL	2	336	2	378	(0)	(42)	(11.1%)	(11.1%)
G4	AVL-PIE	AVL	PIE	12	2,082	12	2,260	0	(177)	0.0%	(7.9%)
G4	PIE-AVL	PIE	AVL	12	2,082	12	2,260	0	(177)	0.0%	(7.9%)
G4	AVL-SFB	AVL	SFB	13	2,413	12	2,182	1	231	11.5%	10.6%
G4	SFB-AVL	SFB	AVL	13	2,413	12	2,182	1	231	11.5%	10.6%
G4	AVL-SRQ	AVL	SRQ	3	610	3	610	0	0	0.0%	0.0%
G4	SRQ-AVL	SRQ	AVL	3	610	3	610	0	0	0.0%	0.0%
G4	AVL-VPS	AVL	VPS	0	0	0	0	0	0	-	-
G4	VPS-AVL	VPS	AVL	0	0	0	0	0	0	-	-
SY	AVL-MSP	AVL	MSP	2	378	2	378	0	0	0.0%	0.0%
SY	MSP-AVL	MSP	AVL	2	378	2	378	0	0	0.0%	0.0%
UA	AVL-DEN	AVL	DEN	7	882	7	490	0	392	0.0%	80.0%
UA	DEN-AVL	DEN	AVL	7	882	7	490	0	392	0.0%	80.0%
UA	AVL-EWR	AVL	EWR	13	966	14	965	(1)	1	(5.0%)	0.1%
UA	EWR-AVL	EWR	AVL	13	966	13	949	(0)	17	(3.4%)	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	20	1,338	20	1,045	0	293	0.0%	28.0%
UA	ORD-AVL	ORD	AVL	20	1,316	20	1,045	(0)	271	(1.1%)	25.9%
			Total	**628**	**68,157**	**598**	**66,038**	**30**	**2,119**	**5.0%**	**3.2%**

Mkt Al	Travel Period	Orig	Dest	Nov 2024 Ops/Week	Nov 2024 Seats	Nov 2023 Ops/Week	Nov 2023 Seats	Diff YoY Ops/Week	Diff YoY Seats	Percent Diff YoY Ops/Week	Percent Diff YoY 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	50	3,651	49	3,631	1	20	2.9%	0.5%
AA	CLT-AVL	CLT	AVL	49	3,610	48	3,602	1	8	2.4%	0.2%
AA	AVL-DCA	AVL	DCA	14	895	13	942	0	(47)	3.5%	(5.0%)
AA	DCA-AVL	DCA	AVL	14	895	13	942	0	(47)	3.5%	(5.0%)
AA	AVL-DFW	AVL	DFW	14	1,542	14	1,564	0	(22)	0.0%	(1.4%)
AA	DFW-AVL	DFW	AVL	14	1,542	14	1,547	0	(5)	0.0%	(0.3%)
AA	AVL-LGA	AVL	LGA	7	547	7	514	0	33	6.9%	6.4%
AA	LGA-AVL	LGA	AVL	7	547	7	514	0	33	6.9%	6.4%
AA	AVL-MIA	AVL	MIA	1	71	0	35	0	35	100.0%	100.0%
AA	MIA-AVL	MIA	AVL	1	71	0	35	0	35	100.0%	100.0%
AA	AVL-ORD	AVL	ORD	7	352	4	224	3	128	61.1%	57.3%
AA	ORD-AVL	ORD	AVL	7	352	4	224	3	128	61.1%	57.3%
AA	AVL-PHL	AVL	PHL	8	397	6	315	2	82	25.9%	25.9%
AA	PHL-AVL	PHL	AVL	8	408	6	315	2	93	29.6%	29.6%
B6	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
B6	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
DL	ATL-AVL	ATL	AVL	41	4,543	44	4,800	(2)	(257)	(5.3%)	(5.3%)
DL	AVL-ATL	AVL	ATL	41	4,543	44	4,800	(2)	(257)	(5.3%)	(5.3%)
DL	AVL-LGA	AVL	LGA	13	946	13	905	(0)	41	(1.8%)	4.5%
DL	LGA-AVL	LGA	AVL	13	946	13	905	(0)	41	(1.8%)	4.5%
DL	AVL-MSP	AVL	MSP	2	246	3	480	(1)	(234)	(42.9%)	(48.7%)
DL	MSP-AVL	MSP	AVL	2	246	3	480	(1)	(234)	(42.9%)	(48.7%)
G4	AUS-AVL	AUS	AVL	3	421	2	312	1	109	37.5%	35.0%
G4	AVL-AUS	AVL	AUS	3	421	2	312	1	109	37.5%	35.0%
G4	AVL-BOS	AVL	BOS	3	477	3	477	0	0	0.0%	0.0%
G4	BOS-AVL	BOS	AVL	3	477	3	477	0	0	0.0%	0.0%
G4	AVL-BWI	AVL	BWI	2	391	2	434	(0)	(43)	(10.0%)	(10.0%)
G4	BWI-AVL	BWI	AVL	2	391	2	434	(0)	(43)	(10.0%)	(10.0%)
G4	AVL-DEN	AVL	DEN	0	0	2	347	(2)	(347)	(100.0%)	(100.0%)
G4	DEN-AVL	DEN	AVL	0	0	2	347	(2)	(347)	(100.0%)	(100.0%)
G4	AVL-EWR	AVL	EWR	3	564	4	825	(1)	(260)	(31.6%)	(31.6%)
G4	EWR-AVL	EWR	AVL	3	564	4	825	(1)	(260)	(31.6%)	(31.6%)
G4	AVL-EYW	AVL	EYW	2	328	2	328	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	328	2	328	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	13	2,363	13	2,262	0	102	1.9%	4.5%
G4	FLL-AVL	FLL	AVL	13	2,363	13	2,262	0	102	1.9%	4.5%
G4	AVL-HOU	AVL	HOU	2	391	2	347	0	43	12.5%	12.5%
G4	HOU-AVL	HOU	AVL	2	391	2	347	0	43	12.5%	12.5%
G4	AVL-LAS	AVL	LAS	2	391	2	370	0	21	0.0%	5.7%
G4	LAS-AVL	LAS	AVL	2	391	2	370	0	21	0.0%	5.7%
G4	AVL-MCO	AVL	MCO	2	388	0	0	2	388	-	-
G4	MCO-AVL	MCO	LAS	0	0	0	0	0	0	-	-
G4	AVL-MDW	AVL	MDW	2	391	2	347	0	43	12.5%	12.5%
G4	MDW-AVL	MDW	AVL	2	391	2	347	0	43	12.5%	12.5%
G4	AVL-MSP	AVL	MSP	0	0	2	347	(2)	(347)	(100.0%)	(100.0%)
G4	MSP-AVL	MSP	AVL	0	0	2	347	(2)	(347)	(100.0%)	(100.0%)
G4	AVL-PBI	AVL	PBI	4	694	3	560	1	134	23.1%	24.0%
G4	PBI-AVL	PBI	AVL	4	694	3	560	1	134	23.1%	24.0%
G4	AVL-PGD	AVL	PGD	5	903	5	902	0	1	0.0%	0.2%
G4	PGD-AVL	PGD	AVL	5	903	5	902	0	1	0.0%	0.2%
G4	AVL-PHX	AVL	PHX	2	391	2	347	0	43	12.5%	12.5%
G4	PHX-AVL	PHX	AVL	2	391	2	347	0	43	12.5%	12.5%
G4	AVL-PIE	AVL	PIE	11	1,830	10	1,903	0	(73)	4.5%	(3.8%)
G4	PIE-AVL	PIE	AVL	11	1,830	10	1,903	0	(73)	4.5%	(3.8%)
G4	AVL-SFB	AVL	SFB	12	2,290	13	2,363	(0)	(73)	(3.6%)	(3.1%)
G4	SFB-AVL	SFB	AVL	12	2,290	13	2,363	(0)	(73)	(3.6%)	(3.1%)
G4	AVL-SRQ	AVL	SRQ	3	560	3	477	0	83	18.2%	17.3%
G4	SRQ-AVL	SRQ	AVL	3	560	3	477	0	83	18.2%	17.3%
G4	AVL-VPS	AVL	VPS	0	0	0	0	0	0	-	-
G4	VPS-AVL	VPS	AVL	0	0	0	0	0	0	-	-
SY	AVL-MSP	AVL	MSP	1	130	2	391	(1)	(260)	(66.7%)	(66.7%)
SY	MSP-AVL	MSP	AVL	1	130	2	391	(1)	(260)	(66.7%)	(66.7%)
UA	AVL-DEN	AVL	DEN	7	882	7	474	0	408	3.4%	86.2%
UA	DEN-AVL	DEN	AVL	7	882	7	474	0	408	3.4%	86.2%
UA	AVL-EWR	AVL	EWR	7	494	7	488	0	7	0.0%	1.3%
UA	EWR-AVL	EWR	AVL	7	494	7	488	0	7	0.0%	1.3%
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	16	1,119	14	1,037	3	81	18.6%	7.8%
UA	ORD-AVL	ORD	AVL	16	1,125	14	1,037	3	87	18.6%	8.4%
			Total	**513**	**56,764**	**507**	**57,448**	**6**	**(684)**	**1.2%**	**(1.2%)**

Mkt Al	Travel Period	Orig	Dest	Dec 2024 Ops/Week	Dec 2024 Seats	Dec 2023 Ops/Week	Dec 2023 Seats	Diff YoY Ops/Week	Diff YoY Seats	Percent Diff YoY Ops/Week	Percent Diff YoY 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	3,418	49	3,535	0	(117)	0.0%	(3.3%)
AA	CLT-AVL	CLT	AVL	49	3,418	49	3,520	0	(102)	0.5%	(2.9%)
AA	AVL-DCA	AVL	DCA	8	514	11	705	(3)	(191)	(25.5%)	(27.1%)
AA	DCA-AVL	DCA	AVL	8	514	11	719	(3)	(206)	(27.1%)	(28.6%)
AA	AVL-DFW	AVL	DFW	14	1,114	10	1,274	4	(160)	35.6%	(12.6%)
AA	DFW-AVL	DFW	AVL	14	1,114	10	1,291	3	(177)	32.6%	(13.7%)
AA	AVL-LGA	AVL	LGA	7	498	7	532	(0)	(34)	(6.5%)	(6.5%)
AA	LGA-AVL	LGA	AVL	7	498	7	532	(0)	(34)	(6.5%)	(6.5%)
AA	AVL-MIA	AVL	MIA	0	0	0	0	0	0	-	-
AA	MIA-AVL	MIA	AVL	0	0	0	0	0	0	-	-
AA	AVL-ORD	AVL	ORD	1	45	1	45	0	0	0.0%	0.0%
AA	ORD-AVL	ORD	AVL	1	45	1	45	0	0	0.0%	0.0%
AA	AVL-PHL	AVL	PHL	7	350	1	45	6	305	675.0%	675.0%
AA	PHL-AVL	PHL	AVL	7	350	1	45	6	305	675.0%	675.0%
B6	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
B6	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
DL	ATL-AVL	ATL	AVL	45	4,240	41	4,211	4	29	10.0%	0.7%
DL	AVL-ATL	AVL	ATL	45	4,245	41	4,236	4	9	9.4%	0.2%
DL	AVL-LGA	AVL	LGA	11	821	11	815	(0)	6	(2.0%)	0.7%
DL	LGA-AVL	LGA	AVL	11	821	11	815	(0)	6	(2.0%)	0.7%
DL	AVL-MSP	AVL	MSP	0	0	2	271	(2)	(271)	(100.0%)	(100.0%)
DL	MSP-AVL	MSP	AVL	0	0	2	271	(2)	(271)	(100.0%)	(100.0%)
G4	AUS-AVL	AUS	AVL	3	429	2	317	1	112	33.3%	35.5%
G4	AVL-AUS	AVL	AUS	3	429	2	317	1	112	33.3%	35.5%
G4	AVL-BOS	AVL	BOS	3	504	2	378	1	126	33.3%	33.3%
G4	BOS-AVL	BOS	AVL	3	504	2	378	1	126	33.3%	33.3%
G4	AVL-BWI	AVL	BWI	2	378	2	378	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	AVL	2	378	2	378	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	DEN	0	0	2	378	(2)	(378)	(100.0%)	(100.0%)
G4	DEN-AVL	DEN	AVL	0	0	2	378	(2)	(378)	(100.0%)	(100.0%)
G4	AVL-EWR	AVL	EWR	3	630	3	630	0	0	0.0%	0.0%
G4	EWR-AVL	EWR	AVL	3	630	3	630	0	0	0.0%	0.0%
G4	AVL-EYW	AVL	EYW	2	352	2	282	0	70	25.0%	25.0%
G4	EYW-AVL	EYW	AVL	2	352	2	282	0	70	25.0%	25.0%
G4	AVL-FLL	AVL	FLL	15	2,725	13	2,324	2	401	16.1%	17.3%
G4	FLL-AVL	FLL	AVL	15	2,725	13	2,324	2	401	16.1%	17.3%
G4	AVL-HOU	AVL	HOU	1	210	1	126	0	84	66.7%	66.7%
G4	HOU-AVL	HOU	AVL	1	210	1	126	0	84	66.7%	66.7%
G4	AVL-LAS	AVL	LAS	2	336	2	329	0	7	0.0%	2.1%
G4	LAS-AVL	LAS	AVL	2	336	2	329	0	7	0.0%	2.1%
G4	AVL-MCO	AVL	MCO	2	462	0	0	2	462	-	-
G4	MCO-AVL	MCO	AVL	2	462	0	0	2	462	-	-
G4	AVL-MDW	AVL	MDW	0	42	2	378	(2)	(336)	(88.9%)	(88.9%)
G4	MDW-AVL	MDW	AVL	0	42	2	378	(2)	(336)	(88.9%)	(88.9%)
G4	AVL-MSP	AVL	MSP	0	0	0	0	0	0	-	-
G4	MSP-AVL	MSP	AVL	0	0	0	0	0	0	-	-
G4	AVL-PBI	AVL	PBI	2	462	2	378	0	84	22.2%	22.2%
G4	PBI-AVL	PBI	AVL	2	462	2	378	0	84	22.2%	22.2%
G4	AVL-PGD	AVL	PGD	6	1,043	4	713	2	331	47.1%	46.4%
G4	PGD-AVL	PGD	AVL	6	1,043	4	713	2	331	47.1%	46.4%
G4	AVL-PHX	AVL	PHX	2	378	2	378	0	0	0.0%	0.0%
G4	PHX-AVL	PHX	AVL	2	378	2	378	0	0	0.0%	0.0%
G4	AVL-PIE	AVL	PIE	10	1,752	11	1,974	(0)	(222)	(4.3%)	(11.3%)
G4	PIE-AVL	PIE	AVL	10	1,752	11	1,974	(0)	(222)	(4.3%)	(11.3%)
G4	AVL-SFB	AVL	SFB	12	2,227	12	2,261	(0)	(34)	(1.9%)	(1.5%)
G4	SFB-AVL	SFB	AVL	12	2,227	12	2,261	(0)	(34)	(1.9%)	(1.5%)
G4	AVL-SRQ	AVL	SRQ	2	462	2	378	0	84	22.2%	22.2%
G4	SRQ-AVL	SRQ	AVL	2	462	2	378	0	84	22.2%	22.2%
G4	AVL-VPS	AVL	VPS	0	0	0	0	0	0	-	-
G4	VPS-AVL	VPS	AVL	0	0	0	0	0	0	-	-
SY	AVL-MSP	AVL	MSP	0	0	1	126	(1)	(126)	(100.0%)	(100.0%)
SY	MSP-AVL	MSP	AVL	0	0	1	126	(1)	(126)	(100.0%)	(100.0%)
UA	AVL-DEN	AVL	DEN	3	262	7	490	(4)	(228)	(51.6%)	(46.5%)
UA	DEN-AVL	DEN	AVL	3	262	7	490	(4)	(228)	(51.6%)	(46.5%)
UA	AVL-EWR	AVL	EWR	9	602	7	481	2	121	22.6%	25.1%
UA	EWR-AVL	EWR	AVL	9	602	7	481	2	121	22.6%	25.1%
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	17	1,064	14	1,022	3	42	24.2%	4.1%
UA	ORD-AVL	ORD	AVL	17	1,064	14	1,021	3	43	24.2%	4.2%
			Total	**477**	**50,645**	**450**	**50,347**	**28**	**298**	**6.1%**	**0.6%**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60000
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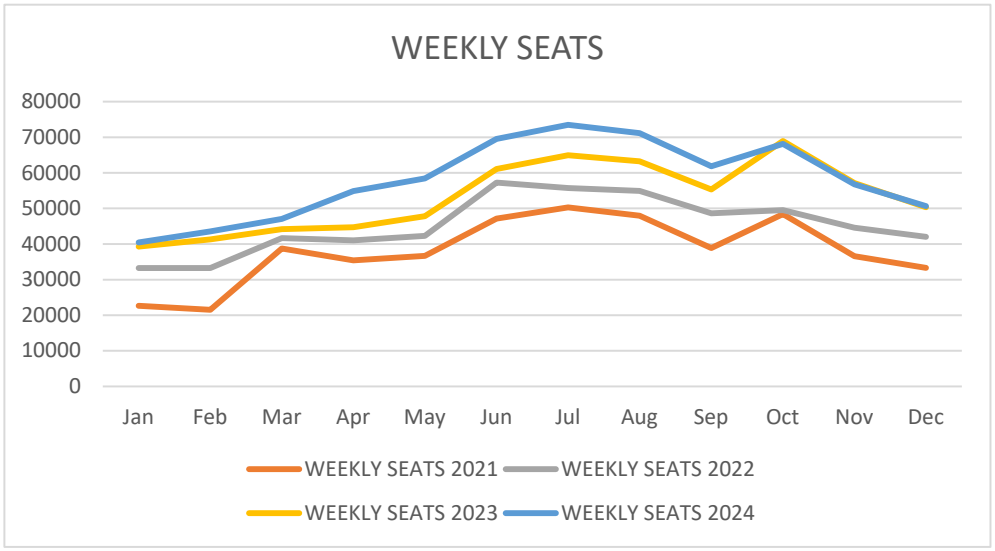
2024


WEEKLY SEATS
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70000
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50000
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20000
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Jan
Feb
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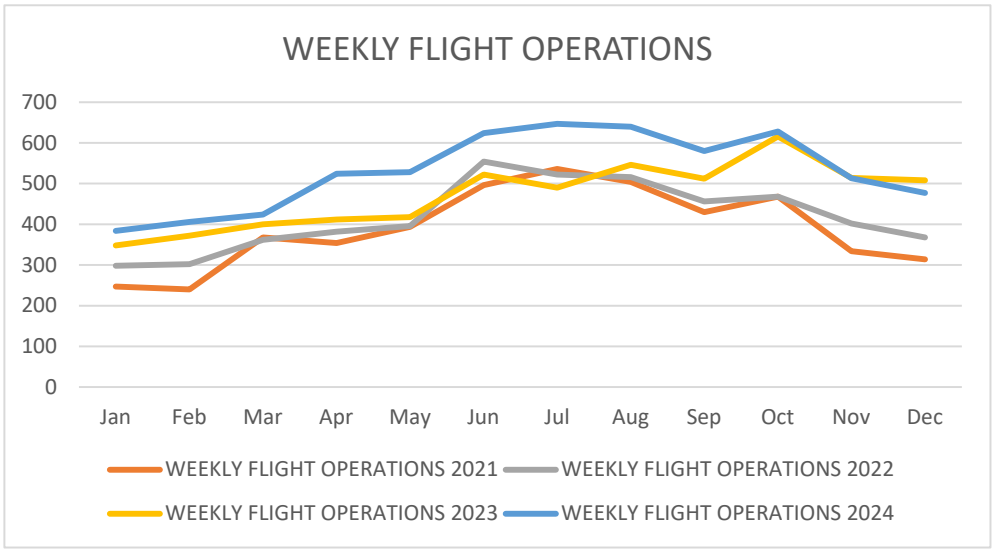
WEEKLY SEATS 2021
WEEKLY SEATS 2022
WEEKLY SEATS 2023
WEEKLY SEATS 2024


WEEKLY FLIGHT OPERATIONS
700
600
500
400
300
200
100
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
WEEKLY FLIGHT OPERATIONS 2021
WEEKLY FLIGHT OPERATIONS 2022
WEEKLY FLIGHT OPERATIONS 2023
WEEKLY FLIGHT OPERATIONS 2024

MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Chief Financial Officer

DATE: September 20, 2024

ITEM DESCRIPTION – Information Section Item B

Greater Asheville Regional Airport – Explanation of Extraordinary Variances
Month of July 2024

SUMMARY

Operating Revenues for the month of July were $3,303,966, 5.2% over budget. Operating Expenses for the month were $1,359,848, 37.1% under budget. As a result, Net Operating Revenues before Depreciation were $1,944,118. Net Non-Operating Revenues were $819,029.

REVENUES

Significant variations to budget for July were:

Landing fees	$12,950	3.02%	Landings over budget
Concessions	$26,945	21.48%	Advertising contracts & food sales over budget
Rental car – car rentals	$79,082	17.44%	Enplanements over budget
Ground transportation	$31,696	73.85%	TNC & TURO activity higher than budget

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EXPENSES

Significant variations to budget for July were:

Contractual services	($182,292)	(54.07%)	No parking/shuttle service invoicing
Travel & training	($26,437)	(99.58%)	Minimal travel during month
Utility services	($59,961)	(114.57%)	No invoicing for utilities during month
Operating supplies	($58,508)	(68.27%)	Supply purchases less than anticipated
Repairs & maintenance	$14,845	38.69%	Fencing in parking garage
Promotional activities	($16,325)	(42.22%)	Promotions less than anticipated

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents decreased by $18.9M mostly due to reduction in accounts payable and debt service payment.

Grants Receivable – Grants Receivable decreased by $500K due to the receipt of grant funding.

Property and Equipment, Net – Property and Equipment, Net decreased by $690K due to depreciation.

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ASHEVILLE REGIONAL AIRPORT
INVESTMENT AND INTEREST INCOME SUMMARY
As of July 31, 2024

Institution:	**Interest Rate**	**Investment Amount**	**Monthly Interest**
Bank of America - Operating Account	2.26%	$ 21,904,549	$ 43,115
NC Capital Management Trust - Cash Portfolio	5.22% *	32,560,635	143,850
Petty Cash		300	
Restricted Cash:			
Bank of America - PFC Revenue	2.26%	2,663,103	4,111
NC Capital Mgt Truts - PFC Revenue	5.22% *	19,258,507	85,082
BNY Mellon		142,046	
NC Capital Mgt Trust - 2022A Construction	5.22% *	168,430,869	743,858
NC Capital Mgt Trust - 2022A Parity Reserve	5.22% *	14,231,472	62,873
NC Capital Mgt Trust - 2022A Capitalized Interest	5.22% *	9,882,677	43,914
NC Capital Mgt Trust - 2023 Construction	5.22% *	83,672,155	395,848
NC Capital Mgt Trust - 2023 Capitalized Interest	5.22% *	9,316,734	41,160
Total		**$ 362,063,047**	**$ 1,563,811**

* Interest Rate = 30-day yield at month end

Investment Diversification:	
Banks	7%
NC Capital Management Trust	93%
Commercial Paper	0%
Federal Agencies	0%
US Treasuries	0%
	100%

ASHEVILLE REGIONAL AIRPORT
STATEMENT OF CHANGES IN FINANCIAL POSITION
For the Month July 31, 2024

	Current Month	June Final	*June Preliminary
Cash and Investments Beginning of Period	**$ 381,023,267**	**$ 386,387,299**	**$ 386,387,299**
Net Income/(Loss) Before Capital Contributions	**2,072,864**	**1,704,725**	**2,127,387**
Depreciation	**690,283**	**718,650**	**687,704**
Decrease/(Increase) in Receivables	**787,715**	**(2,868,099)**	**(2,867,436)**
Increase/(Decrease) in Payables	**(22,586,349)**	**18,326,525**	**17,852,436**
Decrease/(Increase) in Prepaid Expenses	**-**	**1,008,680**	**72,073**
Decrease/(Increase) in Fixed Assets	**(259,693)**	**(24,109,635)**	**(23,107,062)**
Principal Payments of Bond Maturities	**(1,445,000)**	**-**	**-**
Capital Contributions	**1,779,960**	**(145,008)**	**(145,008)**
Prior period adjustment - Forfeiture Funds	**-**	**130**	**130**
Increase(Decrease) in Cash	**(18,960,220)**	**(5,364,032)**	**(5,379,776)**
Cash and Investments End of Period	**$ 362,063,047**	**$ 381,023,267**	**$ 381,007,523**

ASHEVILLE REGIONAL AIRPORT
STATEMENT OF FINANCIAL POSITION
As of July 31, 2024

	Current Month	Last Month
ASSETS		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	$54,465,484	$51,780,512
Accounts Receivable	1,961,087	1,720,587
Passenger Facility Charges Receivable	525,000	1,025,000
Refundable Sales Tax Receivable	1,674,945	1,670,030
Grants Receivable	2,099,696	2,632,826
Prepaid Expenses	14,390,734	14,390,734
GASB 87 Short-term Lease Receivable	1,865,594	1,865,594
Total Unrestricted Assets	76,982,540	75,085,283
Restricted Assets:		
Cash and Cash Equivalents	307,597,563	329,242,755
Total Restricted Assets	307,597,563	329,242,755
Total Current Assets	384,580,103	404,328,038
Noncurrent Assets:		
Construction in Progress	168,697,112	168,437,419
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	12,759,398	12,759,398
Property and Equipment - Net	174,341,299	175,031,582
Total Noncurrent Assets	355,786,801	356,217,391
	$740,366,904	$760,545,429
LIABILITIES AND NET ASSETS		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	$154,682	$13,145,785
Customer Deposits	159,798	159,798
Unearned Revenue	862,294	2,492,308
Construction Contract Retainages	6,408,276	6,408,276
Revenue Bond Payable - Current	1,445,000	1,410,000
GASB 87 Short-term Deferred Revenue	2,215,750	2,215,750
Interest Payable	1,596,676	9,596,908
Total Payable from Unrestricted Assets	12,842,476	35,428,825
Total Current Liabilities	12,842,476	35,428,825
Noncurrent Liabilities:		
Pension Deferrals - OPEB	247,467	247,467
Other Postemployment Benefits	1,435,875	1,435,875
Compensated Absences	1,059,423	1,059,423
Net Pension Obligation-LEO Special Separation Allowance	703,270	703,270
GASB 87 Long-term Deferred Revenue	11,538,000	11,538,000
Revenue Bond Payable - 2016 - Noncurrent	9,415,000	10,860,000
Revenue Bond Payable - 2022A - Noncurrent	196,143,374	196,143,374
Revenue Bond Payable - 2023 - Noncurrent	187,899,320	187,899,320
Total Noncurrent Liabilities	408,441,729	409,886,729
Total Liabilities	421,284,205	445,315,554
Net Assets:		
Invested in Capital Assets	332,178,411	331,199,001
Restricted	307,597,563	329,242,755
Unrestricted	(320,693,275)	(345,211,881)
Total Net Assets	319,082,699	315,229,875
	$740,366,904	$760,545,429

Income Statement

Through 07/31/24

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Fund Category **Governmental Funds**						
Fund Type **General Fund**						
Fund **10 - General Fund**						
Operating revenues						
Terminal space rentals - non airline	25,179.01	25,179.01	25,274.25	(95.24)	303,291.00	278,111.99
Terminal space rentals - airline	556,487.21	556,487.21	560,906.73	(4,419.52)	6,232,297.00	5,675,809.79
Landing fees	442,163.62	442,163.62	429,213.33	12,950.29	4,769,037.00	4,326,873.38
Concessions	152,369.59	152,369.59	125,425.00	26,944.59	1,254,250.00	1,101,880.41
Auto parking	1,254,826.58	1,254,826.58	1,250,000.00	4,826.58	12,500,000.00	11,245,173.42
Rental car - car rentals	532,520.24	532,520.24	453,438.20	79,082.04	4,534,382.00	4,001,861.76
Rental car - facility rent	72,183.66	72,183.66	70,226.17	1,957.49	842,714.00	770,530.34
Commerce ground transportation	74,612.37	74,612.37	42,916.67	31,695.70	515,000.00	440,387.63
FBOs	126,919.88	126,919.88	120,879.17	6,040.71	1,450,550.00	1,323,630.12
Building leases	3,169.85	3,169.85	4,456.25	(1,286.40)	53,475.00	50,305.15
Land leases	39,211.11	39,211.11	42,813.17	(3,602.06)	513,758.00	474,546.89
Other leases and fees	24,323.54	24,323.54	16,166.67	8,156.87	194,000.00	169,676.46
Operating revenues Totals	$3,303,966.66	$3,303,966.66	$3,141,715.59	$162,251.07	$33,162,754.00	$29,858,787.34
Non-operating revenue and expense						
Customer facility charges	353,815.00	353,815.00	268,200.00	85,615.00	2,682,000.00	2,328,185.00
Passenger facility charges	497,978.82	497,978.82	450,000.00	47,978.82	4,500,000.00	4,002,021.18
Interest revenue	1,563,811.65	1,563,811.65	850,000.00	713,811.65	10,200,000.00	8,636,188.35
Interest expense	(1,596,676.37)	(1,596,676.37)	(1,596,676.42)	.05	(19,160,117.00)	(17,563,440.63)
Miscellaneous	100.00	100.00	.00	100.00	.00	(100.00)
Non-operating revenue and expense Totals	$819,029.10	$819,029.10	($28,476.42)	$847,505.52	($1,778,117.00)	($2,597,146.10)
Capital contributions	1,779,959.96	1,779,959.96	.00	1,779,959.96	.00	(1,779,959.96)

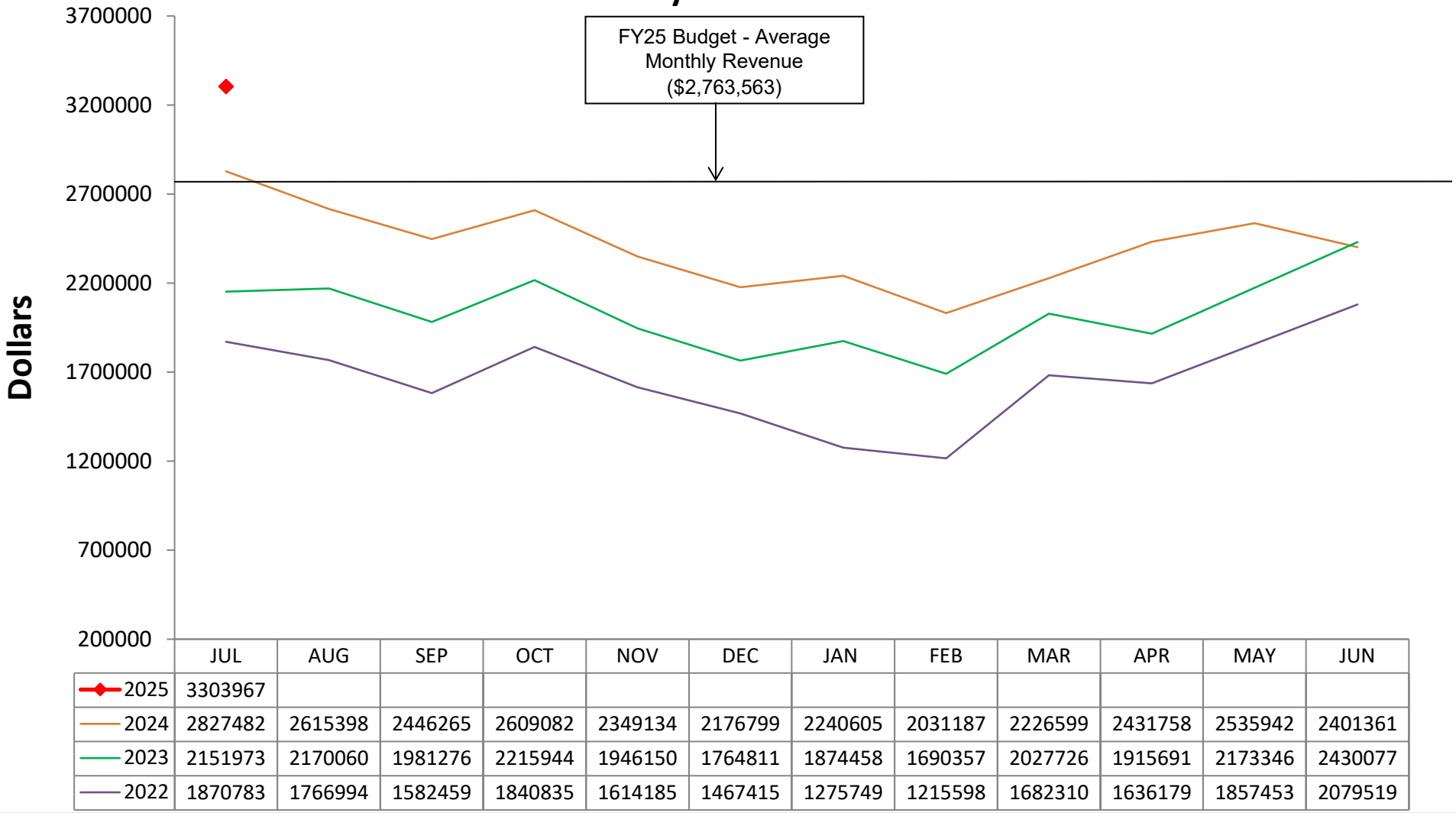
Income Statement

Through 07/31/24

Summary Listing

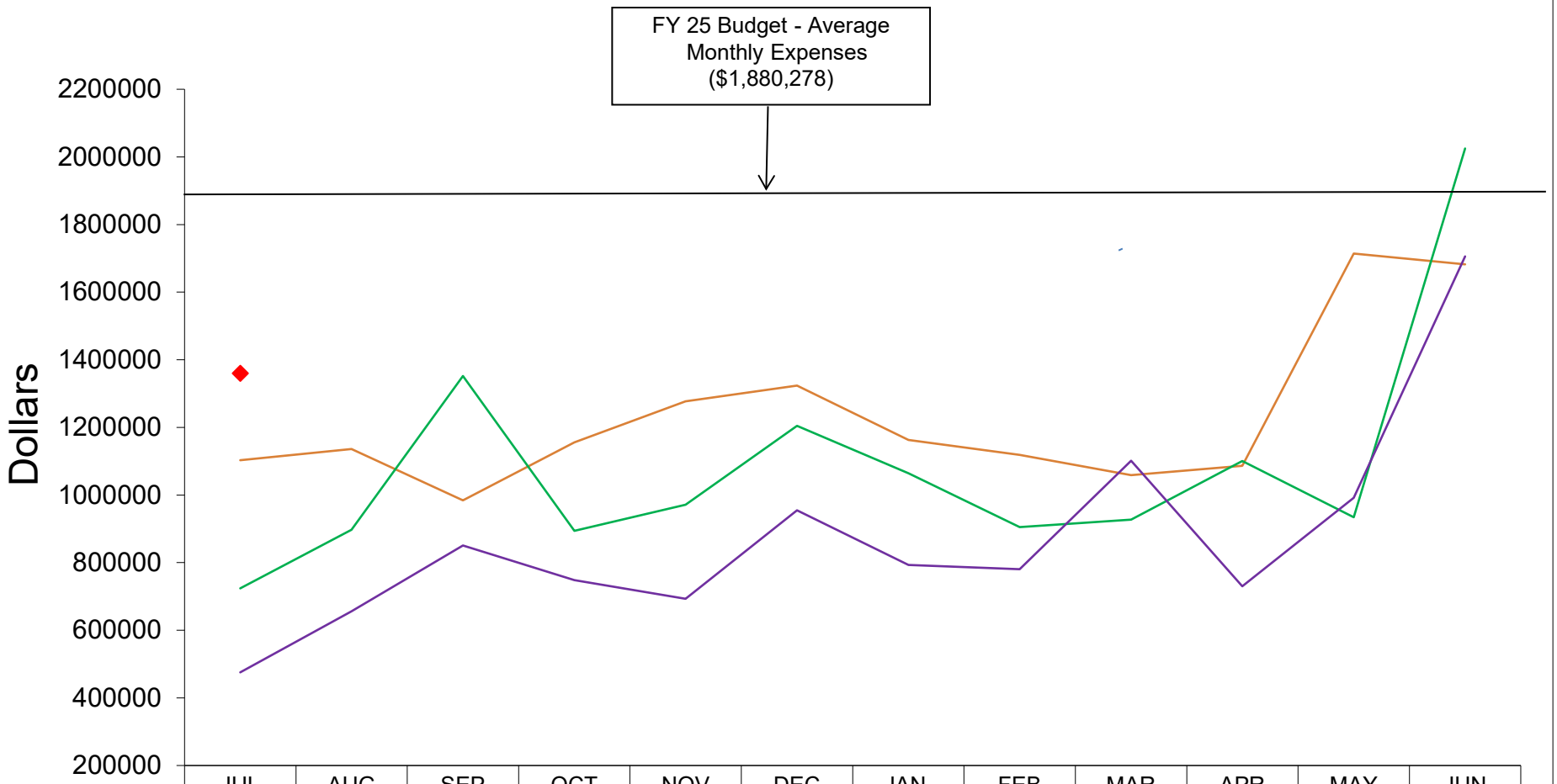
Classification		MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Operating expenses							
Personnel services		644,292.43	644,292.43	1,050,064.94	(405,772.51)	13,637,207.00	12,992,914.57
Professional services		47,684.12	47,684.12	50,169.17	(2,485.05)	602,030.00	554,345.88
Other contractual services		154,873.13	154,873.13	337,165.58	(182,292.45)	4,045,987.00	3,891,113.87
Travel and training		110.97	110.97	26,548.33	(26,437.36)	318,580.00	318,469.03
Communiations		4,260.78	4,260.78	5,945.83	(1,685.05)	71,350.00	67,089.22
Utility services		(7,627.03)	(7,627.03)	52,334.17	(59,961.20)	628,010.00	635,637.03
Rentals and leases		5,404.37	5,404.37	5,375.83	28.54	64,510.00	59,105.63
Insurance		392,461.30	392,461.30	398,400.00	(5,938.70)	480,000.00	87,538.70
Advertising, printing and binding		.00	.00	1,245.83	(1,245.83)	14,950.00	14,950.00
Promotional activities		22,341.87	22,341.87	38,666.67	(16,324.80)	464,000.00	441,658.13
Other current charges and obligations		5,182.13	5,182.13	9,345.83	(4,163.70)	112,150.00	106,967.87
Operating supplies		27,190.27	27,190.27	85,698.75	(58,508.48)	1,028,385.00	1,001,194.73
Publications, subscriptions, memberships, etc.		10,025.00	10,025.00	7,014.50	3,010.50	84,174.00	74,149.00
Repairs and maintenance		53,220.76	53,220.76	38,375.00	14,845.76	460,500.00	407,279.24
Small equipment		428.43	428.43	8,458.33	(8,029.90)	101,500.00	101,071.57
Contingency		.00	.00	8,333.33	(8,333.33)	100,000.00	100,000.00
Emergency repairs		.00	.00	4,166.67	(4,166.67)	50,000.00	50,000.00
Business development		.00	.00	33,333.33	(33,333.33)	400,000.00	400,000.00
	Operating expenses Totals	$1,359,848.53	$1,359,848.53	$2,160,642.11	($800,793.58)	$22,663,333.00	$21,303,484.47
Depreciation							
Depreciation		690,283.00	690,283.00	.00	690,283.00	.00	(690,283.00)
	Depreciation Totals	$690,283.00	$690,283.00	$0.00	$690,283.00	$0.00	($690,283.00)
	Grand Totals						
	REVENUE TOTALS	5,902,955.72	5,902,955.72	3,113,239.18	2,789,716.54	31,384,637.00	25,481,681.28
	EXPENSE TOTALS	2,050,131.53	2,050,131.53	2,160,642.11	(110,510.58)	22,663,333.00	20,613,201.47
	Grand Total Net Gain (Loss)	$3,852,824.19	$3,852,824.19	$952,597.07	$2,900,227.12	$8,721,304.00	($4,868,479.81)

ASHEVILLE REGIONAL AIRPORT
Annual Operating Revenue by Month
July 2024



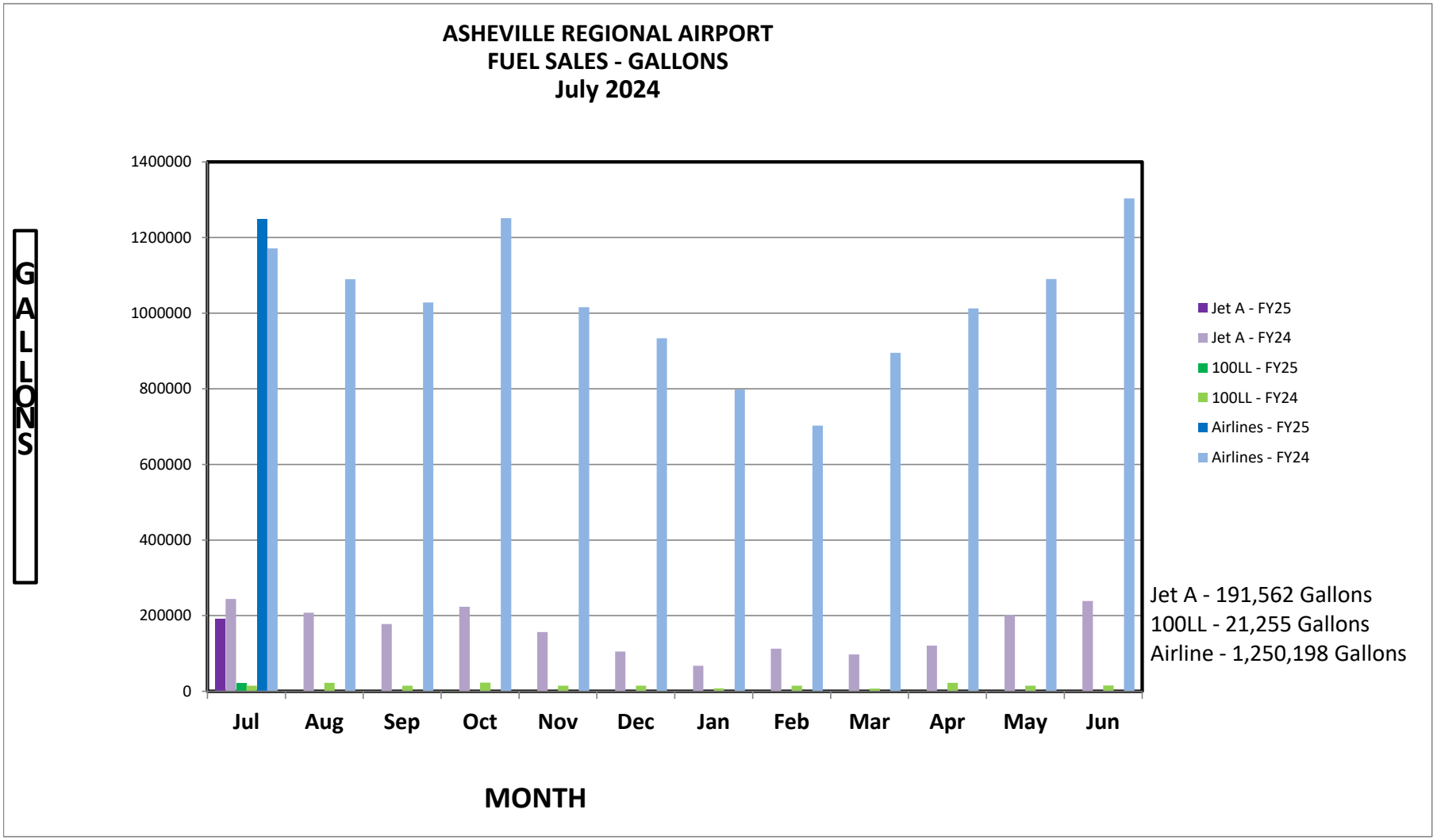
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2025	3303967											
2024	2827482	2615398	2446265	2609082	2349134	2176799	2240605	2031187	2226599	2431758	2535942	2401361
2023	2151973	2170060	1981276	2215944	1946150	1764811	1874458	1690357	2027726	1915691	2173346	2430077
2022	1870783	1766994	1582459	1840835	1614185	1467415	1275749	1215598	1682310	1636179	1857453	2079519

ASHEVILLE REGIONAL AIRPORT
Annual Operating Expenses by Month
July 2024



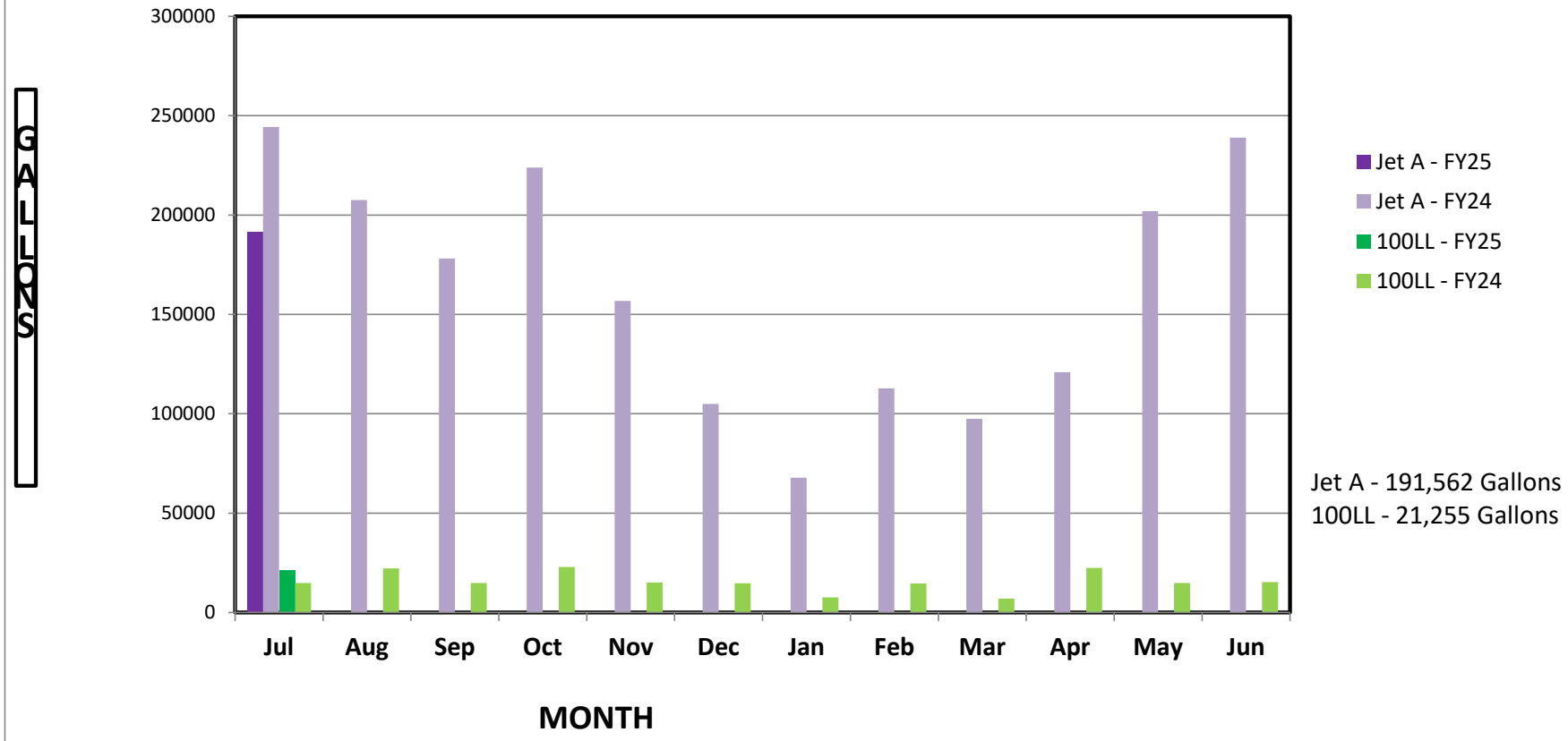
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2025	1359848											
2024	1103108	1135951	984187	1155931	1277375	1323577	1162760	1118844	1058605	1086390	1714067	1682357
2023	723941	897398	1352214	894073	970953	1204680	1064287	904765	926762	1100224	934182	2024815
2022	475489	656101	850419	748420	692984	954472	793428	780593	1101373	730109	991519	1705678

ASHEVILLE REGIONAL AIRPORT
FUEL SALES - GALLONS
July 2024



Jet A - 191,562 Gallons
100LL - 21,255 Gallons
Airline - 1,250,198 Gallons

ASHEVILLE REGIONAL AIRPORT
GENERAL AVIATION FUEL SALES - GALLONS
July 2024



Jet A - 191,562 Gallons
100LL - 21,255 Gallons

Greater Asheville Regional Airport Authority
Construction Project Report - September 2024

Design Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 9/1/2024)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 9/1/2024)	Start Date	End Date	Current Project Status (as of 9/1/2024)
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	78.8%	$16,123,000	Nov-19	Apr-27	CA services continue.
2	Terminal Building Renovations	Program Management Services	Parsons Transportation Group, Inc.	$1,661,444	N/A	N/A	$0	0.0%	$1,661,444	4.6%	$75,734	Jul-23	Dec-27	Project management continues. Contract renewed for FY24-25. ORAT services beginning.
3	Air Traffic Control Tower	Design new facility	Pond Company	$4,157,923	N/A	N/A	$872,978	15.9%	$5,030,901	88.6%	$4,456,337	Mar-21	Dec-24	CA services continue.
4	Air Traffic Control Tower	RPR Services	Parsons Transportation Group, Inc.	$556,000	N/A	N/A	$0	0.0%	$556,000	18.5%	$103,018	May-24	May-25	Project management continues.
5	Airport Master Plan	Update Current Master Plan	CHA	$989,004	N/A	N/A	$0	0.0%	$989,004	95.5%	$944,861	Jul-21	Oct-24	Finalizing ALP and Working Papers. Final Draft ALP submitted to FAA.
6	South Parking Lot	Design and Construction Administration	AVCON	$374,976	N/A	N/A	$80,441	0.0%	$455,417	94.4%	$430,128	Jan-23	Dec-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 9/1/2024)	Percent of Original Contract	*Board Approved Project Cost	Percent Complete	Expensed to Date (thru 9/1/2024)	Start Date	End Date	Current Project Status (as of 9/1/2024)
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	30.5%	$105,438,344	Jan-22	Apr-27	North Concourse glass installation begins in October. Rough ins progressing. Baggage handling System conveyor installation in progress. South Bag Claim Expansion foundations continue.
2	Air Traffic Control Tower	Construction of ATCT and Base Building Facility	Pond	Construction Cost	J Kokolakis Contracting	$44,344,052	**$1,487297	0.00%	$46,561,255	44.0%	$20,481,782	Dec-22	Mar-25	Base building roofing progressing. Preparing for slab on grade installation. Tower precast installation continues.
3	South Parking Lot	Construction work including clearing, paving, stormwater pipe and landscaping	AVCON	Construction Cost	Tennoca Construction Company	$8,388,839	$488,047	0.00%	$10,897,307	65.2%	$7,103,500	Jun-23	Dec-24	ROFA Improvements wating on permitting.

****(CCDs & CO)**

***(bal of approved contract)**

Key strategic priorities

Governance vs. Management : Focus on setting governing direction ("guard rails") for the organizational and holding management accountable for the execution of operational tactics. Pursue continuous educational opportunities for Authority Member development.

1. **Organizational Relevance**: Remaining relevant in an era of airport consolidation
2. **Financial Stewardship**: Sustainability/Operating Performance/Audit & Compliance
3. **Municipal Relations**: Positive relationships with all municipalities surrounding the airport
4. **Stakeholder Relations**: Positive relationships with neighbors and other community organizations
5. **Community Image**: Public Perception/Public Relations/Customer Service/Legal Entity
6. **Facilities Stewardship**: Future Master Facilities Plan
7. **Environmental Stewardship**: Accountability/Awareness of Environmental Issues
8. **Economic Development**: Engage Community Partners/Airline Service Development
9. **Vendor-Partner Relations**: General Aviation/Rental Car Agencies/Vendors
10. **Public Safety**: Airport Emergency Safety/TSA Relations/Municipal Partners
11. **Organizational Accountability**: President & CEO Supervision

Asheville
REGIONAL AIRPORT
Take the easy way out