



AGENDA

Greater Asheville Regional Airport Authority Regular Meeting
Friday, November 8, 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. SERVICE AWARD PRESENTATION:
 - A. Janet Burnette – 10 Years
- III. PRESENTATIONS:
 - A. Airport Activities During Hurricane Helene – Lexie Farmer ([document](#))
 - B. Post Helene Air Service Briefing – Tina Kinsey ([document](#))
- IV. FINANCIAL REPORT ([document](#))
- V. CONSENT ITEMS:
 - A. Approval of the Greater Asheville Regional Airport Authority September 20, 2024 Regular Meeting Minutes ([document](#))
 - B. Approval of Resolution for Issuance of Service Side Arm to Lieutenant Keith Duffie ([document](#))
 - C. Approval of Position Reclassifications ([document](#))
- VI. OLD BUSINESS: None



VII. NEW BUSINESS:

- A. Presentation of Annual Audited Financial Report for Fiscal Year 2023/2024 ([document](#))
- B. Approval of Resolution for Airport Partners' Hurricane Relief ([document](#))
- C. Approval of the Greater Asheville Regional Airport Authority Board Schedule for 2025 ([document](#))
- D. Approval of an Agreement Amendment No. 3 between Signature Flight Support LLC and the Greater Asheville Regional Airport Authority ([document](#))
- E. Approval of Amendment No. 1 to Ground Lease and Agreement between Sheetz, Inc. and the Greater Asheville Regional Airport Authority ([document](#))
- F. Approval of Change Order No. 3 with Hensel Phelps for the Terminal Modernization and Expansion Project ([document](#))
- G. Approval of Scope of Services No. 1 with Kimley-Horn for Design of the Overlook Parking Lot and Stormwater Improvements Project ([document](#))
- H. Approval of Scope of Services No. 1 with McFarland Johnson, Inc. for the Remain Overnight (RON) Parking Apron Design and Construction Administration Services ([document](#))
- I. Approval for the Terminal Project South Bag Claim Expansion ([document](#))
- J. Amend Parking Management Shuttle Budget ([document](#))

VIII. PRESIDENT'S REPORT:

- A. Industry Conference Schedule
- B. Fiscal Impacts from Helene
- C. Sit & Sip Program ([document](#))



IX. INFORMATION SECTION:

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

- A. September 2024 Traffic Report ([document](#))
- B. September 2024 Monthly Financial Report ([document](#))
- C. November 2024 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
 - None identified at this time

X. PUBLIC AND TENANTS' COMMENTS

XI. CALL FOR NEXT MEETING: December 13, 2024

XII. CLOSED SESSION

XIII. AUTHORITY MEMBER REPORTS:

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

XIV. ADJOURNMENT

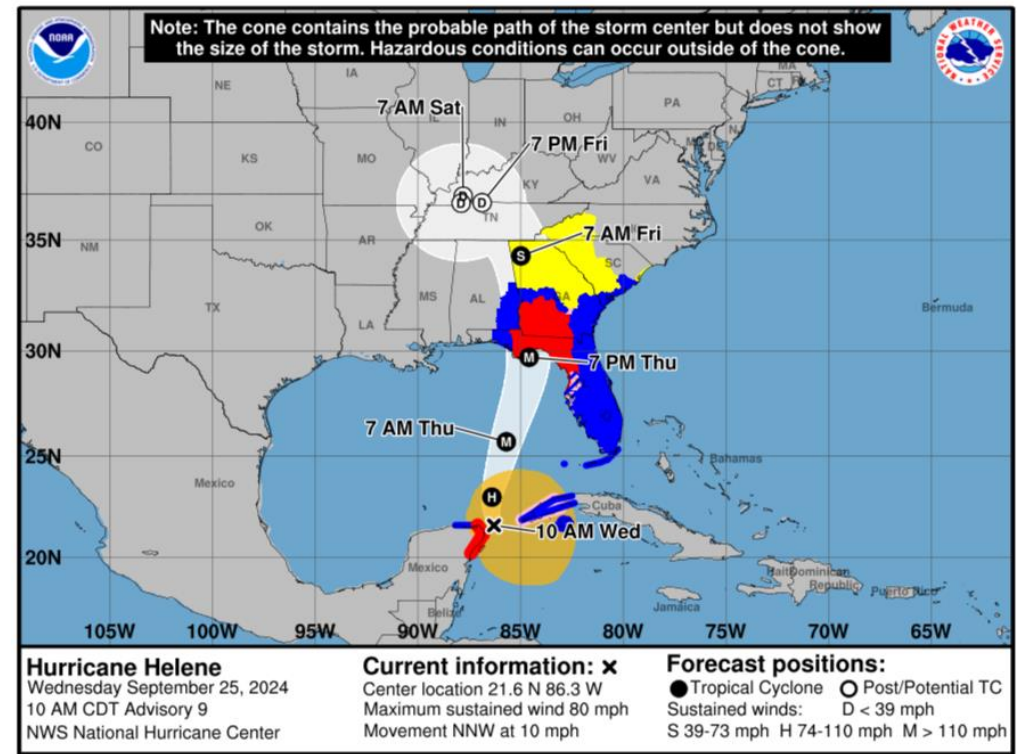
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Hurricane Helene Response

PREPARATION

- Review Weather Briefings
- Clean all culverts, inlets and outtakes; sandbag certain areas
- Notify Tenants for high-wind impacts
- Develop a 24/7 staffing plan for Public Safety, Operations, and Maintenance
- Coordinate with Airlines
- Back-up Power Plan





STORM IMPACTS

POST-STORM PRIORITIES

- Assess damage and repair critical systems
 - Power, Cell Service, Internet, Water
- Employee Accountability
- Passengers/Public sheltering in the terminal
- Assist Air Traffic Control (ATC) to get them operational
- Communication Plan
- Assist airlines in resuming operations
- Monitor General Aviation (GA) traffic
- Establish a military zone



COMMUNICATIONS

ASHEVILLE, N.C. (WLOS) — Asheville Regional Airport has resumed commercial flights as of Monday Sept. 30. We spoke to Asheville Regional Airport spokesperson Tina Kinsey for updates on flights, parking and other information.



News 13's Gracee Mattiace talks with AVL Regional spokesperson Tina Kinsey for an update on Tuesday, Oct. 1. (Photo credit: WLOS Staff)



Asheville Regional Airport
Published by Tina Culver Kinsey
· 21 hours ago ·

AIRPORT UPDATE 9-30-24 12:35pm

🇺🇸 This C-17 just landed - the first of more to come - filled with relief supplies that will be distributed by FEMA. A beautiful and welcome sight! 🇺🇸

PLEASE NOTE - IMPORTANT - DO NOT COME TO THE AIRPORT FOR SUPPLIES. There is no public distribution happening at the airport. Again, all supplies will be deployed by FEMA and others at distribution points set up throughout the region. Info about distribution will be communicated by other agencies, such as FEMA.

The airport team continues to work around the clock - many living at the airport away from their families - to keep the airport operational for this lifeline of supplies to be able to arrive. We are immensely proud of the AVL team and all of our partners at the airport.



See insights and ads

Boost post

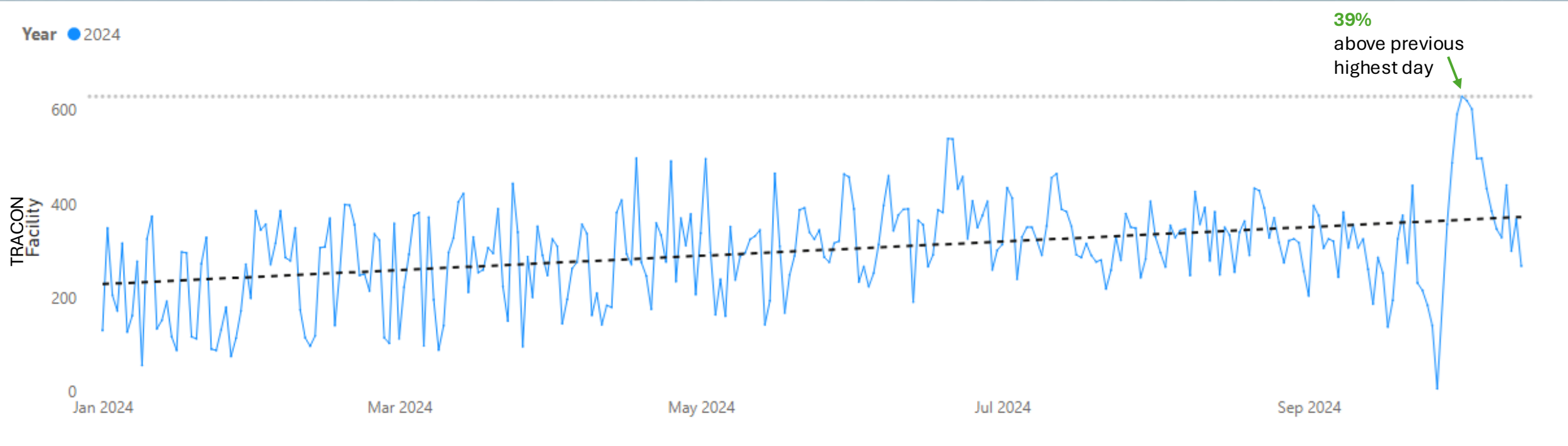
👍👎🗨️ 43K

2K comments 14K shares



AIR TRAFFIC CONTROL

AIR TRAFFIC CONTROL





MILITARY ZONE



AVL TEAM





MUTUAL AID ASSISTANCE



MUTUAL AID ASSISTANCE

- **8 Airports**

- Charlotte Douglas International Airport (CLT)
- Raleigh-Durham International Airport (RDU)
- Piedmont Triad International Airport (GSO)
- Wilmington International Airport (ILM)
- Charleston International Airport (CHS)
- Cincinnati/Northern Kentucky International Airport (CVG)
- McGhee Tyson Airport (TYS)
- Fort Lauderdale International Airport (FLL)

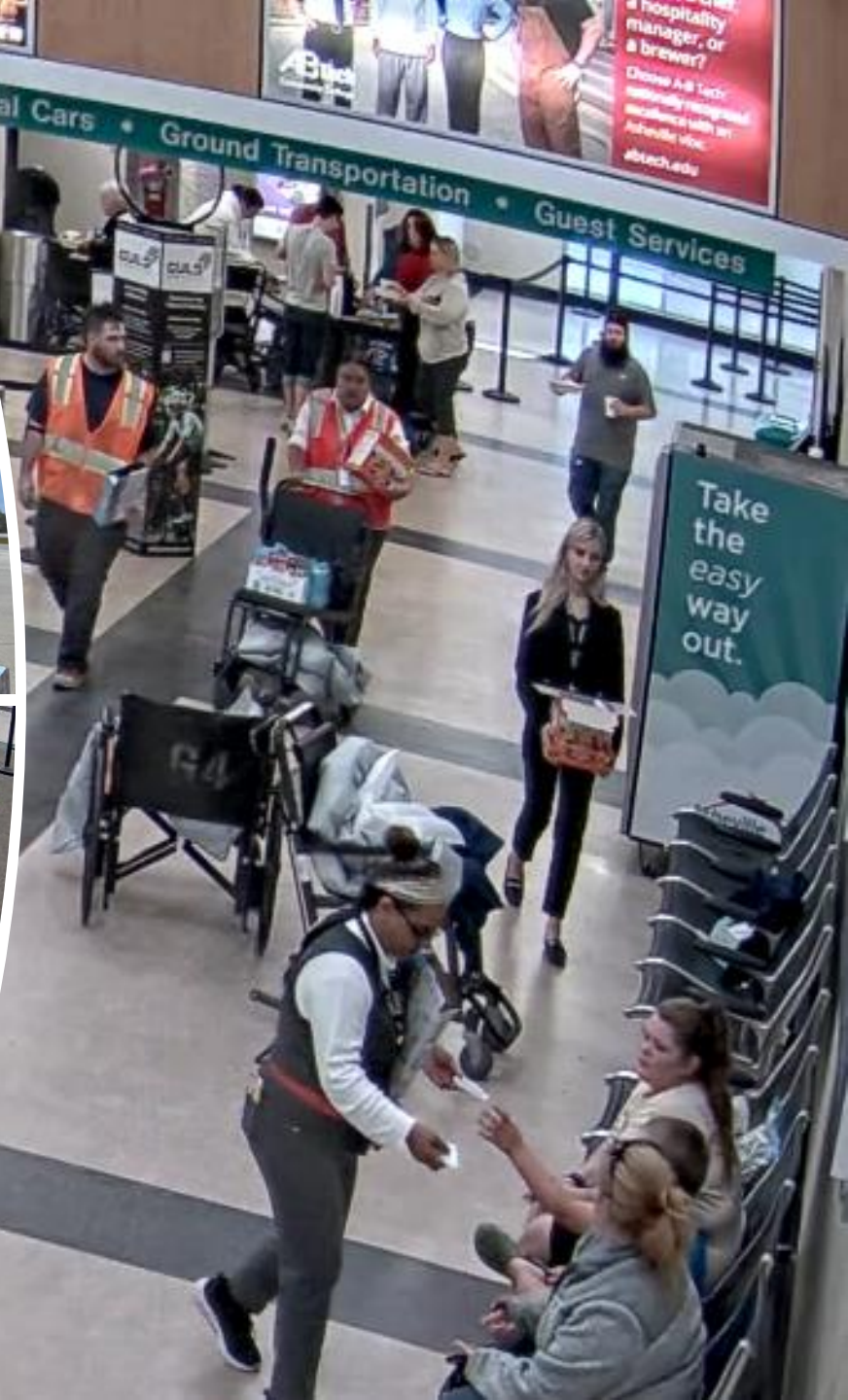
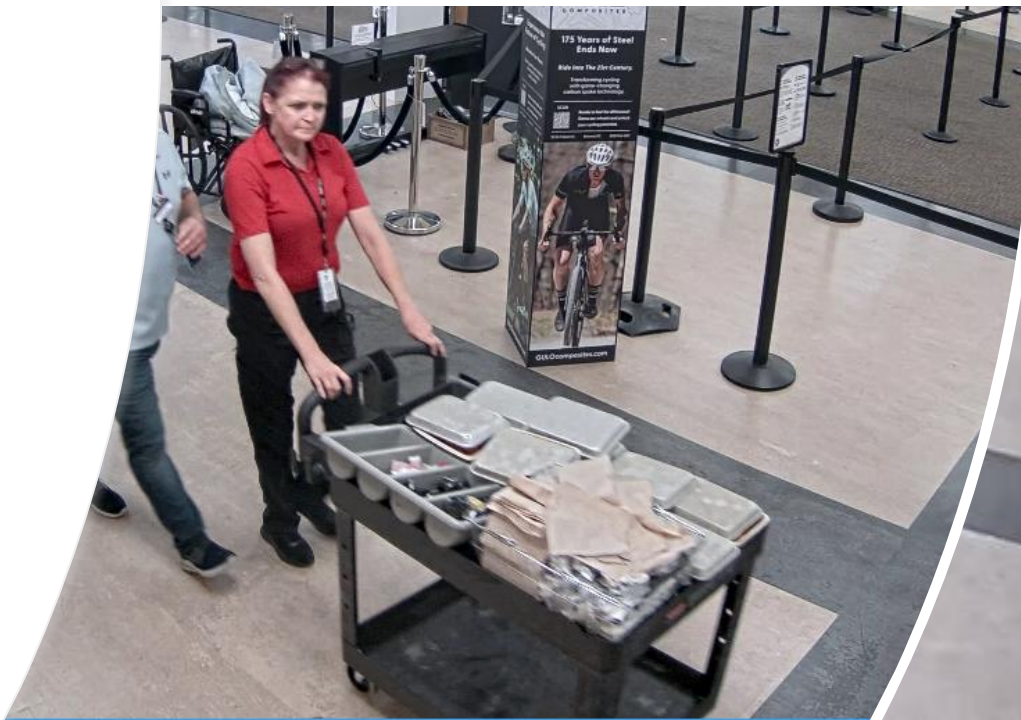
- **83 Airport Employees**

- Law Enforcement
- ARFF Firefighting
- Maintenance
- Custodial
- Communications
- Airport Operations
- Emergency Management
- Logistics
- Executive Staff



ADDITIONAL AIRPORT ASSISTANCE

- **Airline Support to Airline Employees and Tenants**
 - Allegiant, American, Delta, United
- **Airline Support to Airport Team**
 - Breeze
 - Sun Country
- **Tenants**
 - Paradies
 - Avis
- **FBO**
- **Government Support**
 - Transportation Security Administration
 - Federal Air Marshals





AFTER ACTION

- Dependencies on internet and cell phones
- Logistics for mutual aid
- Maintaining federal compliance
- Ground Operations Capacity
- Water / Food / Lodging
- Documentation



A HEARTFELT
THANK YOU!



Air Service Update

Post-Helene



AVLFORWARD

What we will discuss

- Immediate impact from Helene
- Yr/yr comparisons
- Looking ahead – next 3-6 months
- Recovery plan



Saturday, 9/28/24
Airport Road/Hwy 280 at Old
Fanning Bridge Road intersection

September 27-30, 2024

- **Airport open throughout the storm**
- **Commercial air service was possible following the storm, but airlines chose not to operate** due to internet and phone failures in the region (requiring manual processing), blocked roadways affecting staff and passengers

October 2024

Air service impacts

1. Capacity reductions

2. Passenger loads

- Lowest 29% (*early October – schedule reductions not yet fully implemented*)
- Highest 69% (*October 31 of reduced schedule*)
- **Overall in Oct 52%**

Note: Nov 3 – 77% LF (of reduced schedule yr/yr)

A few specific changes



- **Temporary:**
 - Frequency reductions (up to 1x daily max per route)
 - Based aircraft reduction: from 4 to 3
- **Permanent:**
 - AVL/BWI **planned** route discontinuation – Dec 3, 2024 rather than Jan 2025



- **Temporary:**
 - Frequency reductions (CLT, DCA)



- **Temporary:**
 - Frequency & slight gauge reductions (ATL)
 - Seasonal pause (MSP)



- **Permanent status not yet determined**
 - AVL/MSP – route not on summer 2025 schedule



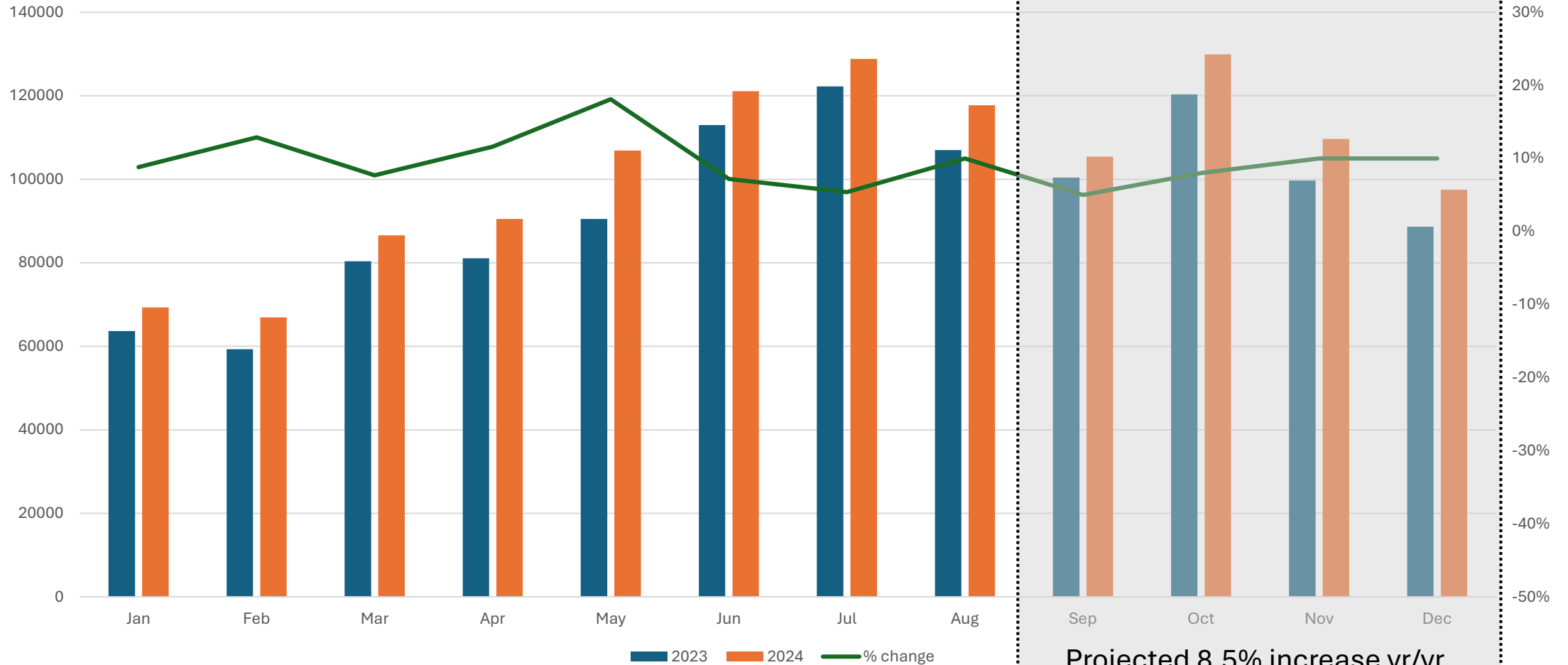
- **Temporary:**
 - AVL/DEN – seasonal pause – returning March 2025
 - Some slight changes in gauge (ORD and EWR)



AVL FORWARD

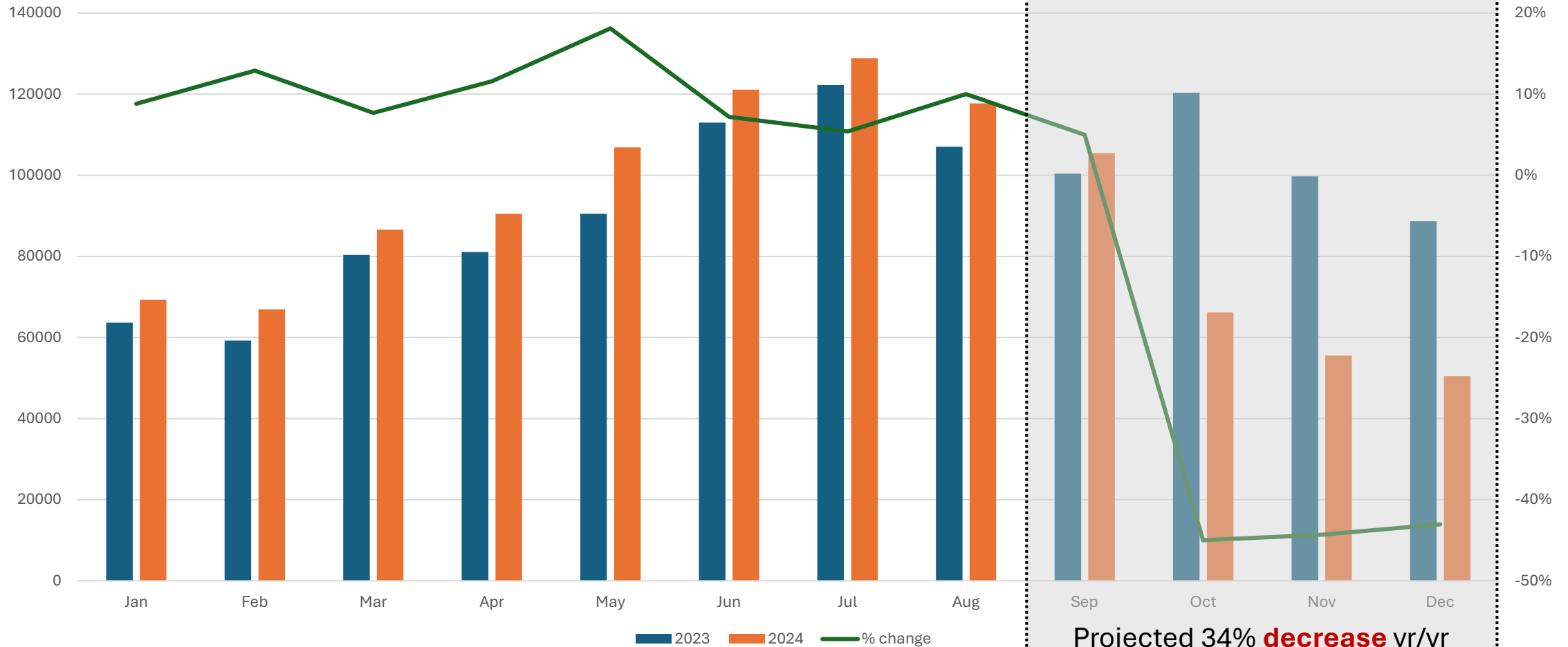
Trajectory of CY24 pre-Helene

Pre-Helene CY 24 projected enplanements: 1,230,453 (+9% yr/yr)



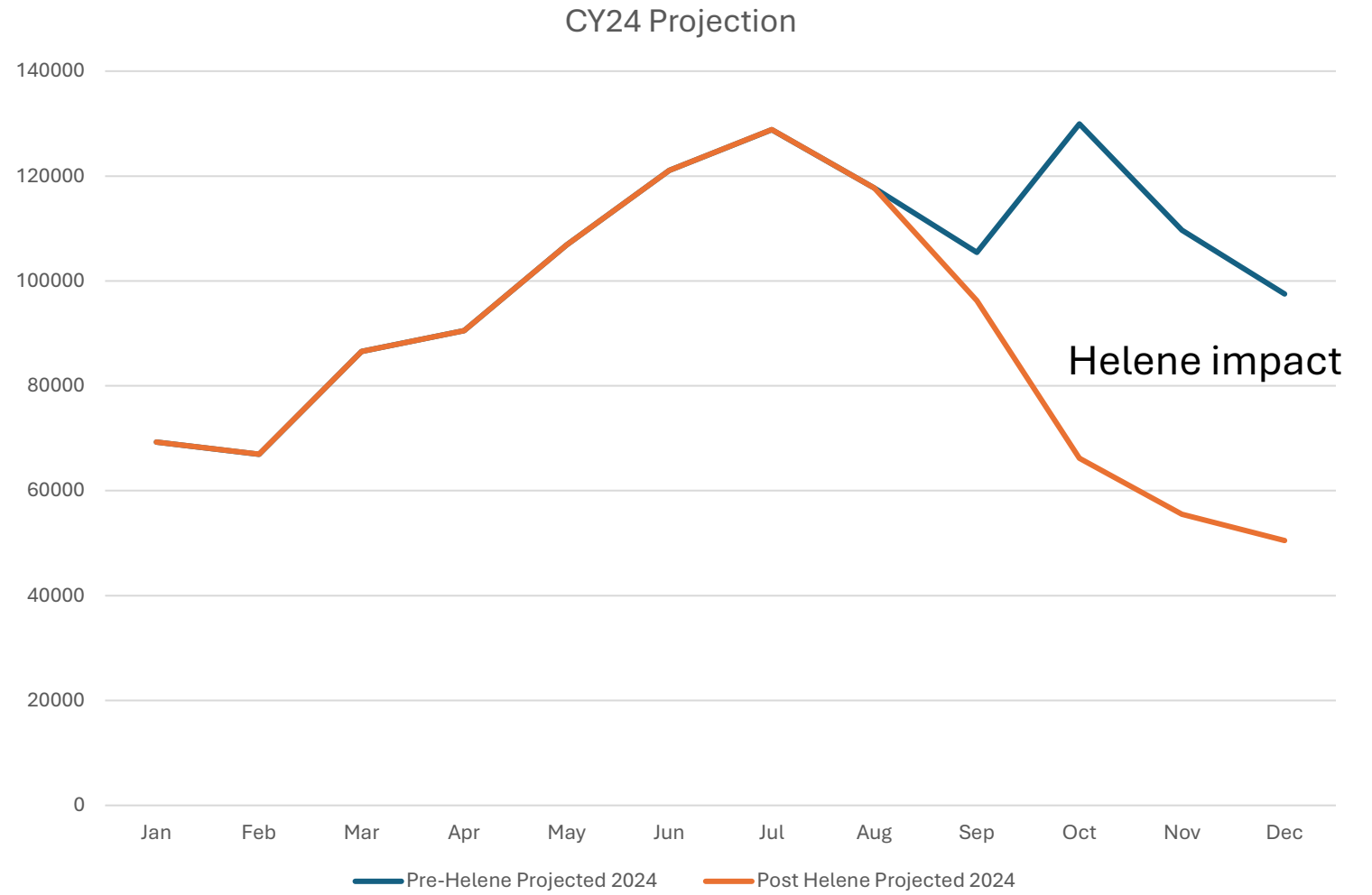
Trajectory of CY24 post-Helene – using current LF trend

Post-Helene CY 24 projected enplanements: 1,056,381 (-6% yr/yr)

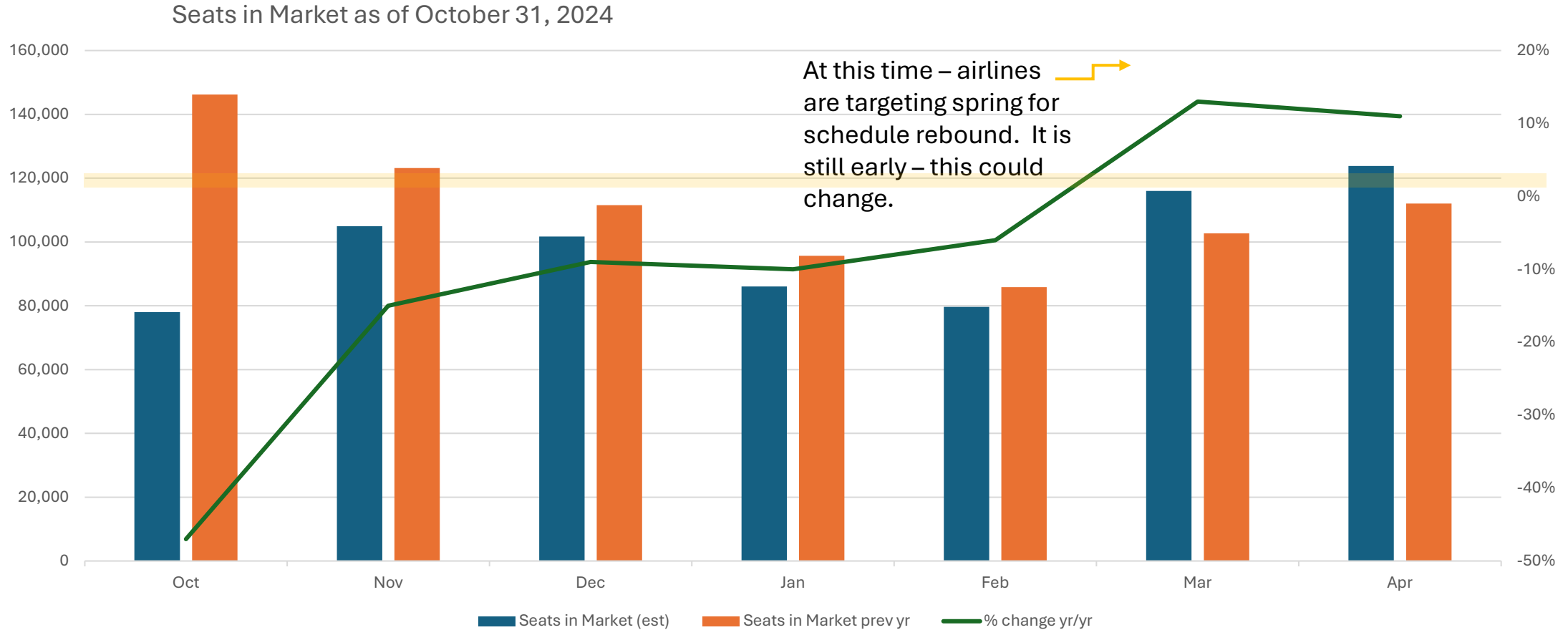


Projected 34% **decrease** yr/yr

Trend comparison



Looking ahead – micro changes occurring weekly



Recovery plan

- Monitor & forecast
- Airline outreach – weekly
- HQ visits
- Marketing support
- When appropriate – invite planners to market

Questions?



AVLFORWARD

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

AIRPORT ACTIVITY

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
Passenger Enplanements	96,274	(4.1%)	884,167	8.2%
Aircraft Operations				
Commercial	2,821	(3.4%)	24,583	7.9%
Scheduled Flights	1,213	3.9%		
Flight Cancellations	107			
Seats	120,379	(6.0%)	1,097,331	11.0%
Load Factor	80.0%	2.0%	80.6%	(2.6%)
General Aviation	2,923	(23.9%)	33,695	(3.5%)
Military	278	(4.1%)	2,486	(11.5%)

FINANCIAL RESULTS

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
Operating Revenues	\$ 2,768,582	(1.6%)	\$ 9,105,518	1.7%
Operating Expenses	1,176,297	(33.8%)	4,062,641	(28.7%)
Net Operating Revenues before Depreciation	<u>\$ 1,592,285</u>		<u>\$ 5,042,877</u>	
Net Non-Operating Revenues	<u>\$ 526,221</u>		<u>\$ 2,008,439</u>	
Grants:				
Federal Grants	\$ -		\$ 876,897	
NC Dept of Transportation Grants	-		1,779,960	
Total	<u>\$ -</u>		<u>\$ 2,656,857</u>	

CASH

Restricted - PFC Revenue Account	\$ 22,594,430
Restricted - BNY Mellon (Debt Service Series 2016)	\$ 426,139
Restricted - Bond Series 2022A	\$ 194,204,563
Restricted - Bond Series 2023	\$ 90,687,334
Designated for O&M Reserve	14,775,556
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	<u>27,930,178</u>
Total	<u>\$ 351,268,200</u>

RECEIVABLES PAST DUE

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	12,623	3,315	4,925	4,383
Allegiant	966	966	-	-
Avis	10,478	4,939	4,939	600
Delta	187,741	166,049	21,226	466
Jet Blue	33,167	33,167	-	-
Paradies	12,501	3,611	6,718	2,172
Signature	320	320	-	-
TSA	1,510	1,180	-	330
United	240	-	-	240
WNC Aviation	2,140	2,140	-	-
Miscellaneous	9,586	984	8,602	-
Total	<u>\$ 271,271</u>	<u>\$ 216,671</u>	<u>\$ 46,410</u>	<u>\$ 8,191</u>
% of Total Receivables	<u>16.00%</u>			

Note: Excludes balances paid subsequent to month-end.

REVENUE BONDS PAYABLE

	Original Amount	Current Balance
Parking Garage Revenue Bond, Series 2016A	\$ 15,750,000	\$ 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	<u>175,000,000</u>	<u>175,000,000</u>
	<u>\$ 381,000,000</u>	<u>\$ 370,860,000</u>

CAPITAL EXPENDITURES

Annual Budget	\$ 314,455,086
Year-to-Date Spending	\$ 20,462,272

**REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
September 20, 2024**

The Greater Asheville Regional Airport Authority (“Authority”) met on Friday, September 20, 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; and Laura B. Leatherwood

MEMBERS ABSENT: Nathan Kennedy; and Gene O. Bell

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; John Coon, VP – Operations and Maintenance; 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: Amanda Sheridan, McFarland Johnson; James Moose, Avcon, Inc.

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

PRESENTATIONS: None

FINANCIAL REPORT: The president delivered a review of enplanements, aircraft operations, and general aviation activity for the month of July. Janet Burnette reported on the financial activity for the month of July.

CONSENT ITEMS:

A. Approval of the Greater Asheville Regional Airport Authority August 9, 2024 Regular Meeting Minutes:

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

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:

	<u>Decrease</u>	<u>Increase</u>
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:

	<u>Decrease</u>	<u>Increase</u>
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

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

C. Approval of Position Reclassification:

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

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:

	<u>Decrease</u>	<u>Increase</u>
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:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
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

E. Approval of the Greater Asheville Regional Airport Authority August 9, 2024 Closed Session Minutes: The minutes for the August 9, 2024 Closed Session were distributed and read by the Board Members.

Ms. Russo Klein moved to seal the minutes for the Closed Session of the Greater Asheville Regional Airport Authority for August 9, 2024 and to seal and withhold the minutes for the August 9, 2024 Closed Session from public inspection so long as public inspection would frustrate the purpose or purposes thereof. Mr. Lovin seconded the motion and it carried unanimously.

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

OLD BUSINESS: None

NEW BUSINESS:

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

Jared Merrill reviewed the prior change orders for Kokolakis Contracting approved by the Board. Mr. Merrill stated that four change order requests have been compiled into Change Order No. 4 and highlighted the items included in the first three change orders. Parsons, the Resident Project Representative for the Air Traffic Control Tower project, has reviewed the change orders and negotiated the changes to \$975,000 and 234 days. Mr. Merrill further stated that the additional change order request included in Change Order No. 4 is for additional costs for a coordination study for the electrical gear for \$25,550.99 and subcontractor work for louver modifications for \$10,105.26 bringing the total cost of Change Order No. 4 to \$1,010,656.25 and an additional 234 calendar days added to the completion of the project. Change Order No. 4 falls within the construction allowance and does not require a budget amendment.

The Board questioned the amount of the previous change orders and Mr. Merrill responded that the total of the previous change orders amounts to between \$1.4 to \$1.5 million on this project.

Mr. Lovin moved to approve Change Order No. 4 with Kokolakis Contracting in the amount of \$1,010,656.25 and an additional 234 calendar days, and to authorize the President & CEO to execute the necessary documents. Dr. Leatherwood seconded the motion and it carried unanimously.

B. Adoption of the Asheville Regional Airport Five-Year Capital Improvement Plan (CIP) for FY 2026-2030: Jared Merrill reminded the Board that the CIP is required by the FAA each year for the airport to be eligible for federal project funding. Mr. Merrill stated that the projects identified on the CIP through FY30 include the Terminal Building Modernization and Expansion project, the Air Traffic Control Tower project, a new parking garage, airport roadway improvements and various pavement rehabilitation projects. Staff would need to bring any contracts for design or construction on any projects to the Board for approval as the CIP does not give authorization to staff to approve any contracts.

Mr. Ricker moved to adopt the Asheville Regional Airport Authority Five-Year Capital Improvement Plan. Dr. Leatherwood seconded the motion and it carried unanimously.

PRESIDENT'S REPORT:

A. FAA Grant: The president reported that the airport received the \$4.9 million entitlement grant from the FAA. This annual entitlement grant will be used for the purchase of the ARFF truck, design of Taxiway Alpha Rehabilitation project, and the remainder towards the Terminal Building Modernization and Expansion project.

B. Industry Update: The president shared industry metrics prepared by Airports Council International. The president reviewed stability of crude and jet fuel prices, domestic air traffic growth, operating expenses at US airports, cost per enplanement for airlines, as well as airline flight and seat capacity at North American airports.

A brief discussion followed concerning recovery and action steps following the 2019 downturn, manufacturing of aircraft and its effect on airlines, and the percentage of leisure vs. business travel at the airport.

INFORMATION SECTION: The president stated that a change had been made to the 3-month summary report included in the July 2024 traffic report. United Airlines stopped their daily flight to Denver for one week in December and the flight did not show on the schedule for the remainder of the report. The report was revised to show the flight back on the schedule.

PUBLIC AND TENANTS COMMENTS: None

CALL FOR NEXT MEETING: The Chair stated that the next regular meeting of the Board will be held on October 11, 2024 at Council Chambers, Fletcher Town Hall.

AUTHORITY MEMBER REPORTS: None

CLOSED SESSION: None

ADJOURNMENT: Dr. Leatherwood moved to adjourn the meeting at 9:07 a.m. Mr. Lovin seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Brad Galbraith
Chair

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, Keith Duffie served the Authority from August, 2003 to September, 2009 and July, 2010 through October, 2024, and during his tenure with the airport, held the ranks of Public Safety Officer (August 2003 – September 2009 and July 2010 – February 2012), and Public Safety Lieutenant (February, 2012 – October, 2024); and

WHEREAS, after 20 years of service Keith Duffie retired from the Greater Asheville Regional Airport Authority on October 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. BDBF904 has been requested, and is hereby presented to Keith Duffie, 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 Keith Duffie 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 8th day of November, 2024.

Greater Asheville Regional Airport Authority

By: _____

Brad Galbraith, Chair

Attested by:

Ellen M. Heywood, Clerk to the Board



MEMORANDUM

TO: Members of the Airport Authority

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

DATE: November 8, 2024

ITEM DESCRIPTION – Consent Item C

Approval of Position Reclassifications

BACKGROUND

In August 2024, the new Chief Operations Officer did an assessment of her department's structures and staffing. In order to meet current demand, improve efficiencies, and ensure proper staffing for a 24/7 operation, a re-alignment and some position reclassifications were recommended. After careful consideration, including the review of the impacts of Tropical Storm Helene, the re-alignment and position re-classifications are needed. We are proposing the following:

- Move 8 Telecommunicator positions from Operations to Public Safety. This will ensure that Telecommunicators can become certified and participate in the state's Telecommunicator Certification Program.
- Re-classify one telecommunicator position to a Telecommunications Supervisor. The Board approved the FY24/25 position of Telecommunicator Supervisor/Lead; however, the position classification was the same as the Telecommunicator. This re-classification will take the position from a grade 15 (non-exempt) to a grade 19 (non-exempt).
- Re-classify the remaining 2 Telecommunicator positions left in Operations (grade 15, non-exempt) to Operations Specialist I (grade 17, non-exempt) to ensure 24/7 Operations staffing levels.
- Re-classify the Operations Specialist II position (grade 18, non-exempt) to a Security Operations Manager (grade 21, exempt). This position will take over all Airport Security Coordinator duties from Public Safety, therefore allowing Public Safety to take on Emergency Management duties. This will align all TSA and FAA federal regulated compliance duties under Operations.

Consent – Item C



- Re-classify the Planning Coordinator position (grade 16, non-exempt) to a Planning Coordinator II (grade 18, exempt). This change better reflects the additional responsibilities that are being added to the position to ensure federal compliance and manage comprehensive strategic planning activities for airside and landside programs.

ISSUES

None

ALTERNATIVES

The Authority Board could decide not to approve the proposed re-organization and position reclassifications.

FISCAL IMPACT

The reclassifications will not affect the current approved FTE count. The associated wage adjustment will affect 5 positions:

- One from a grade 15, non-exempt to a grade 19, non-exempt.
- Two from a grade 15, non-exempt to a grade 17, non-exempt.
- One from a grade 18, non-exempt to a grade 21, exempt.
- One from a grade 16, non-exempt to a grade 18, exempt.

The expense for these adjustments can be absorbed in the current, approved FY2024/25 departmental budget.

A budget amendment is necessary to transfer the Telecommunicator positions from Operations budget to Public Safety budget. This total transfer is \$432,820 and covers salaries and all benefits.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the position reclassifications; (2) authorize the President & CEO to implement such changes; and (3) 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:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	<u>Decrease</u>	<u>Increase</u>
Public Safety Dept		\$432,820
Operations Dept	\$432,820	
Totals	\$432,820	\$432,820

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

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
		\$0
Totals		\$0

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 8th day of November 2024.

 Brad Galbraith, Chair

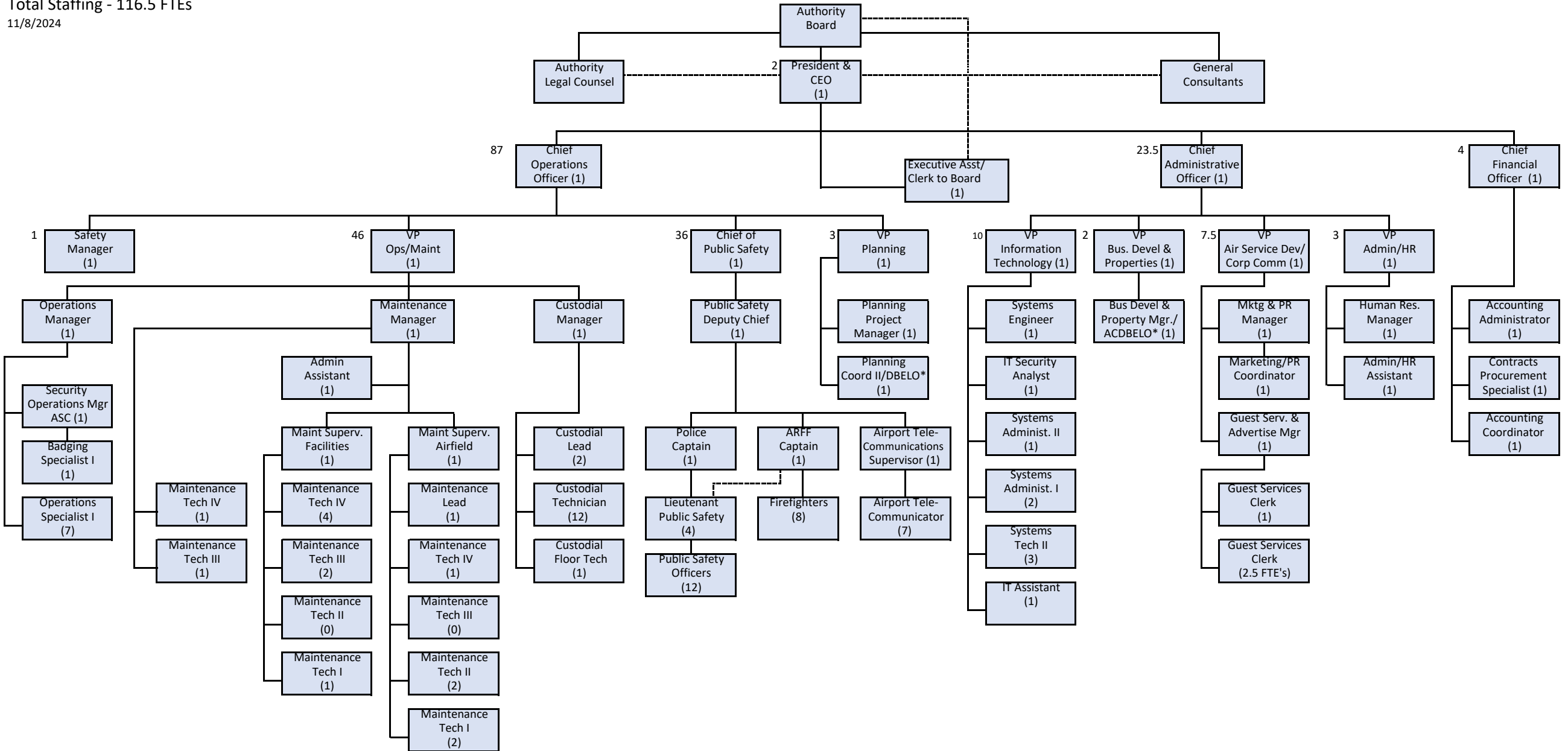
Attested by:

 Ellen Heywood, Clerk to the Board

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
Organizational Chart - Fiscal Year 2025

Total Staffing - 116.5 FTEs

11/8/2024



*DBE reports indirectly to President & CEO



MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Chief Financial Officer

DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item A

Presentation of the Annual Audited Financial Report for Fiscal Year 2023/2024

BACKGROUND

The annual audit for the fiscal year ended June 30, 2024 was performed by the auditing firm, Martin Starnes & Associates, CPAs, P.A., and the findings are hereby submitted for the Board's review and acceptance. The audited financial statements being provided to you have been submitted to the Local Government Commission ("LGC").

ISSUES

None. An unmodified opinion was issued by the auditors.

RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to accept the 2023/2024 Audit Report as presented.

New Business - Item A



Greater Asheville Regional Airport Authority

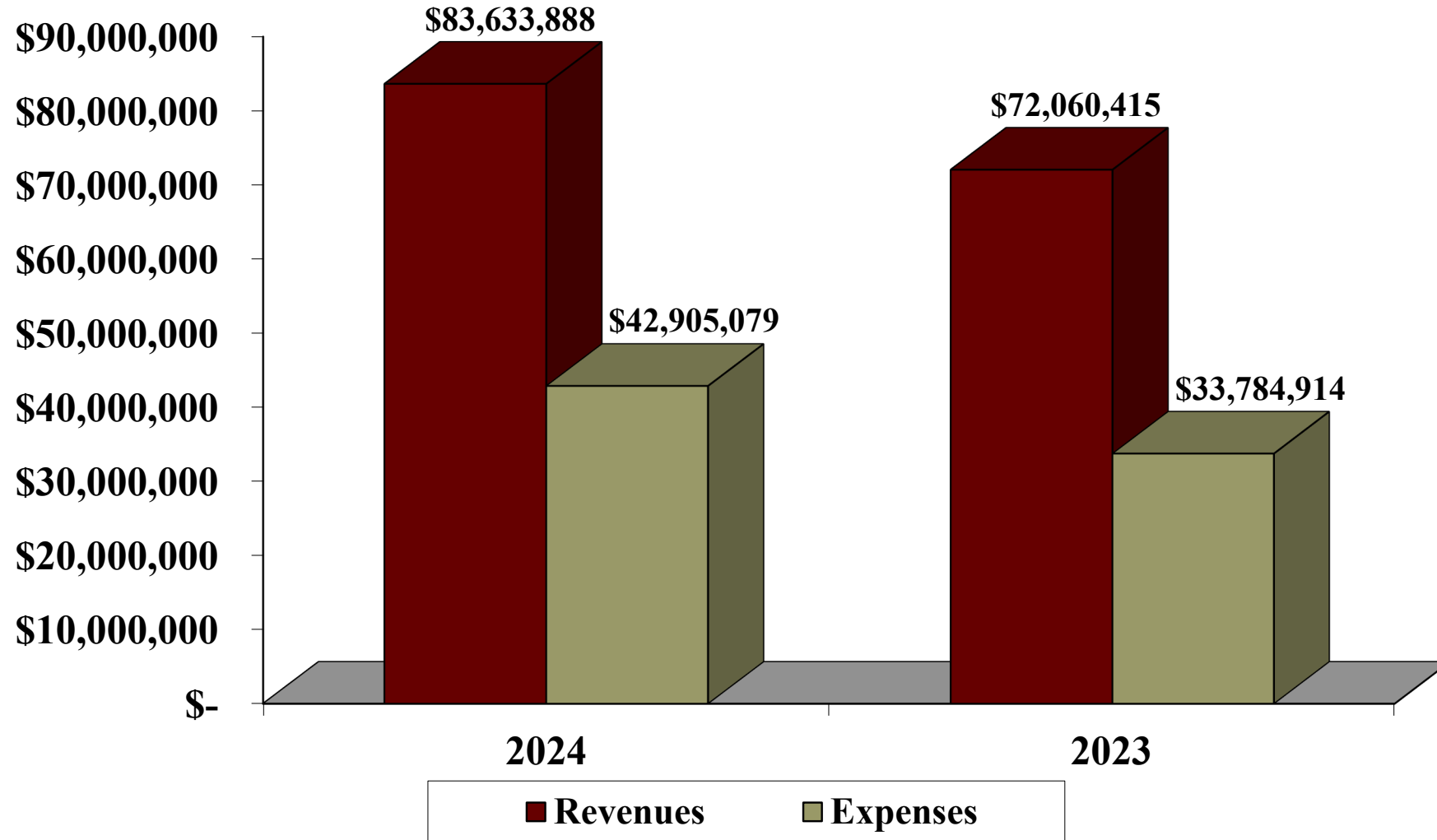
2024 Audited Financial Statements



Audit Highlights

- ❑ Audit submitted timely
- ❑ Unmodified Opinion
- ❑ No performance indicators requiring LGC follow up

BUSINESS-TYPE ACTIVITIES SUMMARY

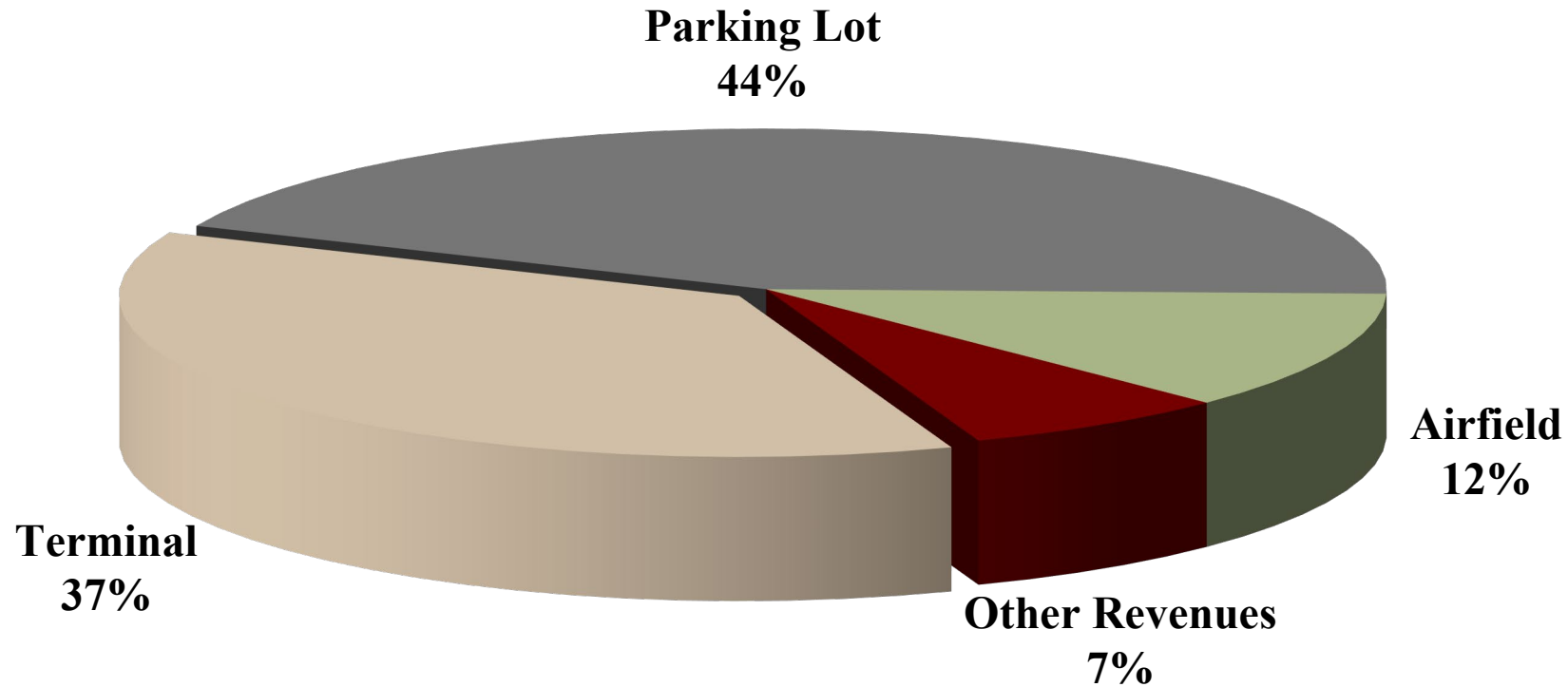


UNRESTRICTED NET POSITION BUSINESS-TYPE ACTIVITIES

Total Net Position	\$ 314,327,687
Net Investment in Capital Assets	(254,007,998)
Restricted Net Position	<u>(329,248,761)</u>
Unrestricted Net Position	(268,929,072)
Unrestricted Net Position 2023	<u>(335,670,805)</u>
Increase in Unrestricted Net Position	<u><u>\$ 66,741,733</u></u>



REVENUES

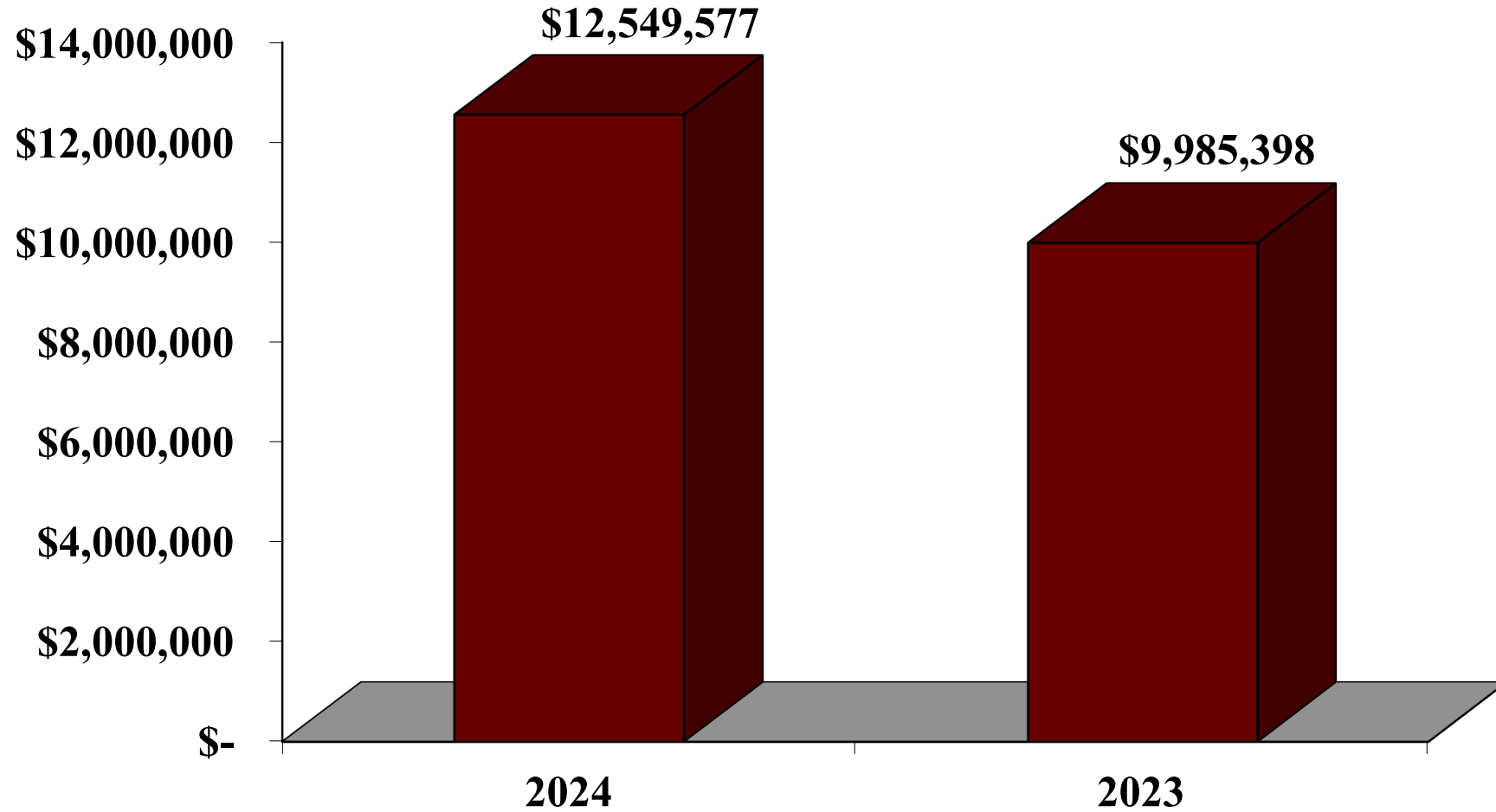


Total Operating Revenues
\$28,881,725

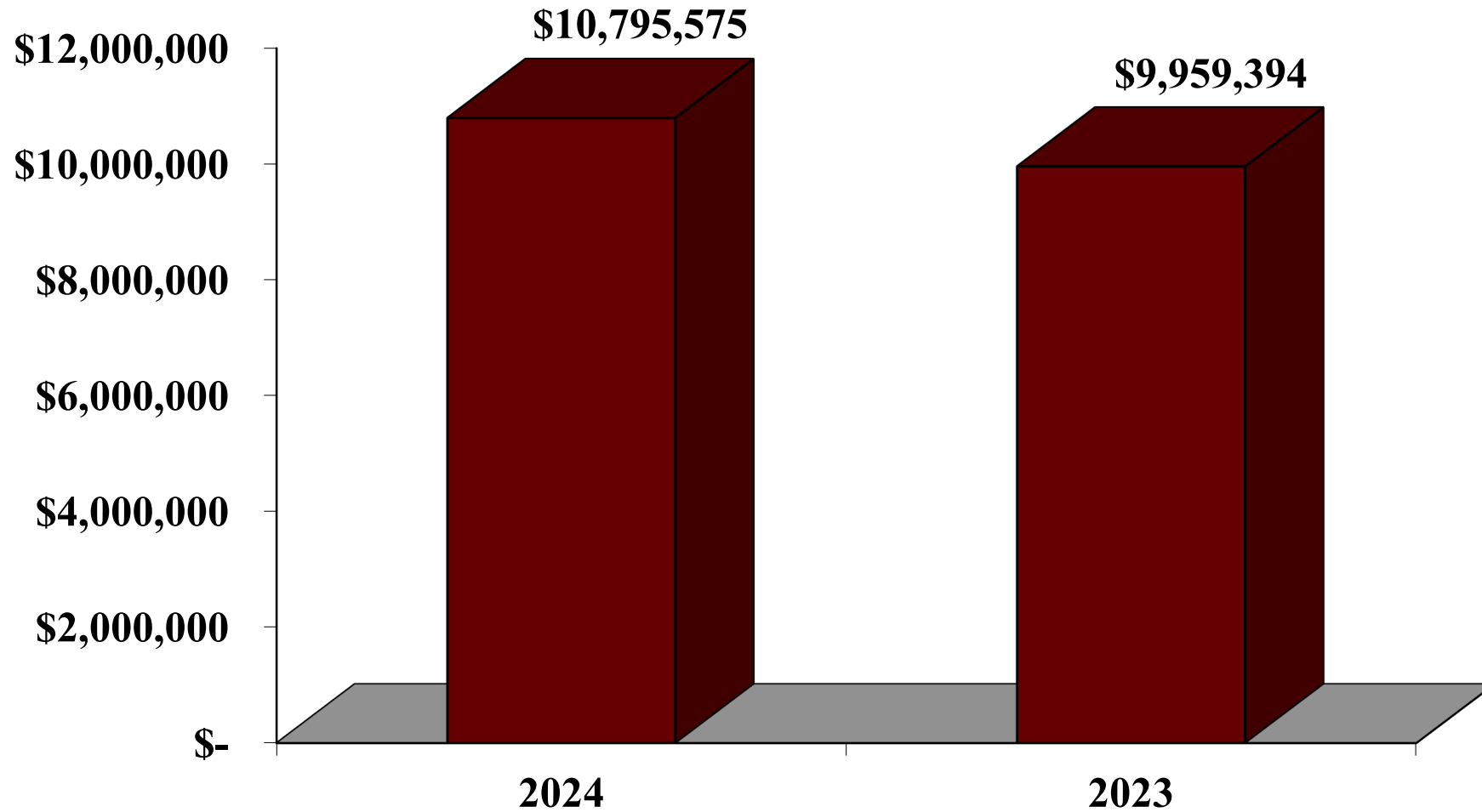
Other Revenues:

- General Aviation
- Land Use
- Other

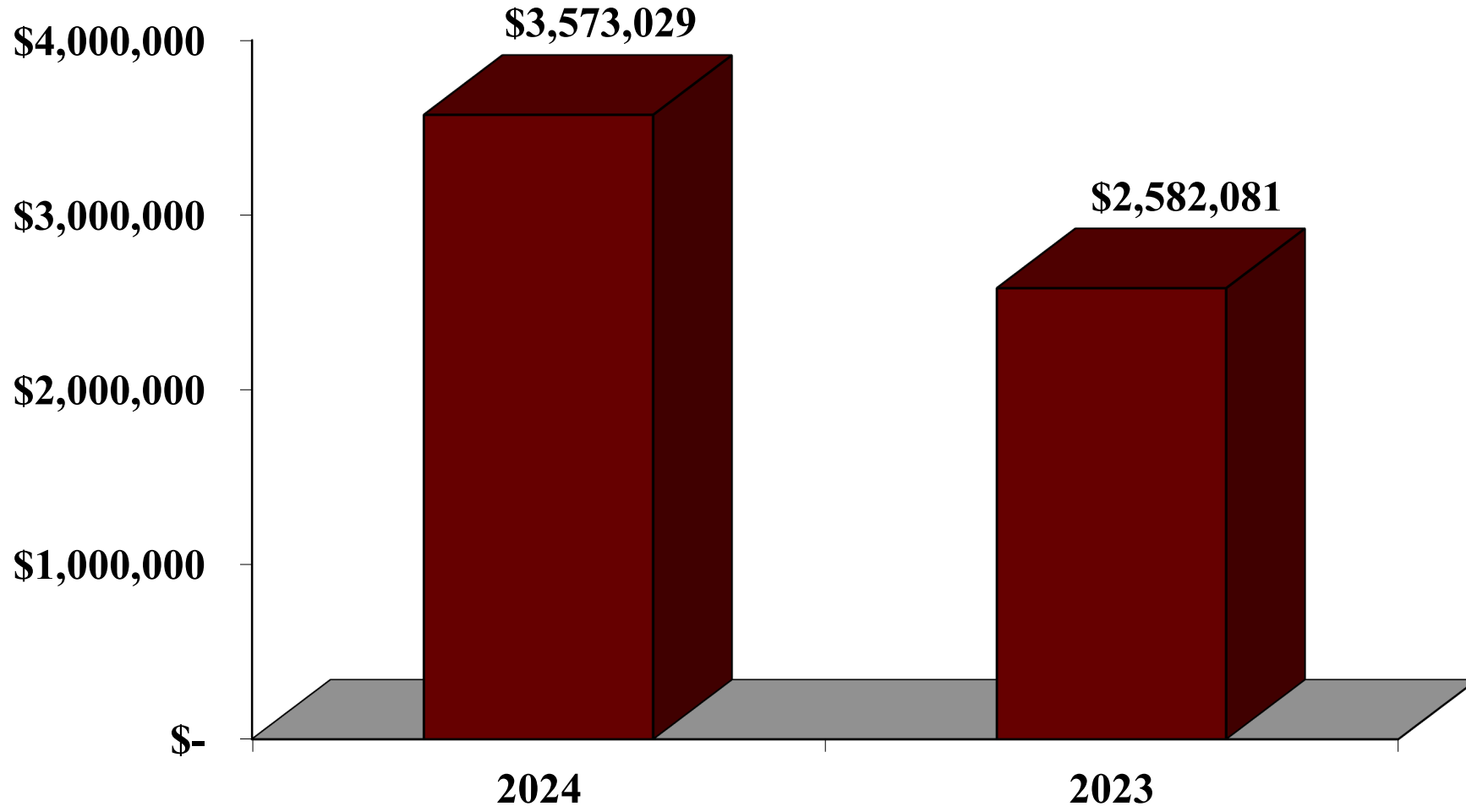
PARKING LOT



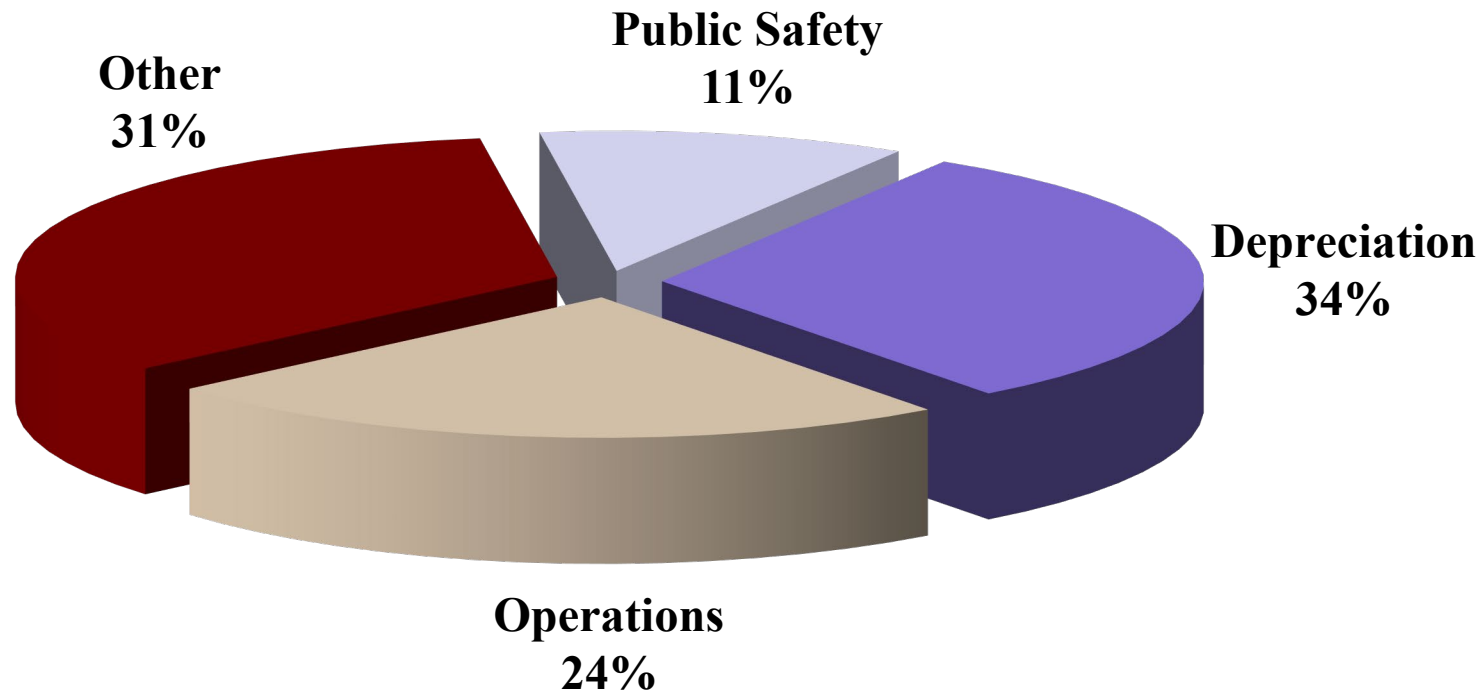
TERMINAL



AIRFIELD



EXPENSES

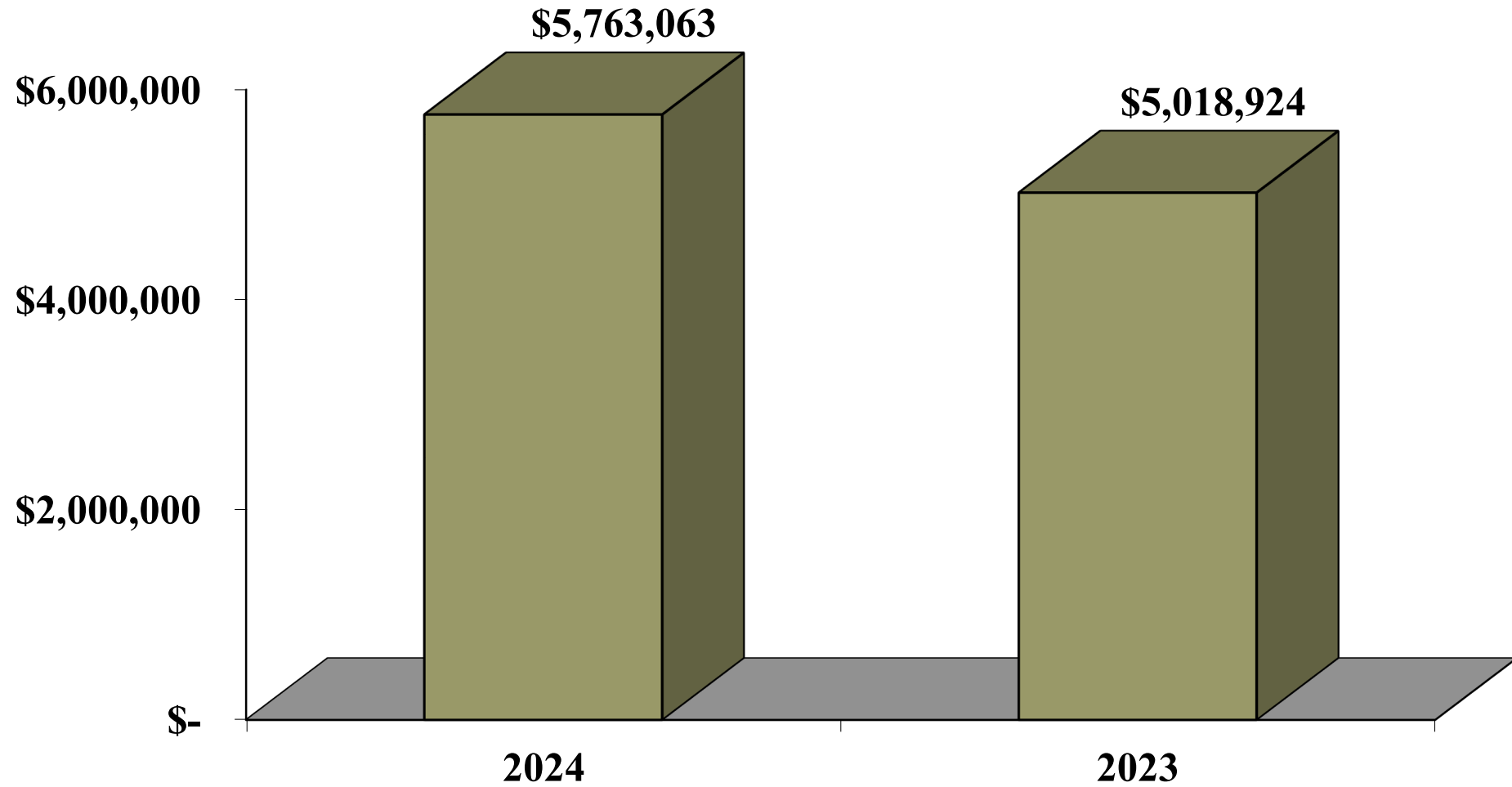


Operating Expenses Total
\$24,447,330

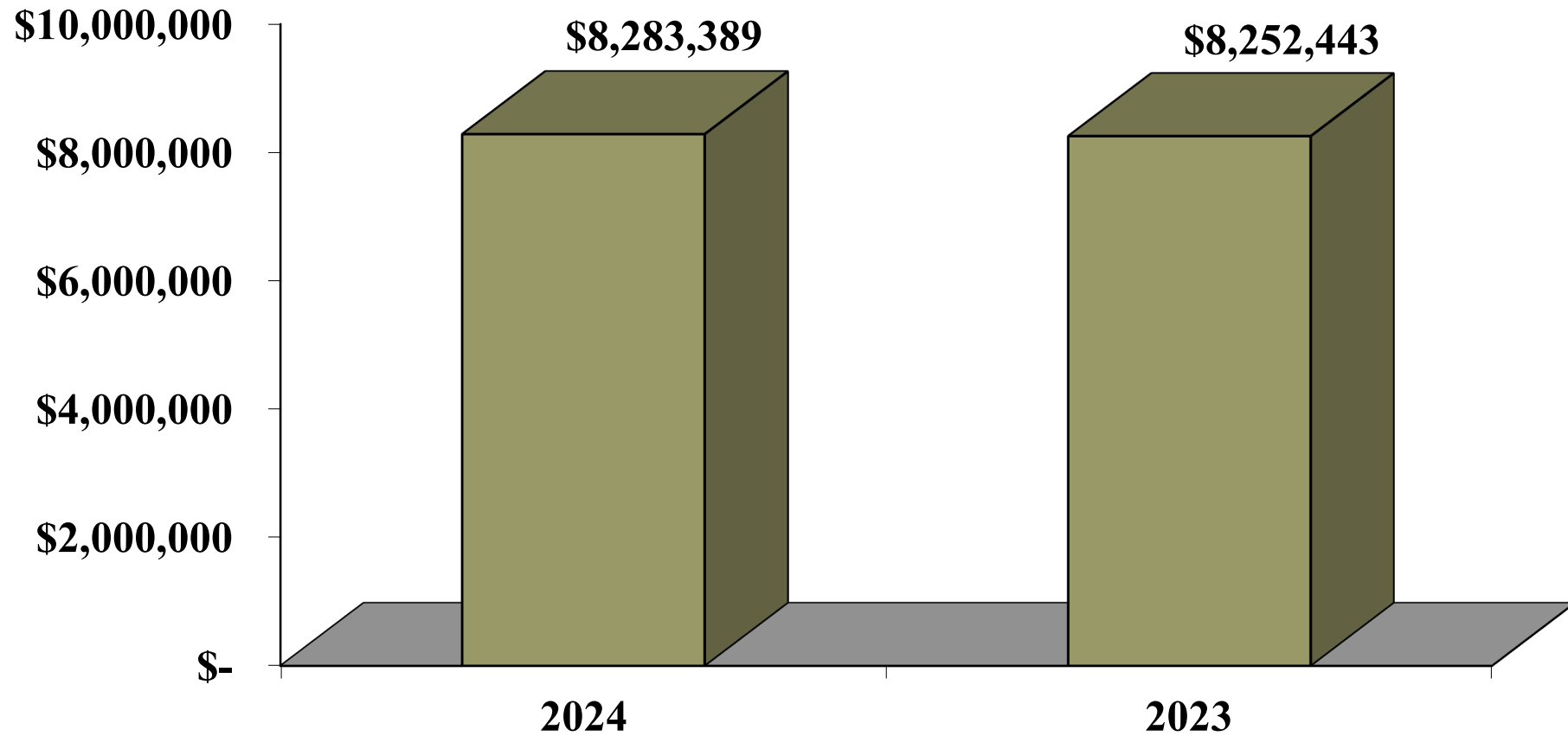
Other Expenses:

- Administration
- Planning
- Executive
- Finance
- Guest Services
- Information Technology
- Marketing
- Business Development
- Properties and Contracts
- ARPA

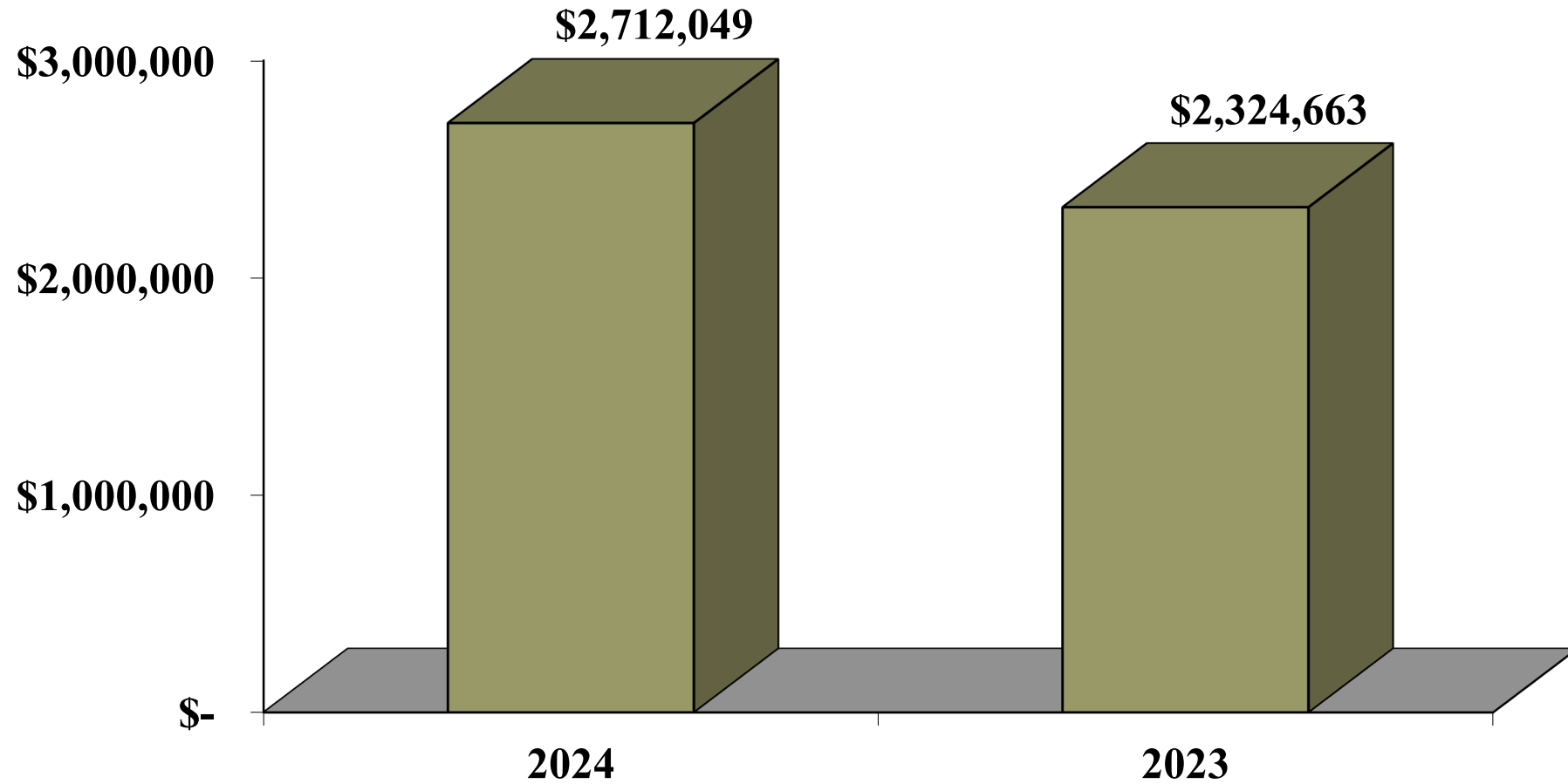
OPERATIONS



DEPRECIATION



PUBLIC SAFETY





Questions?

Kimberly Yang



828-327-2727



kyang@msa.cpa



www.msa.cpa



**GREATER ASHEVILLE REGIONAL
AIRPORT AUTHORITY**

ANNUAL FINANCIAL REPORT

FOR THE YEAR ENDED JUNE 30, 2024

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

Board of Directors

Brad Galbraith, Chair
Britt Lovin, Vice-Chair

Carl H. Ricker, Jr.
Nathan Kennedy
Susan Russo Klein
Dr. Laura B. Leatherwood
Gene Bell
Sabrina Presnell Rockoff, Attorney

President/CEO

Lew S. Bleiweis, A.A.E.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED JUNE 30, 2024

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

ANNUAL FINANCIAL REPORT FOR THE YEAR ENDED JUNE 30, 2024

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MARTIN STARNES & ASSOCIATES, CPAs, P.A.

“A Professional Association of Certified Public Accountants and Management Consultants”

Independent Auditor’s Report

To the Board of Directors
Greater Asheville Regional Airport Authority
Fletcher, North Carolina

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities of the Greater Asheville Regional Airport Authority (the “Authority”), as of and for the years ended June 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Greater Asheville Regional Airport Authority, as of June 30, 2024 and 2023, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor’s Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority’s ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Other Post-Employment Benefits' Schedule of Changes in the Total OPEB Liability and Related Ratios, the Law Enforcement Officers' Special Separation Allowance Schedules of Changes in Total Pension Liability and Total Pension Liability as a Percentage of Covered Employee Payroll, and the Local Governmental Employees' Retirement System's Schedules of the Proportionate Share of the Net Pension Liability (Asset) and Contributions, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economical, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority’s basic financial statements. The budgetary schedules, the Schedule of Expenditures of Federal and State Awards, as required by Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and the State Single Audit Implementation Act, and the Schedule of Passenger Facility Charges Collected and Expended and Interest Collected as specified in the *Passenger Facility Charge Audit Guide for Public Agencies* issued by the Federal Aviation Administration (the “Guide”), are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the budgetary schedules, the Schedule of Expenditures of Federal and State Awards, and the Schedule of Passenger Facility Charges Collected and Expended and Interest Collected are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 10, 2024 on our consideration of the Authority’s internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority’s internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority’s internal control over financial reporting and compliance.

Martin Starnes & Associates, CPAs, P.A.

Martin Starnes & Associates, CPAs, P.A.
Hickory, North Carolina
October 10, 2024

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MANAGEMENT’S DISCUSSION AND ANALYSIS

The following Management’s Discussion and Analysis (the “MD&A”) of the Greater Asheville Regional Airport Authority’s activities and financial performance provides the reader with an overview to the financial statements of the Greater Asheville Regional Airport Authority for the fiscal year ended June 30, 2024. The information contained in this MD&A should be considered in conjunction with the financial information contained in the various sections of this audit report.

THE REPORTING ENTITY

The Asheville Regional Airport Authority was established in 1980 by the provisions of Article 20 of Chapter 160A of the General Statutes of North Carolina and by the Agreement of November 29, 1979, by and between the County of Buncombe (the “County”) and the City of Asheville (the “City”). It was organized for, and has as its sole purpose, the management, operation, and maintenance of the Asheville Regional Airport (the “Airport”). On June 28, 2012, the General Assembly of North Carolina passed Session Law 2012-121 which changed the structure of the entity to an independent airport authority with more regional representation and governance. The law also changed the official name to the Greater Asheville Regional Airport Authority (the “Authority”). Pursuant to the state statute, the agreement with Buncombe County and the City of Asheville is no longer applicable.

The Authority operates as an enterprise fund and is governed by seven members: two registered voters of the County, appointed by the Board of Commissioners of Buncombe County; two registered voters of the City, appointed by the Asheville City Council; two registered voters of the County of Henderson, appointed by the Board of Commissioners of Henderson County; and one member appointed by the other six members of the Authority. Members of the Authority serve four-year terms. Any member may serve a total of two consecutive terms, after which said member may not be reappointed to the Authority until four years after his or her most recent appointment.

The Authority employs a managing director (the “President and CEO”), who is the chief administrator and executive officer of the Authority. The President and CEO manages the Airport under the Authority’s control with a staff of 95 full-time employees. The staff is responsible for the day-to-day financial, administration, and operational matters pertaining to the Airport and for the contractual arrangements with various aeronautical and non-aeronautical businesses at the Airport.

The Authority is a small hub airport engaged in the business of facilitating commercial and general aviation passenger, cargo, and mail transportation and is the 97th largest airport in the United States based on the number of passenger-boardings during calendar year 2023.¹

As of June 30, 2024, the Authority had non-stop commercial flights to 27 destinations (Atlanta, Austin, Baltimore, Boston, Charlotte, Chicago, Chicago Midway, Dallas/Ft. Worth, Denver, Destin, Fort Lauderdale, Houston, Key West, Las Vegas, Minneapolis, Newark, New York City, Miami, Orlando, Sanford, Philadelphia, Phoenix, Punta Gorda, Sarasota, St. Petersburg/Clearwater, Washington D.C. and West Palm Beach. The commercial airline carriers included Allegiant Air, American Airlines, Delta Air Lines, JetBlue Airways, Sun Country Airlines and United Airlines.

The mission of the Greater Asheville Regional Airport Authority is to provide an exceptional airport experience with a focus on people, service, commercial and general aviation, and to contribute to the regional economy.

¹ Federal Aviation Administration, passenger-boardings calendar year 2023

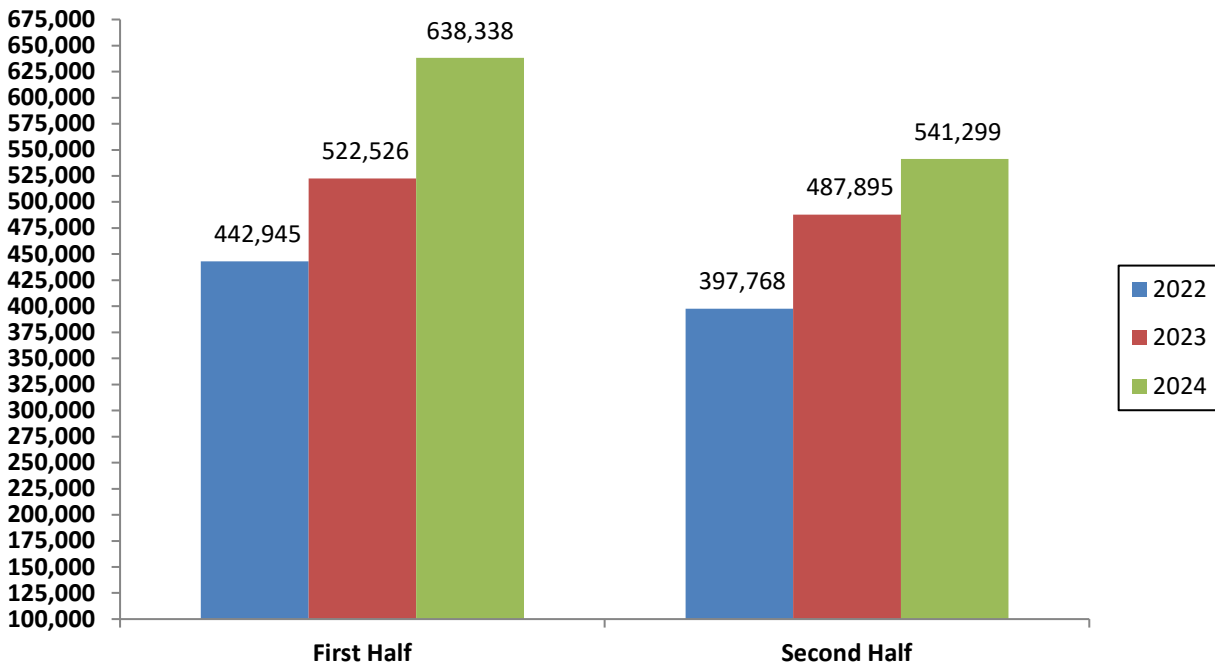
AIRPORT ACTIVITIES AND HIGHLIGHTS

<u>For Year Ended June 30</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Enplanements	<u>1,179,637</u>	<u>1,010,421</u>	<u>840,713</u>
Revenues per enplanement:			
Airlines	\$ 6.48	\$ 5.75	\$ 5.01
Rental cars	4.26	4.98	5.51
Parking facility	10.15	9.50	9.16
Concessionaires	1.14	1.11	1.09

Enplanements increased by 16.7% in fiscal year 2024:

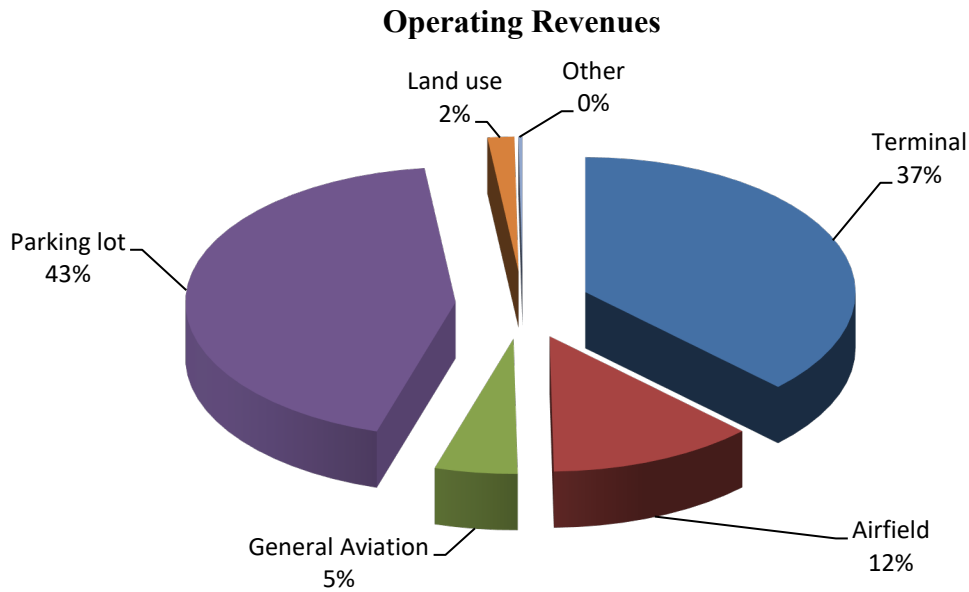
	<u>2024</u>	<u>2023</u>	<u>2022</u>
<i>Aircraft Movements (Land or Takeoff):</i>			
Airline	32,652	28,924	26,613
General aviation	45,863	46,988	46,481
Military	<u>3,849</u>	<u>4,133</u>	<u>5,315</u>
Total	<u>82,364</u>	<u>80,045</u>	<u>78,409</u>

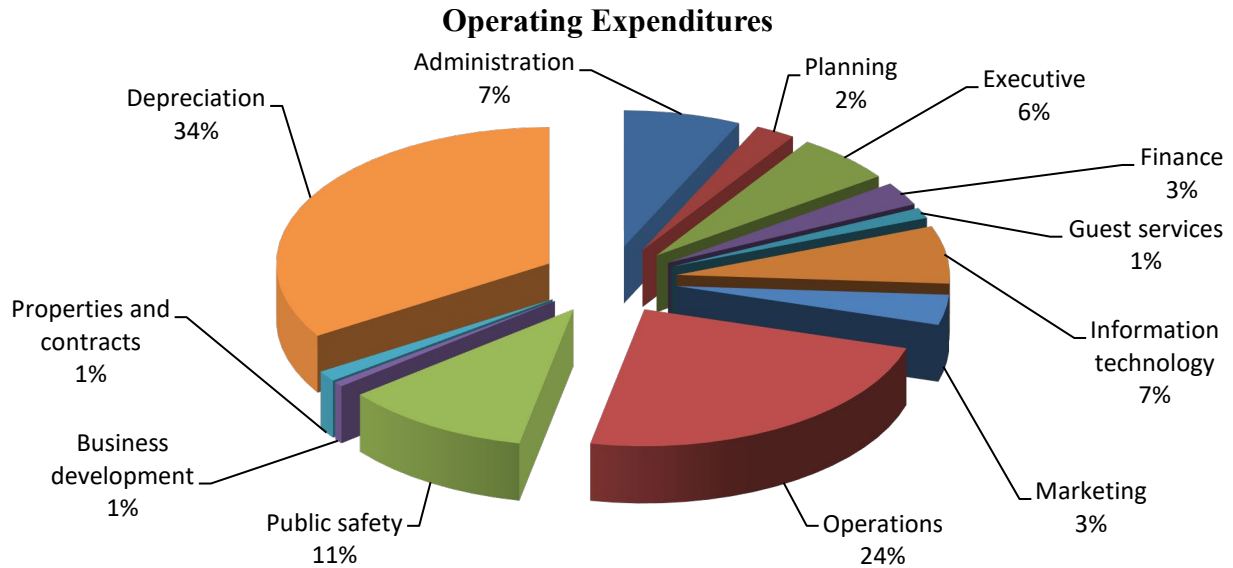
Passenger Enplanements for Fiscal Year



SUMMARY OF OPERATIONS AND CHANGES IN NET POSITION

<u>For Year Ended June 30</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Operating revenues	\$ 28,881,725	\$ 24,352,877	\$ 18,934,320
Operating expenses	<u>24,447,330</u>	<u>22,121,234</u>	<u>16,259,440</u>
Operating loss before non-operating revenues and expenses	4,434,395	2,231,643	2,674,880
Non-operating revenues and expenses, net	<u>10,256,802</u>	<u>3,694,789</u>	<u>5,663,180</u>
Income (loss) before capital contributions	14,691,197	5,926,432	8,338,060
Capital contributions	<u>26,037,612</u>	<u>31,096,666</u>	<u>22,256,157</u>
Increase in net position	<u>\$ 40,728,809</u>	<u>\$ 37,023,098</u>	<u>\$ 30,594,217</u>





FINANCIAL POSITION SUMMARY

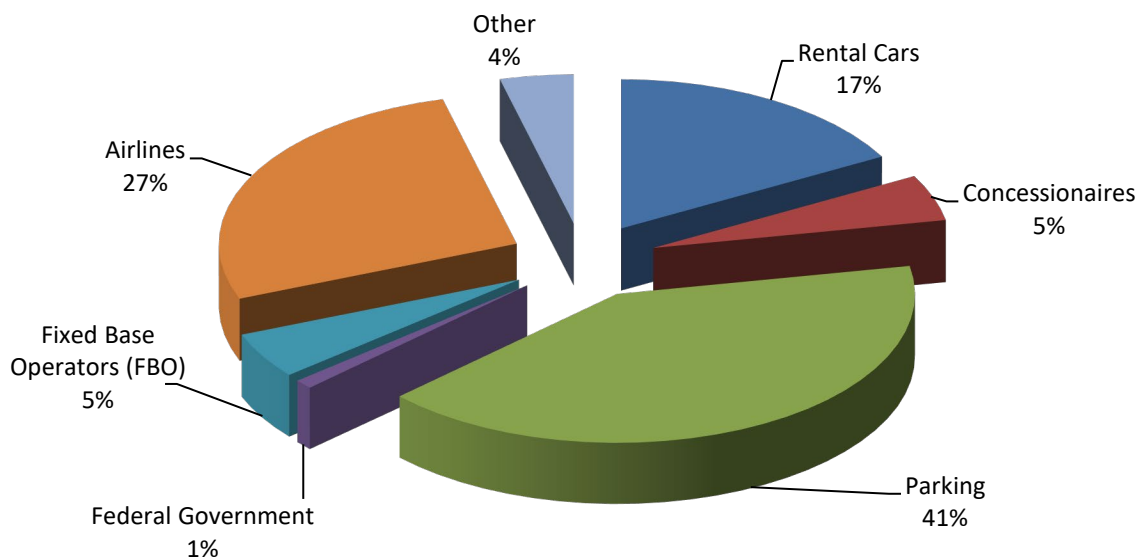
Net position may serve, over time, as a useful indicator of the Authority's financial position. The Authority's assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by \$314,327,687 at June 30, 2024, an increase of approximately \$40.7 million from June 30, 2023, and roughly a \$77.7 million increase from June 30, 2022.

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Assets:			
Current assets	\$ 58,902,024	\$ 45,943,583	\$ 41,770,975
Restricted assets	331,182,512	390,347,446	209,571,819
Capital assets	370,471,902	267,402,475	222,750,037
Deferred outflows of resources	<u>3,314,709</u>	<u>2,871,199</u>	<u>2,051,683</u>
Total assets and deferred outflows of resources	<u>763,871,147</u>	<u>706,564,703</u>	<u>476,144,514</u>
Liabilities:			
Current liabilities	34,673,739	15,121,731	6,150,202
Non-current liabilities	400,696,917	401,378,650	213,645,922
Deferred inflows of resources	<u>14,172,804</u>	<u>16,465,444</u>	<u>19,772,610</u>
Total liabilities and deferred inflows of resources	<u>449,543,460</u>	<u>432,965,825</u>	<u>239,568,734</u>
Net Position:			
Net investment in capital assets	254,007,998	219,012,526	189,300,270
Restricted	329,248,761	390,257,157	209,532,322
Unrestricted	<u>(268,929,072)</u>	<u>(335,670,805)</u>	<u>(162,256,812)</u>
Total net position	<u>\$ 314,327,687</u>	<u>\$ 273,598,878</u>	<u>\$ 236,575,780</u>

REVENUES

The daily operations of the Asheville Regional Airport are funded through the collection of user fees such as parking receipts, rental car privilege fees, landing fees, space rental, and concessions fees.

The following chart shows the major sources and the percentage of operating revenues for the year ended June 30, 2024.



SUMMARY OF CASH FLOW ACTIVITIES

The following is a summary of the major sources and uses of cash and cash equivalents. Cash equivalents are considered cash-on-hand, bank deposits, and highly liquid investments with an original maturity of three months or less.

For Year Ended June 30	2024	2023	2022
Cash flows from operating activities	\$ 6,556,361	\$ 5,005,246	\$ 6,356,486
Cash flows from investing activities	20,711,429	10,057,585	1,180,688
Cash flows from capital and related financing activities	<u>(76,949,080)</u>	<u>175,350,050</u>	<u>209,771,952</u>
Net increase (decrease) in cash and cash equivalents	(49,681,290)	190,412,881	217,309,126
Cash and Cash Equivalents:			
Beginning of year - July 1	<u>430,704,556</u>	<u>240,291,675</u>	<u>22,982,549</u>
End of year - June 30	<u>\$ 381,023,266</u>	<u>\$ 430,704,556</u>	<u>\$ 240,291,675</u>

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets

During fiscal year 2024, the Authority expended \$107 million on capital activities. This included the following major projects:

- \$77.3 million on terminal design and construction
- \$18.0 million on ATC tower design and construction
- \$8.8 million on south shuttle lot design and construction

Acquisitions are funded using a variety of sources, including federal and state grants, operating revenues, and net position appropriations.

CAPITAL ASSETS (net of accumulated depreciation)

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Land	\$ 10,669,599	\$ 10,669,599	\$ 10,669,599
Construction in progress	168,437,421	63,818,899	32,448,674
Leasehold improvements	161,242,207	167,372,719	160,197,403
Equipment	2,087,485	2,229,601	2,351,675
Furniture	3,082	5,950	10,852
Vehicles	1,029,208	556,657	684,552
Capital assets, net of accumulated depreciation	<u>\$ 343,469,002</u>	<u>\$ 244,653,425</u>	<u>\$ 206,362,755</u>

Long-Term Debt

As of June 30, 2024, the Authority has the following long-term debt:

LONG-TERM DEBT

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Greater Asheville Regional Airport Authority system revenue bonds	<u>\$ 372,270,000</u>	<u>\$ 373,645,000</u>	<u>\$ 199,990,000</u>

Asheville Regional Airport - Business Update Report

Introduction: This brief report offers an update on Greater Asheville Regional Airport's recent strides and future prospects, reflecting our commitment to transparent, prudent management. I will speak about our sustained growth, financial resilience, strategic initiatives, and unwavering dedication to fostering a thriving aviation hub.

Passenger Utilization and Regional Connectivity: Excluding the pandemic year of 2020, we've consistently achieved double-digit growth in passenger utilization over the past eight years, reinforcing our position as a key player in regional air travel. FY2024 was another record year, with the highest number of annual passengers in the history of AVL, even as we simultaneously began the most historic construction project in the airport's history. This progress has propelled us to the third largest airport in North Carolina by passenger numbers and the 97th busiest commercial airport in the U.S. Our exceptional growth trajectory not only validates our significance but also highlights the region's growing appetite for connectivity.

Air Traffic Control Tower and Terminal Expansion: Our commitment to aviation safety and efficiency is showcased by the construction of one of the two new air traffic control towers underway in the U.S. supported by the Bipartisan Infrastructure Law funding. This milestone project has received substantial federal grant funding, reflecting our commitment to modernizing air traffic management. Moreover, the terminal expansion project has garnered FAA support through federal grant funding, further reinforcing our strategic vision and its national importance.

Diversified Revenue Streams and Enriched Connectivity: We recognize that our financial strength should encompass diverse revenue sources. Through non-aeronautical land development, we are strengthening our economic resilience beyond traditional aviation activities. At the same time, our focus on enhancing connectivity is exemplified by the significant investments made by our six airline partners (Allegiant, American, Delta, JetBlue, Sun Country and United), who are all growing at AVL. Our airport now has the highest number of nonstop flights in our history and continued to grow this fiscal year with new year-round daily service to Denver on United and increased frequencies to the New York City market by both American and Delta.

Region's Allure and Terminal Expansion Progress: Western North Carolina's allure as a travel destination has played a significant role in our growth. The heightened interest in exploring the region has fueled airline investment and growth in our area. And we're pleased to report that our terminal expansion project is officially underway. The new north concourse, boasting seven gates, is under construction and is projected to open by summer 2025. This expansion aligns with our commitment to accommodating increasing passenger numbers and delivering enhanced travel experiences.

Conclusion: In summary, the Greater Asheville Regional Airport Authority's remarkable growth, financial resilience, and strategic endeavors define our trajectory. Our role as a significant regional and national player is affirmed by passenger numbers, rankings, and ongoing projects. The convergence of diversified revenues, enriched connectivity, and regional allure positions us for an aviation future of promise and progress.

REQUESTS FOR INFORMATION

This report is designed to provide an overview of the Authority's finances for those with an interest in this area. Questions concerning any of the information found in this report, or requests for additional information, should be directed to the Chief Financial Officer, Greater Asheville Regional Airport Authority, 61 Terminal Drive, Suite 1, Fletcher, North Carolina 28732. You may also call (828) 684-2226, visit our website www.flyavl.com, or send an email to pr@flyavl.com for more information.

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

STATEMENTS OF NET POSITION
JUNE 30, 2024 AND 2023

	2024	2023
Assets:		
Current assets:		
Unrestricted assets:		
Cash and cash equivalents	\$ 49,840,754	\$ 40,357,110
Accounts receivable	3,390,618	1,556,596
Grants receivable	2,632,826	1,669,460
Lease receivable	1,865,594	1,762,290
Passenger facility charges receivable	1,025,000	450,000
Prepaid expenses	147,232	148,127
Total current assets	58,902,024	45,943,583
Restricted assets:		
Cash and cash equivalents	331,182,512	390,347,446
Non-current assets:		
Prepaid expenses	14,243,502	8,124,058
Lease receivable	12,759,398	14,624,992
Non-depreciable capital assets	179,107,020	74,488,498
Depreciable capital assets, net	164,361,982	170,164,927
Total non-current assets	370,471,902	267,402,475
Total assets	760,556,438	703,693,504
Deferred Outflows of Resources:		
Pension deferrals	3,164,035	2,344,949
OPEB deferrals	150,674	526,250
Total deferred outflows of resources	3,314,709	2,871,199
Liabilities:		
Current liabilities:		
Payable from unrestricted assets:		
Accounts payable	1,215,464	557,616
Construction contracts payable	11,711,512	2,907,072
Construction contract retainages	6,408,276	2,046,190
Compensated absences	615,957	470,625
Accrued liabilities	218,809	127,125
Prepaid fees	712,347	486,957
Accrued interest payable	9,596,908	6,215,164
Advance from grantor	1,779,960	3,256
Revenue bonds payable, current portion	2,254,708	2,219,708
Payable from restricted assets:		
Security deposits	159,798	88,018
Total current liabilities	34,673,739	15,121,731

The accompanying notes are an integral part of these financial statements.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

STATEMENTS OF NET POSITION
JUNE 30, 2024 AND 2023

	2024	2023
Non-current liabilities:		
Total OPEB liability	1,151,312	1,229,255
Compensated absences	443,466	251,225
Total pension liability - LEOSSA	942,674	703,270
Net pension liability - LGERS	4,101,479	2,882,207
Revenue bonds payable - net unamortized premium	394,057,986	396,312,693
Total non-current liabilities	400,696,917	401,378,650
 Total liabilities	 435,370,656	 416,500,381
 Deferred Inflows of Resources:		
Leases	13,753,750	16,011,357
Pension deferrals	161,007	206,620
OPEB deferrals	258,047	247,467
Total deferred inflows of resources	14,172,804	16,465,444
 Net Position:		
Net investment in capital assets	254,007,998	219,012,526
Restricted	329,248,761	390,257,157
Unrestricted	(268,929,072)	(335,670,805)
 Total net position	 \$ 314,327,687	 \$ 273,598,878

The accompanying notes are an integral part of these financial statements.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
FOR THE YEARS ENDED JUNE 30, 2024 AND 2023

	<u>2024</u>	<u>2023</u>
Operating Revenues:		
Terminal	\$ 10,795,575	\$ 9,959,394
Airfield	3,573,029	2,582,081
General aviation	1,431,082	1,361,312
Parking lot	12,549,577	9,985,398
Land use	461,946	361,605
Other	70,516	103,087
Total operating revenues	<u>28,881,725</u>	<u>24,352,877</u>
Operating Expenses:		
Administration	1,696,017	821,259
Planning	577,501	426,567
Executive	1,427,641	1,209,529
Finance	681,798	551,074
Guest services	307,714	271,322
Information technology	1,670,410	1,382,587
Marketing	874,408	757,863
Operations	5,763,063	5,018,924
Properties and contracts	309,272	219,720
Public safety	2,712,049	2,324,663
Business development	144,068	190,890
ARPA	-	694,393
Depreciation	8,283,389	8,252,443
Total operating expenses	<u>24,447,330</u>	<u>22,121,234</u>
Operating income (loss)	<u>4,434,395</u>	<u>2,231,643</u>
Non-Operating Revenues (Expenses):		
Passenger facility charges	5,077,366	4,370,780
Customer facility charges	2,799,464	2,182,507
Interest revenue	20,711,429	10,057,585
Gain on disposal of capital assets	126,292	-
Charge on debt issuance	-	(1,252,403)
Interest expense	(18,457,749)	(11,663,680)
Total non-operating revenues (expenses), net	<u>10,256,802</u>	<u>3,694,789</u>
Income (loss) before capital contributions	14,691,197	5,926,432
Capital contributions	<u>26,037,612</u>	<u>31,096,666</u>
Change in net position	40,728,809	37,023,098
Net Position:		
Beginning of year, July 1	<u>273,598,878</u>	<u>236,575,780</u>
End of year, June 30	<u>\$ 314,327,687</u>	<u>\$ 273,598,878</u>

The accompanying notes are an integral part of these financial statements.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS FOR THE YEARS ENDED JUNE 30, 2024 AND 2023

	2024	2023
Cash Flows from Operating Activities:		
Cash received for providing services	\$ 28,102,151	\$ 23,909,667
Cash paid for goods and services	(16,500,466)	(13,728,233)
Cash paid to, or on behalf of, employees for services	(5,045,324)	(5,176,188)
Net cash provided (used) by operating activities	6,556,361	5,005,246
Cash Flows from Capital and Related Financing Activities:		
Acquisition and construction of capital assets	(107,101,455)	(46,543,113)
Cash received for the sale of capital assets	128,781	-
Passenger facility charges	4,502,366	4,305,780
Customer facility charges	2,799,464	2,182,507
Long term debt issued	-	175,000,000
Advance grant funds	1,776,704	-
Premium issued	-	13,401,891
Principal payments of bond maturities	(1,375,000)	(1,345,000)
Interest paid on bond maturities	(15,920,712)	(6,081,465)
Charge on bond issuance	-	(1,252,403)
Capital contributions	38,240,772	35,681,853
Net cash provided (used) by capital and related financing activities	(76,949,080)	175,350,050
Cash Flows from Investing Activities:		
Interest income	20,711,429	10,057,585
Net increase (decrease) in cash and cash equivalents	(49,681,290)	190,412,881
Cash and Cash Equivalents:		
Beginning of year, July 1	430,704,556	240,291,675
End of year, June 30	\$ 381,023,266	\$ 430,704,556

The accompanying notes are an integral part of these financial statements.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS FOR THE YEARS ENDED JUNE 30, 2024 AND 2023

	2024	2023
Reconciliation of Operating Income (Loss) to		
Net Cash Provided (Used) by Operating Activities:		
Operating income (loss)	\$ 4,434,395	\$ 2,231,643
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:		
Depreciation expense	8,283,389	8,252,443
Changes in assets, deferred outflows of resources, and liabilities:		
(Increase) decrease in accounts receivable	(1,834,022)	(418,970)
(Increase) decrease in prepaid items	(6,118,549)	(5,077,847)
(Increase) decrease in deferred outflows	(443,510)	(819,516)
(Increase) decrease in leases receivable	1,762,290	1,624,751
Increase (decrease) in deferred inflows - leases	(2,257,607)	(2,257,607)
Increase (decrease) in security deposits	71,780	2,500
Increase (decrease) in accounts payable	657,848	262,427
Increase (decrease) in accrued liabilities	91,684	(118,171)
Increase (decrease) in prepaid fees	225,390	330,113
Increase (decrease) in other post-employment benefits	(77,943)	(92,824)
Increase (decrease) in compensated absences	337,573	66,761
Increase (decrease) in net pension liabilities	1,458,676	2,069,102
Increase (decrease) in deferred inflows	(35,033)	(1,049,559)
Total adjustments	2,121,966	2,773,603
Net cash provided by operating activities	\$ 6,556,361	\$ 5,005,246
Supplemental Cash Flow Information:		
Net change in construction contracts and retainage payable	\$ 13,166,526	\$ 1,545,243

The accompanying notes are an integral part of these financial statements.

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

1. Organization and Summary of Significant Accounting Policies

The accounting policies of the Greater Asheville Regional Airport Authority conform to accounting principles generally accepted in the United States of America as applicable to governments. The following is a summary of the more significant accounting policies:

A. Reporting Entity

The Asheville Regional Airport Authority (the “Authority”) was established by joint agreement between the City of Asheville and the County of Buncombe on November 29, 1979, pursuant to Article 20 of Chapter 160A of the North Carolina General Statutes. The agreement originally covered a twenty-five-year period beginning July 1, 1980. On April 19, 1988, this term was extended to April 30, 2018, by mutual agreement of the contracting parties. On January 22, 2008, the agreement was amended again with the term remaining the same, including a year-to-year extension after the term has been reached. Under the agreement, Buncombe County was responsible for funding any operating deficits of the Authority during the term of the agreement. On June 28, 2012, the General Assembly of North Carolina enacted the Greater Asheville Regional Airport Authority Act in Session Law 2012-121, making the Authority an independent airport authority and changing the official name to Greater Asheville Regional Airport Authority. Pursuant to the state statute, the agreement with Buncombe County and the City of Asheville is no longer applicable.

On June 28, 2017, the Federal Aviation Administration issued an Airport Operating Certificate in the name of the Greater Asheville Regional Airport Authority, allowing the Authority to act as the sole sponsor to operate the airport. The real property of the Authority was also deeded in the name of the Greater Asheville Regional Airport Authority. There are no outstanding liabilities, including grant reimbursements, regarding any payment to the City. Furthermore, all grant obligations incurred by the City, on behalf of the airport, were transferred in the transaction and are now the direct responsibility of the Authority. Also, the Authority is fully empowered to issue debt on behalf of the airport in support of future capital improvement needs.

B. Basis of Presentation

Fund financial statements provide information about the Authority’s funds. Statements for the proprietary fund category are presented.

Proprietary funds include the following fund type:

Enterprise Funds. Enterprise funds account for those operations (a) that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is that costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that the periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes. The Authority has one enterprise fund for airport operation.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

C. Measurement Focus and Basis of Accounting

The proprietary fund financial statements are reported using the economic resources measurement focus. These statements are reported using the accrual basis of accounting. Revenues are recorded when earned, and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Authority's enterprise fund are charges to customers for services.

Operating expenses for the enterprise fund include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

D. Budgetary Data

The Authority's budgets are adopted as required by the North Carolina General Statutes. An annual budget is adopted for the enterprise fund. All annual appropriations lapse at the fiscal year-end. All budgets are prepared using the modified accrual basis of accounting. Expenditures may not legally exceed appropriations at the functional level for all annually budgeted funds and at the object level for the multi-year funds. The Budget Officer may transfer amounts between line-item expenditures, within a budget ordinance line item/cost center, without limitation and without a report being required. These changes should not result in increased recurring obligations. The Budget Officer may transfer amounts which are identified in each annual budget from contingency to other line items within the same fund. An official report on such transfers must be made at the next regular meeting of the Board. Any other amendments must be approved by the governing board. During the year, several amendments to the original budget were made. The budget ordinance must be adopted by May 15 for the upcoming fiscal year, or the governing board must adopt an interim budget that covers that time until the annual ordinance can be adopted.

E. Estimates

The preparation of financial statements, in conformity with U.S. generally accepted accounting principles, requires management to make estimates and assumptions that affect certain reported amounts and disclosures. The Authority's use of estimates includes depreciation methods and useful lives, accrued expenses, deferred inflows, and pension and OPEB liabilities and deferrals. Accordingly, actual results could differ from those estimates.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

F. Assets, Liabilities, and Net Position

Deposits and Investments

All deposits of the Authority are made in Board-designated official depositories and are secured as required by state law [G.S. 159-31]. The Authority may designate, as an official depository, any bank or savings association whose principal office is located in North Carolina. Also, the Authority may establish time deposit accounts such as NOW and SuperNOW accounts, money market accounts, and certificates of deposit.

State law [G.S. 159-30] authorizes the Authority to invest in obligations of the United States or obligations fully guaranteed, both as to principal and interest by the United States; obligations of the state of North Carolina; bonds and notes of any North Carolina local government or public authority; obligations of certain non-guaranteed federal agencies; certain high-quality issues of commercial paper and bankers' acceptances and the North Carolina Capital Management Trust (NCCMT).

The NCCMT Government Portfolio, a SEC-registered (2a-7) money market mutual fund, that is certified by the Local Government Commission under the provisions of G.S. 159-30(c)(8) and the North Carolina Administrative Code. The Government Portfolio is a 2a7 fund that invests in treasuries, government agencies, and repurchase agreements collateralized by treasuries. It is rated AAAM by S&P and AAAMf by Moody's Investor Services and reported at fair value. Because the NCCMT Government Portfolio has a weighted average maturity of less than 90 days, it is presented as an investment with a maturity of less than 6 months.

Cash and Cash Equivalents

The Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash and cash equivalents.

Restricted Assets

Restricted assets consist of monies and other resources which are legally restricted as described below:

Cash and Cash Equivalents. The Authority receives from the airline carriers enplaning passengers at the Greater Asheville Regional Airport a facility charge of \$4.50 per passenger. Every air carrier servicing the Airport must collect \$4.50 from passengers on all tickets sold and remit \$4.39 of these funds to the Authority. The Authority must use these funds for Federal Aviation Administration (FAA) approved capital improvement projects. Passenger facility charge collections that have been collected, but not yet disbursed on eligible projects, are restricted.

The unexpended debt proceeds are classified as restricted because their use is restricted to the purpose for which the debt was awarded.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

The sinking fund balance for debt service bond repayment is restricted for the purpose of future debt retirement. The unexpended bond proceeds are classified as restricted assets because their use is completely restricted to the purpose for which the bonds were originally issued.

Security deposits held by the Authority are restricted to the service for which the deposit was collected.

Restricted cash and cash equivalents at June 30, 2024 and 2023 were as follows:

	<u>2024</u>	<u>2023</u>
Passenger facility charge collections, undisbursed	\$ 20,834,437	\$ 15,826,613
Debt service sinking funds - bond repayment	1,556,627	1,538,057
Security deposits	159,798	88,018
Advance grant funding	1,779,960	3,256
Unexpended debt proceeds	<u>306,851,690</u>	<u>372,891,502</u>
Total restricted cash and cash equivalents	<u>\$ 331,182,512</u>	<u>\$ 390,347,446</u>

Allowance for Doubtful Accounts

All receivables that historically experience uncollectible accounts are shown net of an allowance for doubtful accounts. The Authority did not have any accounts that were considered uncollectible by management for the years ended June 30, 2024 and 2023.

Lease Receivable

The Authority's lease receivable is measured at the present value of lease payments expected to be received during the lease term. Under the lease agreement, the Authority may receive variable lease payments that are dependent upon the lessee's revenue. The variable payments are recorded as an inflow of resources in the period the payment is received.

A deferred inflow of resources is recorded for the lease. The deferred inflow of resources is recorded at the initiation of the lease in an amount equal to the initial recording of the lease receivable. The deferred inflow of resources is amortized on a straight-line basis over the term of the lease.

Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid assets in the Statement of Net Position and the fund financial statements and are expensed as the items are used.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Capital Assets

Purchased or constructed capital assets are reported at cost or estimated historical cost. Donated capital assets received prior to June 30, 2015, are recorded at their estimated fair value at the date of donation. Donated capital assets received after June 30, 2015, are recorded at acquisition value. All other purchased or constructed capital assets are reported at cost or estimated historical cost. Minimum capitalization cost is \$5,000. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized.

Capital assets are depreciated over their useful lives on a straight-line basis as follows:

<u>Asset</u>	<u>Estimated Useful Lives</u>
Leasehold improvements	5-40 years
Public safety and maintenance equipment	3-20 years
Vehicles	3-20 years
Furniture	5-10 years
Computer software	5 years
Computer equipment	5 years

Deferred Outflows and Inflows of Resources

In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflow of resources. This separate financial statement element, *Deferred Outflows of Resources*, represents a consumption of net assets that applies to a future period and so will not be recognized as an expense or expenditure until then. The Authority has two items that meet this criteria – pension and OPEB deferrals.

In addition to liabilities, the Statement of Net Position can also report a separate section for deferred inflows of resources. This separate financial statement element, *Deferred Inflows of Resources*, represents an acquisition of net assets that applies to a future period and so will not be recognized as revenue until then. The Authority has three items that meet this criteria – leases, pension and OPEB deferrals.

Compensated Absences

Airport personnel policies permit an employee to earn vacation based on years of service. Accumulated annual leave in excess of 240 or 480 hours, depending upon date of hire, will be forfeited at December 31, unless it is determined that the employee was prevented from using such leave. Excess leave, where it is determined that the employee was prevented from taking the leave, will be paid with the first payroll of the new calendar year, upon approval of the President/CEO. Employees who resign, are laid off, or otherwise separated from the Authority shall be entitled to be paid for any unused annual leave earned by them as of the date of termination, not to exceed the above referenced limits. Accrued vacation pay amounted to \$650,581 and \$567,694 at June 30, 2024 and 2023, respectively.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

A specific number of professional leave hours are available to exempt employees. Employees must be employed for 180 days of the calendar year to be eligible for professional leave for that year. The professional leave does not accrue from year to year. Unused professional leave is not paid upon termination, thus, no accrual has been made.

The Authority's sick leave policy provides for an unlimited accumulation of earned sick leave. Sick leave is earned by regular, full-time employees at a rate of 12 days per year. All employees who properly resign, are laid off, or otherwise separated from the Authority in good standing shall be entitled to be paid for 33% of up to 240 hours of earned, but unused sick leave. Accrued sick pay amounted to \$408,842 and \$154,156 at June 30, 2024 and 2023, respectively.

The Authority has assumed a first-in, first-out method of using accumulated compensated time. The portion of that time that is estimated to be used in the next fiscal year has been designated as a current liability in the financial statements.

Long-Term Obligations

In the proprietary fund types in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable business-type activities. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method that approximates the effective interest method. Bonds payable are reported net of the applicable bond premiums or discount. Bond issuance costs, except for prepaid insurance costs, are expenses in the reporting period in which they are incurred. Prepaid insurance costs are expensed over the life of the debt.

Net Position

Net position in proprietary fund financial statements is classified as net investment in capital assets, restricted and unrestricted. Restricted net position represents constraints on resources that are either externally imposed by creditors, grantors, contributors, laws or regulations of other governments, or imposed by law through state statute.

The Authority spends grant revenue as allowed within grant agreements. Matching funds for federal grants may be paid from state, local non-Authority and/or Authority funds. For purposes of net position classification, expenses are paid from restricted first then unrestricted. Net investment in capital assets is not a viable source for expenses, as this represents capital assets and related accumulated depreciation.

Defined Benefit Cost-Sharing Plans

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Local Governmental Employees' Retirement System (LGERS) and additions to/deductions from LGERS' fiduciary net position have been determined on the same basis as they are reported by LGERS. For this purpose, plan member contributions are recognized in the period in which the contributions are due. The Authority's employer contributions are recognized when due and the Authority has a legal requirement to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of LGERS. Investments are reported at fair value.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

2. Detailed Notes On All Funds

A. Assets

Deposits

All the deposits of the Authority are either insured or collateralized by the Pooling Method as required by state law [G.S. 159-31]. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the state Treasurer's agent in the name of the state Treasurer. Since the state Treasurer is acting in a fiduciary capacity for the Authority, these deposits are considered to be held by the Authority's agents in their names. The amount of the pledged collateral is based on an approved averaging method for non-interest-bearing deposits and the actual current balance for interest-bearing deposits. Depositories using the Pooling Method report to the state Treasurer the adequacy of their pooled collateral covering uninsured deposits. The state Treasurer does not confirm this information with the Authority or the escrow agent. Because of the inability to measure the exact amounts of collateral pledged for the Authority under the Pooling Method, the potential exists for undercollateralization, and this risk may increase in periods of high cash flows; however, the state Treasurer of North Carolina enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The Authority does not have a deposit policy for custodial credit risk for deposits, but relies on the state Treasurer to enforce standards of minimum capitalization for all Pooling Method financial institutions and to monitor them for compliance. The Authority complies with the provisions of G.S. 159-31 when designating official depositories and verifying that deposits are properly secured.

At June 30, 2024, the Authority's deposits had a carrying amount of \$22,581,167 and a bank balance of \$22,923,382. Of the bank balance, \$500,000 was covered by federal depository insurance, and \$22,423,382 was covered under the Pooling Method. The Authority maintains petty cash of \$200.

Investments

At June 30, 2024, the Authority's investments and maturities were as follows:

<u>Investment Type</u>	<u>Valuation Measurement Method</u>	<u>Fair Value</u>	<u>Less than 6 Months</u>
North Carolina Capital Management Trust - Government Portfolio	Fair Value Level 1	<u>\$358,441,899</u>	<u>\$358,441,899</u>

* Because the NCCMT Government has a weighted average maturity of less than 90 days, it is presented as an investment with a maturity of less than 6 months. The NCCMT Government Portfolio has an AAAM rating from S&P and AAA-mf by Moody's Investor Service.

All investments are measured using the market approach: using prices and other relevant information generated by market transactions involving identical or comparable assets or a group of assets.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Level of Fair Value Hierarchy: Level 1: Debt securities valued using directly observable, quoted prices (unadjusted) in active markets for identical assets.

Interest Rate Risk. As a means of limiting its exposure to fair value losses arising from rising interest rates, the Authority’s investment policy limits at least half of the Authority’s investment portfolio to maturities of less than 12 months. Also, the Authority’s investment policy requires purchases of securities to be laddered with staggered maturity dates and limits all securities to a final maturity of not more than three years.

Credit Risk. State law limits investments in commercial paper to the top rating issued by nationally recognized statistical rating organizations (NRSROs); however, the Authority has no formal policy on managing credit risk. As of June 30, 2024, the Authority’s investment in the North Carolina Capital Management Trust Government Portfolio carried a credit rating of AAAM by Standard & Poor’s and AAA-mf by Moody’s Investors Service.

Accounts Receivable

The balance of accounts receivable at June 30, 2024 and 2023 consisted of the following:

	2024	2023
Trade receivables	\$ 1,720,588	\$ 1,139,161
Sales tax refunds receivables	1,670,030	417,435
Total	\$ 3,390,618	\$ 1,556,596

Lease Receivable

At June 30, 2024, the Authority had leases with vendors that under the leases, the lessees paid both fixed and variable payments. In months where the lessee’s gross revenue exceeds certain amounts as stated in the lease agreements, the lessees make additional variable payments. The lease receivable is measured as the present value of the future minimum fixed rent payments expected to be received during the lease term at a discount rate of 2.62% for undeveloped land, 8.25% for commercial property, and 5.336% for residential property.

In fiscal year 2024, the Authority recognized \$2,533,398 of lease revenue and \$1,283,842 of interest revenue under the leases. The future payments to be received are as follows:

Year Ending	Principal	Interest	Total
June 30			
2025	\$ 1,865,594	\$ 1,135,569	\$ 3,001,163
2026	2,007,291	977,027	2,984,318
2027	2,106,758	807,027	2,913,785
2028	2,262,026	628,211	2,890,237
2029	2,455,816	434,420	2,890,236
Thereafter	3,927,507	573,894	4,501,401
Total	\$ 14,624,992	\$ 4,556,148	\$ 19,181,140

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Capital Assets

The capital assets of the Authority at June 30, 2024 are as follows:

	<u>July 1, 2023</u>	<u>Increases</u>	<u>Decreases</u>	<u>Transfers</u>	<u>June 30, 2024</u>
Business-Type Activities:					
Non-Depreciable Capital Assets:					
Land	\$ 10,669,599	\$ -	\$ -	\$ -	\$ 10,669,599
Construction in progress	<u>63,818,899</u>	<u>106,473,480</u>	<u>-</u>	<u>(1,854,958)</u>	<u>168,437,421</u>
Total non-depreciable capital assets	<u>74,488,498</u>	<u>106,473,480</u>	<u>-</u>	<u>(1,854,958)</u>	<u>179,107,020</u>
Depreciable Capital Assets:					
Leasehold improvements	242,317,324	541,975	-	938,657	243,797,956
Equipment	7,172,504	-	(6,555)	319,216	7,485,165
Furniture	198,448	-	-	-	198,448
Vehicles	<u>3,215,725</u>	<u>86,000</u>	<u>(136,077)</u>	<u>597,085</u>	<u>3,762,733</u>
Total depreciable capital assets	<u>252,904,001</u>	<u>627,975</u>	<u>(142,632)</u>	<u>1,854,958</u>	<u>255,244,302</u>
Less Accumulated Depreciation:					
Leasehold improvements	74,944,605	7,611,144	-	-	82,555,749
Equipment	4,942,903	460,229	(5,452)	-	5,397,680
Furniture	192,498	2,868	-	-	195,366
Vehicles	<u>2,659,068</u>	<u>209,148</u>	<u>(134,691)</u>	<u>-</u>	<u>2,733,525</u>
Total accumulated depreciation	<u>82,739,074</u>	<u>8,283,389</u>	<u>(140,143)</u>	<u>-</u>	<u>90,882,320</u>
Total depreciable capital assets, net	<u>170,164,927</u>				<u>164,361,982</u>
Business-type activities capital assets, net	<u>\$ 244,653,425</u>				<u>\$ 343,469,002</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Construction Commitments

The Authority has active construction projects as of June 30, 2024. At year-end, the Authority's commitments with contractors are as follows:

Project	Spent-to-Date	Remaining Commitment
Stormwater Improvements - Design	\$ 194,040	\$ 10,960
South GA Apron Improvements - Design	562,469	2,963
Airport Master Plan	944,861	44,143
ATCT and Base Building Facility - Design	4,456,337	574,564
ATCT and Base Building Facility - Construction	18,728,685	26,643,188
Parking Lot South Area - Design	430,129	25,288
Parking Lot South Area - Construction	7,103,501	1,420,329
Taxiway A Rehab - Design	5,614	1,123,528
Terminal Building Modernization-Expansion - Design	15,959,402	4,182,358
Terminal Building Modernization-Expansion - Construction	99,668,029	247,213,062
ATCT and Base Building Facility - Project Management	62,907	493,093
Terminal Building - Project Management	75,734	1,585,710
Total	<u>\$ 148,191,708</u>	<u>\$ 283,319,186</u>

B. Liabilities

Payables

Payables at June 30, 2024, and 2023 were as follows:

	Vendors	Salaries and Benefits	Total
June 30, 2024:			
Accounts payable	\$ 1,215,464	\$ -	\$ 1,215,464
Accrued liabilities	-	218,809	218,809
Total	<u>\$ 1,215,464</u>	<u>\$ 218,809</u>	<u>\$ 1,434,273</u>
June 30, 2023:			
Accounts payable	\$ 557,616	\$ -	\$ 557,616
Accrued liabilities	-	127,125	127,125
Total	<u>\$ 557,616</u>	<u>\$ 127,125</u>	<u>\$ 684,741</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Pension Plan Obligations

Local Governmental Employees' Retirement System

Plan Description. The Authority is a participating employer in the statewide Local Governmental Employees' Retirement System (LGERS), a cost-sharing, multiple-employer defined benefit pension plan administered by the state of North Carolina. LGERS membership is comprised of general employees and local law enforcement officers (LEOs) of participating local governmental entities. Article 3 of G.S. Chapter 128 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly. Management of the plan is vested in the LGERS Board of Trustees, which consists of 13 members – nine appointed by the Governor, one appointed by the state Senate, one appointed by the state House of Representatives, and the state Treasurer and state Superintendent, who serve as ex-officio members. The Local Governmental Employees' Retirement System is included in the Annual Comprehensive Financial Report for the state of North Carolina. The state's Annual Comprehensive Financial Report includes financial statements and required supplementary information for LGERS. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, by calling (919) 981-5454, or at www.osc.nc.gov.

Benefits Provided. LGERS provides retirement and survivor benefits. Retirement benefits are determined as 1.85% of the member's average final compensation times the member's years of creditable service. A member's average final compensation is calculated as the average of a member's four highest consecutive years of compensation. Plan members are eligible to retire with full retirement benefits at age 65 with five years of creditable service, at age 60 with 25 years of creditable service, or at any age with 30 years of creditable service. Plan members are eligible to retire with partial retirement benefits at age 50 with 20 years of creditable service or at age 60 with five years of creditable service. Survivor benefits are available to eligible beneficiaries of members who die while in active service or within 180 days of their last day of service and who have either completed 20 years of creditable service regardless of age or have completed five years of service and have reached age 60. Eligible beneficiaries may elect to receive a monthly Survivor's Alternate Benefit for life or a return of the member's contributions. The plan does not provide for automatic post-retirement benefit increases. Increases are contingent upon actuarial gains of the plan.

LGERS plan members who are LEOs are eligible to retire with full retirement benefits at age 55 with five years of creditable service as an officer, or at any age with 30 years of creditable service. LEO plan members are eligible to retire with partial retirement benefits at age 50 with 15 years of creditable service as an officer. Survivor benefits are available to eligible beneficiaries of LEO members who die while in active service or within 180 days of their last day of service and who also have either completed 20 years of creditable service regardless of age, or have completed 15 years of service as a LEO and have reached age 50, or have completed five years of creditable service as a LEO and have reached age 55, or have completed 15 of creditable service as a LEO if killed in the line of duty. Eligible beneficiaries may elect to a monthly Survivor's Alternate Benefit for life or a return of the member's contributions.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Contributions. Contribution provisions are established by General Statute 128-30 and may be amended only by the North Carolina General Assembly. Authority employees are required to contribute 6% of their compensation. Employer contributions are actuarially determined and set annually by the LGERS Board of Trustees. The Authority's contractually required contribution rate for the year ended June 30, 2024, was 14.04% of compensation for law enforcement officers and 12.90% for general employees, actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year. Contributions to the pension plan from the Authority were \$773,344 for the year ended June 30, 2024. For the year ended June 30, 2023, the Authority's contractually required contribution rate was 13.10% for law enforcement officers and 12.10% for general employees. Contributions to the pension plan from the Authority were \$658,590 for the year ended June 30, 2023.

Refunds of Contributions. Authority employees who have terminated service as a contributing member of LGERS, may file an application for a refund of their contributions. By state law, refunds to members with at least five years of service include 4% interest. State law requires a 60-day waiting period after service termination before the refund may be paid. The acceptance of a refund payment cancels the individual's right to employer contributions or any other benefit provided by LGERS.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2024, the Authority reported a liability of \$4,101,479 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2023. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2022. The total pension liability was then rolled forward to the measurement date of June 30, 2023, utilizing update procedures incorporating the actuarial assumptions. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of future payroll covered by the pension plan, relative to the projected future payroll covered by the pension plan of all participating LGERS employers, actuarially determined. At June 30, 2024, the Authority's proportion was 0.06193% (measured as of June 30, 2023), which was an increase of 0.01084% from its proportion as of June 30, 2023 (measured as of June 30, 2022.)

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

For the year ended June 30, 2024, the Authority recognized pension expense of \$1,283,020. At June 30, 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 457,026	\$ 9,839
Changes of assumptions	174,289	-
Net difference between projected and actual earnings on pension plan investments	1,097,735	-
Changes in proportion and differences between Authority contributions and proportionate share of contributions	285,012	57,741
Authority contributions subsequent to the measurement date	773,344	-
Total	\$ 2,787,406	\$ 67,580

\$773,344 reported as deferred outflows of resources related to pensions resulting from Authority contributions subsequent to the measurement date will be recognized as a decrease of the net pension liability in the year ending June 30, 2025. Other amounts reported as deferred inflows and outflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30	Amount
2025	\$ 708,230
2026	375,795
2027	816,039
2028	46,418
2029	-
Total	\$ 1,946,482

Actuarial Assumptions. The total pension liability in the December 31, 2022, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50 percent
Salary increase	3.25 to 8.25 percent, including inflation and productivity factor
Investment rate of return	6.5 percent, net of pension plan investment expense, including inflation

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

The plan actuary currently uses mortality tables that vary by age, gender, employee group (i.e. general, law enforcement officer) and health status (i.e. disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The healthy mortality rates also contain a provision to reflect future mortality improvements.

The actuarial assumptions and methods used in the December 31, 2022 valuation, were based on the results of an actuarial experience study prepared as of December 31, 2019 and adopted by the Board of Trustees on January 28, 2021.

Future ad hoc COLA amounts are not considered to be substantively automatic and are, therefore, not included in the measurement.

The projected long-term investment returns and inflation assumptions are developed through review of current and historical capital markets data, sell-side investment research, consultant whitepapers, and historical performance of investment strategies. Fixed income return projections reflect current yields across the U.S. Treasury yield curve and market expectations of forward yields projected and interpolated for multiple tenors and over multiple year horizons. Global public equity return projections are established through analysis of the equity risk premium and the fixed income return projections. Other asset categories and strategies' return projections reflect the foregoing and historical data analysis. These projections are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class as of June 30, 2023, are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Fixed income	33.0%	0.9%
Global equity	38.0%	6.5%
Real estate	8.0%	5.9%
Alternatives	8.0%	8.2%
Opportunistic fixed income	7.0%	5.0%
Inflation sensitive	6.0%	2.7%
Total	<u>100.0%</u>	

The information above is based on 30-year expectations developed with an investment consulting firm as part of a study that was completed in early 2022, and is part of the asset, liability and investment policy of the North Carolina Retirement Systems. The long-term nominal rates of return underlying the real rates of return are arithmetic annualized figures. The real rates of return are calculated from nominal rates by multiplicatively subtracting a long-term inflation assumption of 2.25%. Return projections do not include any excess return expectations over benchmark averages. All rates of return and inflation are annualized.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Discount Rate. The discount rate used to measure the total pension liability was 6.50%. The projection of cash flows used to determine the discount rate assumed that contribution from plan members will be made at the current contribution rate and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on these assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of the current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefits payments to determine the total pension liability.

Sensitivity of the Authority’s Proportionate Share of the Net Pension Liability to Changes in the Discount Rate. The following presents the Authority’s proportionate share of the net pension liability calculated using the discount rate of 6.50 percent, as well as what the Authority’s proportionate share of the net pension asset or net pension liability would be if it were calculated using a discount rate that is one percentage point lower (5.50 percent) or one percentage point higher (7.50 percent) than the current rate:

	1% Decrease (5.50%)	Discount Rate (6.50%)	1% Increase (7.50%)
Authority's proportionate share of the net pension liability (asset)	<u>\$ 7,105,651</u>	<u>\$ 4,101,479</u>	<u>\$ 1,628,163</u>

Pension Plan Fiduciary Net Position. Detailed information about the pension plan’s fiduciary net position is available in the separately issued Annual Comprehensive Financial Report for the state of North Carolina.

Law Enforcement Officers' Special Separation Allowance

Plan Description. The Authority administers a public employee retirement system (the “Separation Allowance”), a single-employer defined benefit pension plan that provides retirement benefits to the Authority’s qualified sworn law enforcement officers under the age of 62 who have completed at least 30 years of creditable service or have attained 55 years of age and have completed five or more years of creditable service. The Separation Allowance is equal to .85 percent of the annual equivalent of the base rate of compensation most recently applicable to the officer for each year of creditable service. The retirement benefits are not subject to any increases in salary or retirement allowances that may be authorized by the General Assembly. Article 12D of G.S. Chapter 143 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

All full-time law enforcement officers of the Authority are covered by the Separation Allowance. At December 31, 2022, the Separation Allowance's membership consisted of:

Retirees receiving benefits	2
Terminated plan members entitled to, but not yet receiving, benefits	-
Active plan members	<u>18</u>
Total	<u><u>20</u></u>

Summary of Significant Accounting Policies

Basis of Accounting. The Authority has chosen to fund the Separation Allowance on a pay-as-you-go basis. Pension expenditures are made from the General Fund, which is maintained on the modified accrual basis of accounting. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. A separate report is not issued for the plan.

The Separation Allowance has no assets accumulated in a trust that meet the criteria, which are outlined in GASB Statement 73.

Actuarial Assumptions

The entry age normal actuarial cost method was used in the December 31, 2022 valuation. The total pension liability in the December 31, 2022 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50 percent
Salary increase	3.25 - 7.75%
Discount rate	4.00%

The discount rate used to measure the TPL is the S&P Municipal Bond 20-Year High Grade Rate Index. The actuarial assumptions used in the December 31, 2022 valuation were based on the results of an experience study completed by the Actuary for the Local Governmental Employees' Retirement System for the five-year period ended December 31, 2019.

Mortality Assumption: All mortality rates use Pub-2010 amount-weighted tables.

Mortality Projection: All mortality rates are projected from 2010 using generational improvement with Scale MP-2019.

Deaths After Retirement (Healthy): Mortality rates are based on the Safety Mortality Table for Retirees. Rates for all members are multiplied by 97% and set forward by 1 year.

Deaths After Retirement (Disabled Members at Retirement): Mortality rates are based on the Non-Safety Mortality Table for Disabled Retirees. Rates are set back three years for all ages.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Deaths After Retirement (Survivors of Deceased Members): Mortality rates are based on the Below-median Teachers Mortality Table for Contingent Survivors. Rates for male members are set forward three years. Rates for female members are set forward one year. Because the contingent survivor tables have no rates prior to age 45, the Below-median Teachers Mortality Table for Employees is used for ages less than 45.

Deaths Prior to Retirement: Mortality rates are based on the Safety Mortality Table for Employees.

Contributions. The Authority is required by Article 12D of G.S. Chapter 143 to provide these retirement benefits and has chosen to fund the amounts necessary to cover the benefits earned on a pay-as-you-go basis through appropriations made in the operating budget. There were no contributions made by employees. The Authority’s obligation to contribute to this plan is established and may be amended by the North Carolina General Assembly. Administrative costs of the Separation Allowance are financed through investment earnings. The Authority paid \$39,705 as benefits came due for the reporting period.

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At June 30, 2024, the Authority reported a total pension liability of \$942,674. The total pension liability was measured as of December 31, 2023 based on a December 31, 2022 actuarial valuation. The total pension liability was then rolled forward to the measurement date of December 31, 2023 utilizing update procedures incorporating the actuarial assumptions. For the year ended June 30, 2024, the Authority recognized pension expense of \$124,628.

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 285,533	\$ 7,505
Changes of assumptions	71,244	85,922
Benefit payments and administrative expenses subsequent to the measurement date	19,852	-
Total	\$ 376,629	\$ 93,427

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2024**

\$19,852 reported as deferred outflows of resources related to pensions resulting from benefit payments made and administrative expenses incurred subsequent to the measurement date will be recognized as a decrease of the total pension liability in the year ending June 30, 2025. Other amounts reported as deferred inflows and outflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30	Amount
2025	\$ 62,842
2026	68,949
2027	43,419
2028	39,957
2029	34,152
Thereafter	<u>14,031</u>
Total	<u><u>\$ 263,350</u></u>

Sensitivity of the Authority's Total Pension Liability to Changes in the Discount Rate. The following presents the Authority's total pension liability calculated using the discount rate of 4.00 percent, as well as what the Authority's total pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (3.00 percent) or 1-percentage-point higher (5.00 percent) than the current rate:

	1% Decrease (3.00%)	Discount Rate (4.00%)	1% Increase (5.00%)
Total pension liability	<u>\$ 1,019,035</u>	<u>\$ 942,674</u>	<u>\$ 873,244</u>

Schedule of Changes in Total Pension Liability

Total pension liability as of December 31, 2022	<u>\$ 703,270</u>
Changes for the year:	
Service cost at end of year	35,217
Interest	29,455
Difference between expected and actual experience	193,736
Changes of assumptions and other inputs	20,701
Benefit payments	<u>(39,705)</u>
Net changes	<u>239,404</u>
Total pension liability as of December 31, 2023	<u><u>\$ 942,674</u></u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Total Expense, Liabilities, and Deferred Outflows and Inflows of Resources of Related to Pensions

Following is information related to the proportionate share and pension expense for all pension plans:

	LGERS	LEOSSA	Total
Pension expense	\$ 1,283,020	\$ 124,628	\$ 1,407,648
Pension liability	4,101,479	942,674	5,044,153
Proportionate share of the net position liability	0.06193%	n/a	n/a

Deferred Outflows of Resources:

Differences between expected and actual experience	\$ 457,026	\$ 285,533	\$ 742,559
Changes of assumptions	174,289	71,244	245,533
Net difference between projected and actual earnings on plan investments	1,097,735	-	1,097,735
Changes in proportion and differences between contributions and proportionate share of contributions	285,012	-	285,012
Contributions and administrative costs paid subsequent to the measurement date	773,344	19,852	793,196
Total	\$ 2,787,406	\$ 376,629	\$ 3,164,035

Deferred Inflows of Resources:

Differences between expected and actual experience	\$ 9,839	\$ 7,505	\$ 17,344
Changes of assumptions	-	85,922	85,922
Changes in proportion and differences between contributions and proportionate share of contributions	57,741	-	57,741
Total	\$ 67,580	\$ 93,427	\$ 161,007

Supplemental Retirement Income Plan

Plan Description. The Authority contributes to the Supplemental Retirement Income Plan (the “Plan”), a defined contribution pension plan administered by the Department of State Treasurer and a Board of Trustees. The Plan provides retirement benefits to employees of the Authority. Article 5 of G.S. Chapter 135 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly. The Supplemental Retirement Income Plan for Law Enforcement Officers is included in the Annual Comprehensive Financial Report (the “ACFR”) for the state of North Carolina. The state’s ACFR includes the pension trust fund financial statements for the Internal Revenue Code Section 401(k) plan that includes the Supplemental Retirement Income Plan. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, or by calling (919) 981-5454.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Funding Policy. Article 12E of G.S. Chapter 143 requires the Authority to contribute each month an amount equal to 5% of each officer's salary. In addition to the required contribution for law enforcement officers, the Authority makes a monthly contribution equal to 5% of non-law enforcement officer's salary. Also, law enforcement officers and non-law enforcement officers of the Authority may make voluntary contributions to the Plan.

The Authority made contributions of \$80,293 and \$220,561 for law enforcement officers and non-law enforcement officers, respectively, for the year ended June 30, 2024. The Authority made contributions of \$70,406 and \$187,867 for law enforcement officers and non-law enforcement officers, respectively, for the year ended June 30, 2023. No amounts were forfeited in 2024 or 2023.

Other Employment Benefits

The Authority has elected to provide death benefits to employees through the Death Benefit Plan for members of the Local Governmental Employees' Retirement System (Death Benefit Plan), a multiple employer, state-administered, cost-sharing plan funded on a one-year term cost basis. The beneficiaries of those employees who die in active service after one year of contributing membership in the System, or who die within 180 days after retirement or termination of service and have at least one year of contributing membership service in the System at the time of death, are eligible for death benefits. Lump-sum death benefit payments to beneficiaries are equal to the employee's 12 highest months' salary in a row during the 24 months prior to the employee's death, but the benefit may not exceed \$50,000, or be less than \$25,000. Because all death benefit payments are made from the Death Benefit Plan, the Authority does not determine the number of eligible participants. The Authority has no liability beyond the payment of the monthly contributions. The contributions to the Death Benefit Plan cannot be separated between the post-employment benefit amount and the other benefit amount. Contributions are determined as a percentage of monthly payroll based on rates established annually by the state. Separate rates are set for employees not engaged in law enforcement and for law enforcement officers. The Authority considers these contributions to be immaterial.

The Department of State Treasurer uses funds derived from court costs to offset employer contribution rates to the LGERS Death Benefit Plan for law enforcement officers. During the fiscal year ended June 30, 2024, these offset funds matched the total contribution rate of .20%.

The Authority provides health, dental, short-term and long-term disability, life insurance, and a 457 deferred compensation plan to its regular full-time employees. Regular part-time employees, working at least 1,000 hours annually, qualify for these benefits.

Other Post-Employment Benefits (OPEB)

Healthcare Benefits

Plan Description. Under the terms of an Authority resolution, the Authority administers a single-employer defined benefit healthcare plan (the "Retiree Health Plan.") The Authority Board has the authority to establish and amend the benefit terms and financing requirements. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 75.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Benefits Provided. The Plan provides post-employment healthcare benefits to retirees of the Authority up to age 65, provided they participate in the North Carolina Local Governmental Employees' Retirement System, were hired prior to July 1, 2011, and were covered by the Authority's group health plan for the three years immediately preceding retirement. The Authority pays the full cost of coverage for these benefits through private insurers. Also, the Authority's retirees can purchase coverage for their dependents at the Authority's group rates. Employees hired on or after July 1, 2011, are not eligible for the Authority's post-employment healthcare benefits. Retirees who qualify for coverage receive the same benefits as active employees. Coverage for all retirees who are eligible for Medicare will no longer be eligible for post-employment healthcare benefits by the Authority. The Authority Board may amend the benefit provisions. A separate report was not issued for the Plan.

Membership of the Retiree Health Plan consisted of the following at June 30, 2023, the date of the latest actuarial valuation:

Retirees receiving benefits	4
Terminated plan members entitled to, but not yet receiving, benefits	-
Active plan members	17
Total	21

Total OPEB Liability

The Authority's total OPEB liability of \$1,151,312 was measured as of June 30, 2023 and was determined by an actuarial valuation as of June 30, 2023.

Actuarial Assumptions and Other Inputs. The total OPEB liability in the June 30, 2023 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods included in the measurement unless otherwise specified:

Inflation	2.50 percent
Salary increase:	
General Employees	3.25 - 8.41 percent, including wage inflation
Firefighters	3.25 - 8.15 percent, including wage inflation
Law Enforcement Officers	3.25 - 7.90 percent, including wage inflation
Discount rate	
Prior measurement date	3.54 percent
Measurement date	3.65 percent
Healthcare cost trends	
Pre-Medicare	7.00 percent for 2023 decreasing to an ultimate 4.50 percent by 2033

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2024**

The Authority selected a Municipal Bond Index Rate equal to the Bond Buyer 20-year General Obligation Bond Index published at the last Thursday of June by The Bond Buyer, and the Municipal Bond Index Rate as of the measurement date as the discount rate used to measure the TOL.

Mortality rates were based on the Pub-2010 mortality tables, with adjustments for LGERS experience and generational mortality improvements using Scale MP-2019. The demographic actuarial assumptions for retirement, disability incidence, withdrawal, and salary increases used in the June 30, 2023 valuation were based on the results of an actuarial experience study for the period January 1, 2015 – December 31, 2019, adopted by the LGERS Board. The remaining actuarial assumptions (e.g., initial per capita costs, healthcare cost trends, rate of plan participation, rates of plan election, etc.) used in the June 30, 2023 valuation were based on a review of recent plan experience done concurrently with the June 30, 2023 valuation.

Schedule of Changes in Total OPEB Liability

Total OPEB liability as of June 30, 2022	\$ 1,229,255
Changes for the year:	
Service cost at end of year	42,761
Interest	44,002
Difference between expected and actual experience	(135,188)
Changes of assumptions and other inputs	29,007
Benefit payments and implicit subsidy credit	<u>(58,525)</u>
Net changes	<u>(77,943)</u>
Total pension liability as of June 30, 2023	<u>\$ 1,151,312</u>

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate. The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate:

	<u>1% Decrease</u>	<u>Discount Rate</u>	<u>1% Increase</u>
Total OPEB liability	<u>\$ 1,242,327</u>	<u>\$ 1,151,312</u>	<u>\$ 1,066,998</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2024**

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates. The following presents the total OPEB liability of the Authority, as well as what the Authority’s total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

	<u>1% Decrease</u>	<u>Discount Rate</u>	<u>1% Increase</u>
Total OPEB liability	<u>\$ 1,047,945</u>	<u>\$ 1,151,312</u>	<u>\$ 1,267,976</u>

OPEB Expense, Deferred Outflows of Resources, and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2024, the Authority recognized OPEB expense of \$20,901. At June 30, 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual experience	\$ 4,195	\$ 167,052
Changes of assumptions	104,208	90,995
Benefit payments and administrative costs made subsequent to the measurement date	<u>42,271</u>	<u>-</u>
Total	<u>\$ 150,674</u>	<u>\$ 258,047</u>

\$42,271 reported as deferred outflows of resources related to pensions resulting from benefit payments made and administrative expenses incurred subsequent to the measurement date will be recognized as a decrease of the total OPEB liability in the year ending June 30, 2025. Other amounts reported as deferred inflows and deferred outflows of resources related to pensions will be recognized in pension expense as follows:

<u>Year Ending June 30</u>	<u>Amount</u>
2025	\$ (58,582)
2026	(22,030)
2027	(44,763)
2028	(24,269)
2029	-
Thereafter	-
Total	<u>\$ (149,644)</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Long-Term Debt

On September 1, 2016, the Authority issued \$21,000,000 of direct placement revenue bonds entitled Greater Asheville Regional Airport Authority System Revenue Bonds 2016A and 2016B. These bonds provide financing for the construction of a parking deck for the airport system. The bonds require sinking fund payments beginning July 1, 2017, ranging from \$955,000 to \$1,665,000 annually, including semi-annual interest ranging from 2.39% to 2.59%, until July 1, 2031.

On June 1, 2022, the Authority issued \$185,000,000 of direct placement revenue bonds entitled Greater Asheville Regional Airport Authority system revenue bonds 2022A. This bond provides financing for various improvements to the Authority's airport system. The bonds require sinking fund payments beginning July 1, 2027 ranging from \$3,550,000 to \$57,165,000 annually, including semi-annual interest ranging from 5.00% to 5.50%, until July 1, 2052.

On May 16, 2023, the Authority issued \$175,000,000 of direct placement revenue bonds entitled Greater Asheville Regional Airport Authority system revenue bonds. This bond provides financing for various improvements to the Authority's airport system. The bonds require principal payments beginning July 1, 2027 ranging from \$3,160,000 to \$11,610,000 annually, including semi-annual interest ranging from 5.00% to 5.25%, until July 1, 2053.

The revenue bonds mature as follows:

Year Ending June 30	Principal	Interest
2025	\$ 1,410,000	\$ 19,176,966
2026	1,445,000	19,142,849
2027	1,475,000	19,107,955
2028	8,225,000	18,904,474
2029	8,590,000	18,524,097
2030-2034	45,730,000	86,334,618
2035-2039	52,145,000	74,580,850
2040-2044	66,960,000	59,300,769
2045-2049	86,830,000	38,869,450
2050-2053	99,460,000	12,511,700
Total	<u>\$ 372,270,000</u>	<u>\$ 366,453,728</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

The Authority is in compliance with the covenants of the bond order. The bond order requires the debt service coverage ratio to be no less than 125%. The debt service coverage ratio calculation for the year ended June 30, 2024 is as follows:

Airport revenues (excluding passenger facility charges)	\$ 33,761,408
Current expenses *	<u>16,163,941</u>
Net revenues	<u>\$ 17,597,467</u>
Debt service: **	
Principal	\$ 1,410,000
Interest	<u>293,253</u>
	<u>\$ 1,703,253</u>
Debt service coverage ratio	1033.17%

* excludes capital outlay, debt service, and depreciation

** per bond indenture, debt service for a fiscal year ending June 30, includes amounts of principal and interest due on the following July 1

The Authority has pledged future airport system revenues, net of specified operating expenses, to repay the \$21 million in airport system direct placement revenue bonds issued 2016. Proceeds from the bonds provided financing for the construction of the parking deck. The bonds are payable solely from airport system net revenues and are payable through FY 2032.

Future airport system revenues, net of specified operating expenses, as well as PFC and state grant funding have been pledged to repay \$360 million in revenue bonds issued in 2022 and 2023. Proceeds from these bonds provide financing for the construction of a new, expanded terminal and air traffic control tower. Annual interest payments on the 2022 and 2023 bonds will be paid from capitalized interest accounts through 2025. Beginning in 2026, the 2022A bonds will be payable from airport system net revenues, PFCs and state grant funds and are payable through 2052. Beginning in 2027, the 2023 bonds will be payable from airport system net revenues, PFC and state grant funds and are payable through 2053.

The total principal and interest remaining to be paid on the bonds is \$738,723,728. Principal and interest paid for the current year and total customer net revenues were \$17,187,072 and \$17,597,467 respectively.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Changes in Long-Term Liabilities

Changes in long-term liabilities are as follows:

	<u>July 1, 2023</u>	<u>Additions</u>	<u>Retirements</u>	<u>June 30, 2024</u>	<u>Current</u>
Direct placement revenue bonds	\$ 373,645,000	\$ -	\$ 1,375,000	\$ 372,270,000	\$ 1,410,000
Direct placement revenue bond premiums	24,887,401	-	844,707	24,042,694	844,708
Compensated absences	721,850	800,025	462,452	1,059,423	615,957
Total pension liability (LEO)	703,270	239,404	-	942,674	-
Net pension liability (LGERS)	2,882,207	1,219,272	-	4,101,479	-
Total OPEB liability	<u>1,229,255</u>	<u>-</u>	<u>77,943</u>	<u>1,151,312</u>	<u>-</u>
Total	<u>\$ 404,068,983</u>	<u>\$ 2,258,701</u>	<u>\$ 2,760,102</u>	<u>\$ 403,567,582</u>	<u>\$ 2,870,665</u>

Risk Management

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority has property, general liability, flood, automobile, workers' compensation, crime, public officials, law enforcement, and employment practices coverage. There have been no significant reductions in insurance coverage from the previous year and settled claims have not exceeded coverage in any of the past three fiscal years.

The Authority carries flood insurance through Federal Insurance Company in the amount of \$10,000,000.

The Authority's crime insurance covers all employees, with a limit of \$250,000 per loss. The Finance Officer is bonded for \$1,000,000 in order to comply with S.L.2022-53, Section 9(a).

A cyber insurance policy for up to \$1,000,000 single and aggregate limit for both first party and third-party claims is carried by the Airport to insure against losses and damages and address major cyber risks such as data breach, business interruption, data theft or corruption, and cyber extortion.

Net Position

The Authority Board has established an operations and maintenance designation equal to six months of the Airport's subsequent year's operations and maintenance budget. The Board has also designated \$650,000 for emergency repairs. Unrestricted net position consists of the following:

	<u>2024</u>	<u>2023</u>
Unrestricted net position, designated for:		
Operating and maintenance designation	\$ 8,250,808	\$ 6,970,340
Emergency repair designation	650,000	650,000
Undesignated, unrestricted net position	<u>(277,829,880)</u>	<u>(343,291,145)</u>
Total unrestricted net position	<u>\$ (268,929,072)</u>	<u>\$ (335,670,805)</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

Revenue and Expenses

Regulated Leases

At June 30, 2024, the Authority had one or more leases regulated by the Federal Aviation Administration. The leases are subject to fixed monthly rent payments that are adjusted annually using CPI or 3%, whichever is highest. One of the leases will be subject to variable payments based on revenue beginning in 2035. In fiscal year 2024, the Authority recognized \$308,931 of lease revenue from regulated leases.

Year Ending	
June 30	Amount
2025	\$ 376,133
2026	387,417
2027	399,040
2028	411,011
2029	423,341
Thereafter	26,102,106
Total	<u>\$ 28,099,048</u>

Passenger Facility Charges

The Authority receives from the airline carriers enplaning passengers at the Greater Asheville Regional Airport a facility charge of \$4.50 per passenger. Every air carrier servicing the Airport must collect \$4.50 from passengers on all tickets sold and remit \$4.39 of these funds to the Authority. The Authority must use these funds for Federal Aviation Administration (FAA) approved capital improvement projects. Revenues from passenger facility charges totaled \$5,077,366 for the year ended June 30, 2024, and \$4,370,780 for the year ended June 30, 2023.

3. Commitments and Contingencies (Including Litigation)

A. Construction Contract Commitments

The Authority has commitments of approximately \$283 million for the construction/renovation of facilities. These projects are to be funded through federal grants, state grants, passenger facility charges, customer facility charges and Authority funding.

The underlying contracts have termination provisions. The contract with architectural/engineering consulting firms representing approximately \$8 million of the commitment amount allows either party to terminate the agreement with a seven-day written notice and the consultant is entitled to payment for work executed and costs incurred by reason of such termination.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED JUNE 30, 2024

The contracts with the construction firms representing \$275 million of the commitment amount allows the attachment of surety bond for the faithful performance of work specified in strict conformity with specifications set forth. If said work is not completed within the time stated, the contractor shall be liable to pay the Authority liquidated damages in the amount of \$3,000 per calendar day for each day thereafter that said work remains substantially incomplete.

B. Federal and State-Assisted Programs

The Authority has received proceeds from several federal and state grants. Periodic audits of these grants are required, and certain costs may be questioned as not being appropriate expenditures under the grant agreements. Such audits could result in the refund of grant monies to the grantor agencies. Management believes that any required refunds will be immaterial. No provision has been made in the accompanying financial statements for the refund of grant monies.

C. Contingent Liabilities

The Authority adopted a Supplemental Executive Retirement Plan effective May 10, 2024 for President and CEO Lew Bleiweis, A.A.E. Following the adoption of the Plan, the Authority made all appropriate filings as required by Employee Retirement Income and Security Act with the Department of Labor.

D. Subsequent Event

Damage in certain areas of the State of North Carolina resulting from Hurricane Helene beginning on September 26, 2024, and continuing, was of sufficient severity and magnitude to warrant a major disaster declaration by the President. Hurricane Helene struck North Carolina and caused serious flooding and wind damage in Buncombe and Henderson Counties, including areas where the Authority operates. While there has been damage to buildings and other assets, as of the date of this report, it is unknown as to the extent of that damage.

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**LAW ENFORCEMENT OFFICERS' SPECIAL SEPARATION ALLOWANCE
REQUIRED SUPPLEMENTARY INFORMATION
LAST EIGHT FISCAL YEARS***

Schedule of Changes in Total Pension Liability

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Beginning balance	\$ 703,270	\$ 654,955	\$ 614,383	\$ 439,521
Changes for the year:				
Service cost at end of year	35,217	38,503	41,359	16,438
Interest	29,455	14,290	11,484	14,097
Difference between expected and actual experience	193,736	149,641	41,051	(68)
Changes of assumptions and other inputs	20,701	(114,414)	(14,609)	158,583
Benefit payments	<u>(39,705)</u>	<u>(39,705)</u>	<u>(38,713)</u>	<u>(14,188)</u>
Net changes	<u>239,404</u>	<u>48,315</u>	<u>40,572</u>	<u>174,862</u>
Ending balance of the total pension liability	<u>\$ 942,674</u>	<u>\$ 703,270</u>	<u>\$ 654,955</u>	<u>\$ 614,383</u>

Schedule of Total Pension Liability as a Percentage of Covered Employee Payroll

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Total pension liability	\$ 942,674	\$ 703,270	\$ 654,955	\$ 614,383
Covered-employee payroll	1,213,829	889,156	983,184	675,287
Total pension liability as a percentage of covered-employee payroll	77.66%	79.09%	66.62%	90.98%

Notes to the Schedule:

The Authority has no assets accumulated in a trust that meet the criteria in paragraph 4 of GASB Statement 73 to pay related benefits.

* The amounts presented for each fiscal year were determined as of the prior calendar year ending December 31.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**LAW ENFORCEMENT OFFICERS' SPECIAL SEPARATION ALLOWANCE
REQUIRED SUPPLEMENTARY INFORMATION
LAST EIGHT FISCAL YEARS***

Schedule of Changes in Total Pension Liability

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Beginning balance	\$ 453,052	\$ 474,558	\$ 441,122	\$ 446,133
Changes for the year:				
Service cost at end of year	14,922	21,066	18,349	21,843
Interest	16,242	14,748	16,298	15,375
Difference between expected and actual experience	(42,639)	(22,507)	7,343	-
Changes of assumptions and other inputs	11,606	(19,141)	29,226	(11,280)
Benefit payments	(13,662)	(15,672)	(37,780)	(30,949)
Net changes	<u>(13,531)</u>	<u>(21,506)</u>	<u>33,436</u>	<u>(5,011)</u>
Ending balance of the total pension liability	<u>\$ 439,521</u>	<u>\$ 453,052</u>	<u>\$ 474,558</u>	<u>\$ 441,122</u>

Schedule of Total Pension Liability as a Percentage of Covered Employee Payroll

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>
Total pension liability	\$ 439,521	\$ 453,052	\$ 474,558	\$ 441,122
Covered-employee payroll	621,433	731,825	740,566	740,566
Total pension liability as a percentage of covered-employee payroll	70.73%	61.91%	64.08%	59.57%

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**OTHER POST-EMPLOYMENT BENEFITS
REQUIRED SUPPLEMENTARY INFORMATION
LAST SEVEN FISCAL YEARS**

Schedule of Changes in the Total OPEB Liability and Related Ratios

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Service cost	\$ 42,761	\$ 53,370	\$ 57,504	\$ 44,254
Interest	44,002	29,211	28,064	39,123
Differences between expected and actual experience	(135,188)	6,833	(50,055)	(3,428)
Changes of assumptions	29,007	(135,793)	102,249	112,453
Benefit payments and implicit subsidy credit	<u>(58,525)</u>	<u>(46,445)</u>	<u>(55,793)</u>	<u>(51,193)</u>
Net change in total OPEB liability	(77,943)	(92,824)	81,969	141,209
Total OPEB liability - beginning	<u>1,229,255</u>	<u>1,322,079</u>	<u>1,240,110</u>	<u>\$ 1,098,901</u>
Total OPEB liability - ending	<u>\$ 1,151,312</u>	<u>\$ 1,229,255</u>	<u>\$ 1,322,079</u>	<u>\$ 1,240,110</u>
Covered-employee payroll	\$ 1,742,088	\$ 1,469,523	\$ 1,469,523	\$ 1,525,141
Total OPEB liability as a percentage of covered-employee payroll	66.09%	83.65%	89.97%	81.31%

Notes to the Schedule:

Changes of Assumptions: Changes of assumptions and other inputs reflect the effects of changes in the discount rate of each period. The following are the discount rates used in each period:

<u>Fiscal Year</u>	<u>Rate</u>
2018	3.56%
2019	3.89%
2020	3.50%
2021	2.21%
2022	2.16%
2023	3.54%
2024	3.65%

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**OTHER POST-EMPLOYMENT BENEFITS
REQUIRED SUPPLEMENTARY INFORMATION
LAST SEVEN FISCAL YEARS**

Schedule of Changes in the Total OPEB Liability and Related Ratios

	<u>2020</u>	<u>2019</u>	<u>2018</u>
Service cost	\$ 73,409	\$ 75,000	\$ 79,544
Interest	48,250	42,614	35,421
Differences between expected and actual experience	(266,103)	(693)	265
Changes of assumptions	22,464	(39,497)	(65,963)
Benefit payments and implicit subsidy credit	<u>(38,594)</u>	<u>(29,661)</u>	<u>(28,486)</u>
Net change in total OPEB liability	(160,574)	47,763	20,781
Total OPEB liability - beginning	<u>1,259,475</u>	<u>1,211,712</u>	<u>1,190,931</u>
Total OPEB liability - ending	<u>\$ 1,098,901</u>	<u>\$ 1,259,475</u>	<u>\$ 1,211,712</u>
 Covered-employee payroll	 \$ 1,525,141	 \$ 1,794,239	 \$ 1,794,239
 Total OPEB liability as a percentage of covered-employee payroll	 72.05%	 70.20%	 67.53%

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**AUTHORITY'S PROPORTIONATE SHARE OF NET PENSION LIABILITY (ASSET)
REQUIRED SUPPLEMENTARY INFORMATION
LAST TEN FISCAL YEARS***

	Local Governmental Employees' Retirement System				
	2024	2023	2022	2021	2020
Authority's proportion of the net pension liability (asset) (%)	0.06193%	0.05109%	0.05617%	0.05189%	0.04671%
Authority's proportion of the net pension liability (asset) (\$)	\$ 4,101,479	\$ 2,882,207	\$ 861,420	\$ 1,854,251	\$ 1,275,614
Authority's covered payroll	\$ 5,336,464	\$ 4,112,609	\$ 3,866,009	\$ 3,701,694	\$ 3,368,784
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	76.86%	70.08%	22.28%	50.09%	37.87%
Plan fiduciary net position as a percentage of the total pension liability (asset)**	82.49%	84.14%	95.51%	88.61%	90.86%

* The amounts presented for each fiscal year were determined as of the prior fiscal year ending June 30.

** This will be the same percentage for all participant employers in the LGERS plan.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**AUTHORITY'S PROPORTIONATE SHARE OF NET PENSION LIABILITY (ASSET)
REQUIRED SUPPLEMENTARY INFORMATION
LAST TEN FISCAL YEARS***

	Local Governmental Employees' Retirement System				
	2019	2018	2017	2016	2015
Authority's proportion of the net pension liability (asset) (%)	0.05106%	0.05238%	0.05093%	0.05042%	0.04853%
Authority's proportion of the net pension liability (asset) (\$)	\$ 1,211,318	\$ 800,221	\$ 1,080,905	\$ 226,282	\$ (286,204)
Authority's covered payroll	\$ 3,206,342	\$ 3,226,530	\$ 3,067,020	\$ 2,861,908	\$ 2,699,905
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	37.78%	24.80%	35.24%	7.91%	(10.60%)
Plan fiduciary net position as a percentage of the total pension liability (asset)**	91.63%	94.18%	91.47%	98.09%	102.64%

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY**SCHEDULE OF AUTHORITY'S CONTRIBUTIONS
REQUIRED SUPPLEMENTARY INFORMATION
LAST TEN FISCAL YEARS***

	Local Governmental Employees' Retirement System				
	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>
Contractually required contribution	\$ 773,344	\$ 658,590	\$ 475,241	\$ 399,893	\$ 338,123
Contributions in relation to the contractually required contribution	<u>773,344</u>	<u>658,590</u>	<u>475,241</u>	<u>399,893</u>	<u>338,123</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's covered payroll	\$ 5,886,880	\$ 5,336,464	\$ 4,112,609	\$ 3,866,009	\$ 3,701,694
Contributions as a percentage of covered payroll	13.14%	12.34%	11.56%	10.34%	9.13%

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**SCHEDULE OF AUTHORITY'S CONTRIBUTIONS
REQUIRED SUPPLEMENTARY INFORMATION
LAST TEN FISCAL YEARS***

Local Governmental Employees' Retirement System					
	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
Contractually required contribution	\$ 267,877	\$ 247,476	\$ 241,459	\$ 210,066	\$ 204,511
Contributions in relation to the contractually required contribution	<u>267,877</u>	<u>247,476</u>	<u>241,459</u>	<u>210,066</u>	<u>204,511</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Authority's covered payroll	\$ 3,368,784	\$ 3,206,342	\$ 3,226,530	\$ 3,067,020	\$ 2,861,908
Contributions as a percentage of covered payroll	7.95%	7.72%	7.48%	6.85%	7.15%

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

SCHEDULE OF REVENUES AND EXPENDITURES - BUDGET AND ACTUAL (NON-GAAP)
FOR THE YEAR ENDED JUNE 30, 2024
WITH COMPARATIVE ACTUAL AMOUNTS FOR THE YEAR ENDED JUNE 30, 2023

	2024			2023
	Final Budget	Actual	Variance Over/Under	Actual
Revenues:				
Operating revenues:				
Terminal	\$ 10,357,742	\$ 10,795,575	\$ 437,833	\$ 9,959,394
Airfield	3,066,689	3,573,029	506,340	2,582,081
General aviation	1,330,663	1,431,082	100,419	1,361,312
Parking lot	10,265,000	12,549,577	2,284,577	9,985,398
Land use	366,925	461,946	95,021	361,605
Interest income	12,000,000	20,711,429	8,711,429	10,057,585
Other	54,000	70,516	16,516	103,087
Customer facility charges	2,200,000	2,799,464	599,464	2,182,507
Total operating revenues	<u>39,641,019</u>	<u>52,392,618</u>	<u>12,751,599</u>	<u>36,592,969</u>
Non-operating revenues:				
State grant reimbursements	7,000,000	-	(7,000,000)	-
Federal airport improvement program grants	56,783,712	-	(56,783,712)	-
ARPA grant	-	-	-	8,473,025
Passenger facility charges	3,800,000	5,077,366	1,277,366	2,559,696
Total non-operating revenues	<u>67,583,712</u>	<u>5,077,366</u>	<u>(62,506,346)</u>	<u>11,032,721</u>
Total revenues	<u>107,224,731</u>	<u>57,469,984</u>	<u>(49,754,747)</u>	<u>47,625,690</u>
Expenditures:				
Administration	912,877	456,254	456,623	647,295
Planning	669,188	577,501	91,687	426,567
Executive	1,437,745	1,427,641	10,104	1,209,529
Finance	732,371	681,798	50,573	551,074
Guest services	323,507	307,714	15,793	271,322
Information technology	1,843,292	1,670,410	172,882	1,382,587
Marketing	924,435	874,408	50,027	757,863
Operations	6,631,051	5,763,063	867,988	5,018,924
Properties and contracts	390,011	309,272	80,739	219,720
Public safety	2,959,819	2,712,049	247,770	2,324,663
Reimbursable costs	5,656	5,656	-	9,215
Debt service - principal	1,375,000	1,375,000	-	1,345,000
Debt service - interest and other charges	17,744,884	15,076,005	2,668,879	6,880,049
Emergency repair	50,000	-	50,000	-
Business development	400,000	138,412	261,588	181,675
ARPA	-	-	-	694,393
Contingency	80,000	-	80,000	-
Carry-over capital expenditures from prior year	253,611,970	-	253,611,970	-
Renewal and replacement capital outlay	627,975	627,975	-	7,084
Capital project expenditures	8,796,042	-	8,796,042	-
Total expenditures	<u>299,515,823</u>	<u>32,003,158</u>	<u>267,512,665</u>	<u>21,926,960</u>

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

SCHEDULE OF REVENUES AND EXPENDITURES - BUDGET AND ACTUAL (NON-GAAP)
FOR THE YEAR ENDED JUNE 30, 2024
WITH COMPARATIVE ACTUAL AMOUNTS FOR THE YEAR ENDED JUNE 30, 2023

	2024			2023
	Final Budget	Actual	Variance Over/Under	Actual
Revenues over (under) expenditures	(192,291,092)	25,466,826	217,757,918	25,698,730
Other Financing Sources (Uses):				
Transfers (to)/from operating cash	192,291,092	(79,392,094)	(271,683,186)	(22,101,304)
Proceeds on sale of assets	-	128,781	128,781	-
Total other financing sources (uses)	192,291,092	(79,263,313)	(271,554,405)	(22,101,304)
Revenues and other financing sources over (under) expenditures and other financing uses	\$ -	(53,796,487)	\$ (53,796,487)	3,597,426
Reconciliation From Budgetary Basis (Modified Accrual) to Full Accrual:				
Capital outlay expenditures		627,975		7,084
Net revenue from capital project consolidation		26,037,612		24,434,725
Principal payments of bond maturities		1,375,000		1,345,000
Increase (decrease) in deferred outflows of resources		443,510		819,516
(Increase) decrease in accrued interest payable		(3,381,744)		(6,036,034)
(Increase) decrease in accrued compensated absences		(337,573)		(66,761)
(Increase) decrease in net total pension liability (LEOSSA)		(239,404)		(48,315)
(Increase) decrease in net pension liability (LGERS)		(1,219,272)		(2,020,787)
(Increase) decrease in total OPEB liability		77,943		92,824
(Increase) decrease in deferred inflows of resources		35,033		1,049,559
Transfers (to)/from operating cash		79,392,094		22,101,304
Book value of disposed assets		(2,489)		-
Depreciation		(8,283,389)		(8,252,443)
Change in net position	\$	40,728,809	\$	37,023,098

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

CAPITAL IMPROVEMENTS SUPPLEMENTAL SCHEDULE
SCHEDULE OF REVENUES AND EXPENDITURES - BUDGET AND ACTUAL (NON-GAAP)
FROM INCEPTION AND FOR THE YEAR ENDED JUNE 30, 2024

	Project Authorization	Actual			Variance Over/Under
		Prior Years	Current Year	Total to Date	
Revenues:					
Federal airport improvement program grants	\$ 42,183,935	\$ 20,699,610	\$ 15,878,668	\$ 36,578,278	\$ (5,605,657)
TSA - OTA grant	19,783,677	659,990	3,549,962	4,209,952	(15,573,725)
Passenger facility charges	44,128,521	9,710,523	-	9,710,523	(34,417,998)
State grants	8,388,942	-	6,608,982	6,608,982	(1,779,960)
Total operating revenues	<u>114,485,075</u>	<u>31,070,123</u>	<u>26,037,612</u>	<u>57,107,735</u>	<u>(57,377,340)</u>
Expenditures:					
Terminal design	35,561,970	30,369,649	-	30,369,649	5,192,321
Terminal & ATC Construction	412,168,929	21,459,435	94,662,402	116,121,837	296,047,092
Air traffic control tower design	5,000,000	3,860,334	689,072	4,549,406	450,594
Airfield stormwater improvements	1,000,278	912,389	7,000	919,389	80,889
South parking lot construction	10,747,282	-	8,607,307	8,607,307	2,139,975
Taxiway A rehab design	1,129,142	-	5,614	5,614	1,123,528
South GA apron construction	7,421,480	5,440,851	131,030	5,571,881	1,849,599
ARFF Vehicle	1,340,850	-	-	-	1,340,850
Other	5,134,227	1,776,240	2,371,055	4,147,295	986,932
Total expenditures	<u>479,504,158</u>	<u>63,818,898</u>	<u>106,473,480</u>	<u>170,292,378</u>	<u>309,211,780</u>
Revenues under expenditures	<u>(365,019,083)</u>	<u>(32,748,775)</u>	<u>(80,435,868)</u>	<u>(113,184,643)</u>	<u>251,834,440</u>
Other Financing Sources (Uses):					
Transfers (to)/from operating cash	(20,322,137)	32,748,775	79,392,094	112,140,869	132,463,006
Revenue bond issuance	360,000,000	360,000,000	-	360,000,000	-
Premium on revenue bonds issued	25,341,220	25,341,220	-	25,341,220	-
Total other financing sources (uses)	<u>365,019,083</u>	<u>418,089,995</u>	<u>79,392,094</u>	<u>497,482,089</u>	<u>132,463,006</u>
Revenues and other financing sources over (under) expenditures and other financing uses	<u>\$ -</u>	<u>\$ 385,341,220</u>	<u>\$ (1,043,774)</u>	<u>\$ 384,297,446</u>	<u>\$ 384,297,446</u>

Note: Schedule represents cumulative activity for active capital improvement projects. Budget and actual activity is accounted for in the Operating Fund; not a separate fund. This schedule is for additional detail of active capital improvement projects.

MARTIN STARNES & ASSOCIATES, CPAs, P.A.

"A Professional Association of Certified Public Accountants and Management Consultants"

Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

To the Board of Directors
Greater Asheville Regional Airport Authority
Fletcher, North Carolina

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the accompanying financial statements of the business-type activities of the Greater Asheville Regional Airport Authority (the "Authority"), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated October 10, 2024.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, non-compliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of non-compliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Martin Starnes & Associates, CPAs, P.A.

Martin Starnes & Associates, CPAs, P.A.
Hickory, North Carolina
October 10, 2024

MARTIN STARNES

& ASSOCIATES, CPAs, P.A.

“A Professional Association of Certified Public Accountants and Management Consultants”

Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance and the State Single Audit Implementation Act

Independent Auditor’s Report

To the Board of Directors
Greater Asheville Regional Airport Authority
Fletcher, North Carolina

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Greater Asheville Regional Airport Authority’s (“the Authority”), compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* and the *Audit Manual for Governmental Auditors in North Carolina*, issued by the Local Government Commission that could have a direct and material effect on each of the Authority’s major federal programs for the year ended June 30, 2024. The Authority’s major federal programs are identified in the summary of auditor’s results section of the accompanying Schedule of Findings, Responses, and Questioned Costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), and the State Single Audit Implementation Act. Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor’s Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority’s compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material non-compliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance and the State Single Audit Implementation Act will always detect material non-compliance when it exists. The risk of not detecting material non-compliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Non-compliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, and the State Single Audit Implementation Act, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material non-compliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance and the State Single Audit Implementation Act, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, non-compliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material non-compliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in*

internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Martin Starnes & Associates, CPAs, P.A.

Martin Starnes & Associates, CPAs, P.A.
Hickory, North Carolina
October 10, 2024

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MARTIN STARNES & ASSOCIATES, CPAs, P.A.

“A Professional Association of Certified Public Accountants and Management Consultants”

Report on Compliance for Each Major State Program and Report on Internal Control Over Compliance Required by the Uniform Guidance and the State Single Audit Implementation Act

Independent Auditor’s Report

To the Board of Directors
Greater Asheville Regional Airport Authority
Fletcher, North Carolina

Report on Compliance for Each Major State Program

Opinion on Each Major State Program

We have audited the Greater Asheville Regional Airport Authority’s (“the Authority”), compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* and the *Audit Manual for Governmental Auditors in North Carolina*, issued by the Local Government Commission that could have a direct and material effect on each of the Authority’s major state programs for the year ended June 30, 2024. The Authority’s major state programs are identified in the summary of auditor’s results section of the accompanying Schedule of Findings, Responses, and Questioned Costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major state programs for the year ended June 30, 2024.

Basis for Opinion on Each Major State Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*); the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), and the State Single Audit Implementation Act. Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor’s Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major state program. Our audit does not provide a legal determination of the Authority’s compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's state programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material non-compliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance and the State Single Audit Implementation Act will always detect material non-compliance when it exists. The risk of not detecting non-compliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Non-compliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major state program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, the Uniform Guidance, and the State Single Audit Implementation Act, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material non-compliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance and the State Single Audit Implementation Act, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, non-compliance with a type of compliance requirement of a state program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material non-compliance with a type of compliance requirement of a state program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Martin Starnes & Associates, CPAs, P.A.

Martin Starnes & Associates, CPAs, P.A.
Hickory, North Carolina
October 10, 2024

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MARTIN STARNES & ASSOCIATES, CPAs, P.A.

"A Professional Association of Certified Public Accountants and Management Consultants"

Report on Compliance for the Passenger Facility Charge Program and on Internal Control Over Compliance and the Schedule of Passenger Facility Charges Collected and Expended and Interest Collected Required by the Passenger Facility Charge Audit Guide for Public Agencies

Independent Auditor's Report

To the Board of Directors
Greater Asheville Regional Airport Authority
Fletcher, North Carolina

Report on Compliance for the Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited the Greater Asheville Regional Airport Authority's compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* (the Guide), issued by the Federal Aviation Administration, that could have a direct and material effect on its passenger facility charge program for the year ended June 30, 2024.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program for the year ended June 30, 2024.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), and the *Passenger Facility Charge Audit Guide for Public Agencies* (the Guide), issued by the Federal Aviation Administration. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws and regulations applicable to its passenger facility charge program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material non-compliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the Guide will always detect material non-compliance when it exists. The risk of not detecting material non-compliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Non-compliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with auditing standards generally accepted in the United States of America; *Government Auditing Standards*; and the Guide, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material non-compliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, non-compliance with a type of compliance requirement of the passenger facility charge program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material non-compliance with a type of compliance requirement of the passenger facility charge program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the passenger facility charge program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

Martin Starnes & Associates, CPAs, P.A.

Martin Starnes & Associates, CPAs, P.A.
Hickory, North Carolina
October 10, 2024

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

SCHEDULE OF FINDINGS, RESPONSES, AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

1. Summary of Auditor's Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance to GAAP: Unmodified

Internal control over financial reporting:

- Material weakness (es) identified? No
- Significant deficiency (s) identified? None reported

Non-compliance material to financial statements noted? No

Federal Awards

Internal control over major federal programs:

- Material weakness (es) identified? No
- Significant deficiency (s) identified? None reported

Type of auditor's report issued on compliance for major federal programs Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)? No

Identification of major federal programs:

<u>Program Name</u>	<u>AL#</u>
Airport Improvement Program, COVID-19 Airports Programs, and Infrastructure and Investment and Jobs Act Programs	20.106

Dollar threshold used to distinguish between Type A and Type B programs \$750,000

Auditee qualified as low-risk auditee? Yes

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

SCHEDULE OF FINDINGS, RESPONSES, AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

State Awards

Internal control over major state programs:

- Material weakness (es) identified? No
- Significant deficiency (s) identified? None reported

Type of auditor's report issued on compliance for major state programs Unmodified

Any audit findings disclosed that are required to be reported in accordance with State Single Audit Implementation Act? No

Identification of major state programs:

Program Name

State Aid to Airports Program

Auditee qualified as low-risk auditee? Yes

Passenger Facility Charge Program

Internal control over Passenger Facility Charge program:

- Material weakness (es) identified? No
- Significant deficiency (s) identified? None reported

Type of auditor's report issued on compliance for Passenger Facility Charge program: Unmodified

Any audit findings disclosed that are required to be reported in accordance with the Federal Aviation Administration (Guide) for its Passenger Facility Charge program? No

Identification of Program:

Part 14 CFR 158 Passenger Facility Charge Program

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

SCHEDULE OF FINDINGS, RESPONSES, AND QUESTIONED COSTS FOR THE YEAR ENDED JUNE 30, 2024

2. Findings Related to the Audit of the Basic Financial Statements

None reported.

3. Federal Award Findings and Questioned Costs

None reported.

4. State Award Findings and Questioned Costs

None reported.

5. Passenger Facility Charge Findings and Questioned Costs

There are no Passenger Facility Charge findings and questioned costs to report.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**SCHEDULE OF PRIOR YEAR AUDIT FINDINGS
FOR THE YEAR ENDED JUNE 30, 2024**

None reported.

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

**SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS
FOR THE YEAR ENDED JUNE 30, 2024**

<u>Grantor/Pass-through Grantor/Program Title</u>	<u>Federal AL Number</u>	<u>State/ Pass-through Grantor's Number</u>	<u>Federal (Direct & Passed-through) Expenditures</u>	<u>State Expenditures</u>	<u>Local Expenditures</u>	<u>Passed Through To Subrecipients</u>
Federal Grants:						
<u>U.S. Department of Homeland Security</u>						
Transportation Security Administration (TSA)						
Direct Program:						
TSA Airport Checked Baggage Inspection System Program	97.117		\$ 3,549,962	\$ -	\$ 433,036	\$ -
<u>U.S. Department of Transportation</u>						
Federal Aviation Administration						
Direct Program:						
Airport Improvement Program, COVID-19 Airports Programs, and Infrastructure and Investment and Jobs Act Programs	20.106		15,912,974	-	1,142,171	-
Total Federal Awards			19,462,936	-	1,575,207	-
State Grants:						
<u>N.C. Department of Transportation</u>						
State Aid to Airports		DOT-8	-	6,608,982	-	-
Total N.C. Department of Transportation			-	6,608,982	-	-
Total State Awards			-	6,608,982	-	-
Total Federal and State Awards			\$ 19,462,936	\$ 6,608,982	\$ 1,575,207	\$ -

Passenger Facility Charges:

Capital improvements	
Application approved number	11-05-C-00-AVL
Beginning balance, unliquidated Passenger Facility Charges	\$ 15,826,613
Passenger Facility Charges collected	4,502,366
Interest earned	505,459
Ending balance, unliquidated Passenger Facility Charges	\$ 20,834,438

Notes to the Schedule of Expenditures of Federal and State Awards:

- The accompanying Schedule of Expenditures of Federal and State Awards (SEFSA) includes the federal and state grant activity of the Greater Asheville Regional Airport Authority under the programs of the federal government and the state of North Carolina for the year ended June 30, 2024. The information in this SEFSA is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and the State Single Audit Implementation Act. Because the schedule presents only a selected portion of the operations of the Greater Asheville Regional Airport Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Greater Asheville Regional Airport Authority.
- Expenditures reported in the SEFSA are reported on the full accrual basis of accounting. Such expenditures are recognized following the cost principles contained in Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Greater Asheville Regional Airport Authority has elected not to use the 10-percent de minimus indirect cost rate as allowed under the Uniform Guidance.

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RESOLUTION OF THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

Acknowledging and Expressing Gratitude to Fellow Airports for Their Support Following Hurricane Helene

WHEREAS, the Greater Asheville Regional Airport Authority faced an unprecedented challenge during Hurricane Helene, the most significant natural disaster in the history of Western North Carolina; and

WHEREAS, our fellow airports, through SEADOG (Southeast Airport Disaster Operations Group), answered the call for help during this critical time, providing swift and invaluable assistance to our airport, staff, and the community; and

WHEREAS, these airports provided vital aid in our emergency response efforts by sending expert personnel, much-needed supplies, and specialized equipment, thereby reinforcing our team and providing our employees with respite and the ability to check on their own families and property affected by the storm; and

WHEREAS, these airport professionals demonstrated their unrelenting commitment to excellence by showing up, working shoulder to shoulder with us, and ensuring the safety and security of our operational environment, all while embodying the spirit of cooperation and mutual support that defines our industry; and

WHEREAS, this outpouring of assistance has solidified what we always knew: that we are not just colleagues, but friends, bound together by a shared dedication to the aviation profession and the bonds of family within our industry; and

WHEREAS, we remain deeply humbled and immensely grateful for the weeks of selfless service, hard work, and dedication provided during our greatest time of need, which exemplifies the highest standards of professionalism and generosity; and

NOW, THEREFORE, BE IT RESOLVED, that the Greater Asheville Regional Airport Authority formally recognizes and extends its heartfelt appreciation to the following airports for their kindness, generosity, expertise, tireless effort, and immediate action in support of our airport, employees, and region:

- Charlotte Douglas International Airport
- Savannah International Airport
- Raleigh-Durham International Airport
- Piedmont Triad International Airport
- Wilmington International Airport
- Charleston International Airport
- McGhee Tyson International Airport
- Cincinnati International Airport
- Ft. Lauderdale International Airport

Adopted this 8th day of November 2024 by the Greater Asheville Regional Airport Authority.

Brad Galbraith, Chair, Greater Asheville Regional Airport Authority

Ellen M. Heywood, Clerk to the Board, Greater Asheville Regional Airport Authority



MEMORANDUM

TO: Members of the Airport Authority
FROM: Lew Bleiweis, A.A.E., President & CEO
DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item C

Approval of the Greater Asheville Regional Airport Authority Board 2025 Schedule

Below are the proposed dates for the 2025 Board Meetings to note on your calendars:

January 10	July 11
February 14	August 8
March 14	September 12
April 11	October 17
May 9	November 14
June 13	December 12



MEMORANDUM

TO: Members of the Airport Authority

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

DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item D

Approval of an Agreement Amendment No. 3 between Signature Flight Support LLC., and the Greater Asheville Regional Airport Authority

BACKGROUND

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

Due to the growth and expansion of air carrier commercial services at the Airport, the Authority requires additional ramp area and hangar space to accommodate the operational needs for this growth. Therefore, this Amendment will reduce the leased premises from Signature's leasehold from 42.48 acres to 38.59 acres and reduce the rent accordingly. The Authority will also authorize Signature to utilize a portion of the ramp area during times the area is not needed for air carrier commercial operations for aircraft with a wingspan greater of 94 feet. In consideration for the ramp usage, Signature will pay a monthly fee to the Authority.

ISSUES

If this Amendment is not approved, the additional air carrier activity will not be able to be accommodated.

ALTERNATIVES

The Board could deny the request to amend the Fixed Base Operator Lease Agreement.



FISCAL IMPACT

This Amendment will reduce the rent paid from Signature to the Authority by approximately \$54,114 per year. However, this amount will be recouped under a separate transaction brought to the Authority Board for consideration in the next month. Signature has also agreed to share in a portion of the ramp reconstruction project that will connect their existing leasehold to the Authority ramp area, in an amount not to exceed \$250,000.

RECOMMENDED ACTION

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

Attachment

AMENDMENT No. 3
TO FIXED BASE OPERATOR LEASE AGREEMENT
ASHEVILLE REGIONAL AIRPORT

This Amendment No. 3 to Fixed Base Operator Lease Agreement ("Amendment") is made and entered into on _____, 2024, ("Effective Date"), by and between the GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY, (the "Authority"), and SIGNATURE FLIGHT SUPPORT LLC, a Delaware, limited liability company, authorized to do and conduct business in the State of North Carolina, (the "Lessee").

WITNESSETH:

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

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

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

WHEREAS, in December, 2019, Signature Flight Support Corporation restructured to Signature Flight Support LLC, which was acknowledged by the Authority in October, 2022; and,

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

WHEREAS, Authority and Lessee entered into Amendment No. 2 to the Fixed Base Operator Lease Agreement, effective August 12, 2022, to modify the leased premises, and

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

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, the parties hereby agree that the Fixed Based Operator Lease Agreement be amended, effective April 1, 2025, as follows:

1. **ARTICLE I PREMISES AND PERMITTED USES., Section 1.1**
Paragraph A: is hereby amended to remove 169,617 square feet, which includes hangar buildings 1, 2, 3, and 4, of leased premises from the total 1,850,440.56 square feet of Premises. These hangars and land area are being removed from Signature leasehold.

2. **ARTICLE 1 PREMISES AND PERMITTED USES, Section 1.1.**
Paragraph B is hereby amended to remove 52,659 square feet of Aircraft Ramp Overflow Parking (“Overflow Parking”) and replace it with 97,840 square feet of Overflow Parking as shown on Exhibit A-3. The fee for the usage will be adjusted to \$6,480.92 per year, paid in equal monthly payments to the Authority of \$540.08, and shall be adjusted annually throughout the Term of the Agreement in accordance with Paragraph B.

3. **ARTICLE 1 PREMISES AND PERMITTED USES Section 1.1.**
Paragraph C is hereby added as follows:

C. The Authority is reconstructing a portion of **the ramp** area being removed from Signature’s leasehold and Signature will be able to utilize the ramp area for aircraft ingress and egress purposes. The Authority and Signature agree to equally share in the cost of this reconstruction of the transition area adjacent to Signature’s leasehold, which shall not exceed \$500,000. The Authority will complete the ramp transition reconstruction requirements during the construction of the ramp. Therefore, upon completion of the ramp reconstruction, the Authority will invoice Signature for their portion of the ramp transition reconstruction final costs in an amount not to exceed \$250,000 and Signature will reimburse the Authority within thirty (30) days of invoice.

4. Exhibit A-2 is hereby deleted in its entirety and replaced with Exhibit A-3 (“Premises”) and made a part hereof.

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

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

SIGNATURE FLIGHT SUPPORT LLC

**GREATER ASHEVILLE REGIONAL AIRPORT
AUTHORITY**

BY: 

Tony Lefebvre
Chief Executive Officer

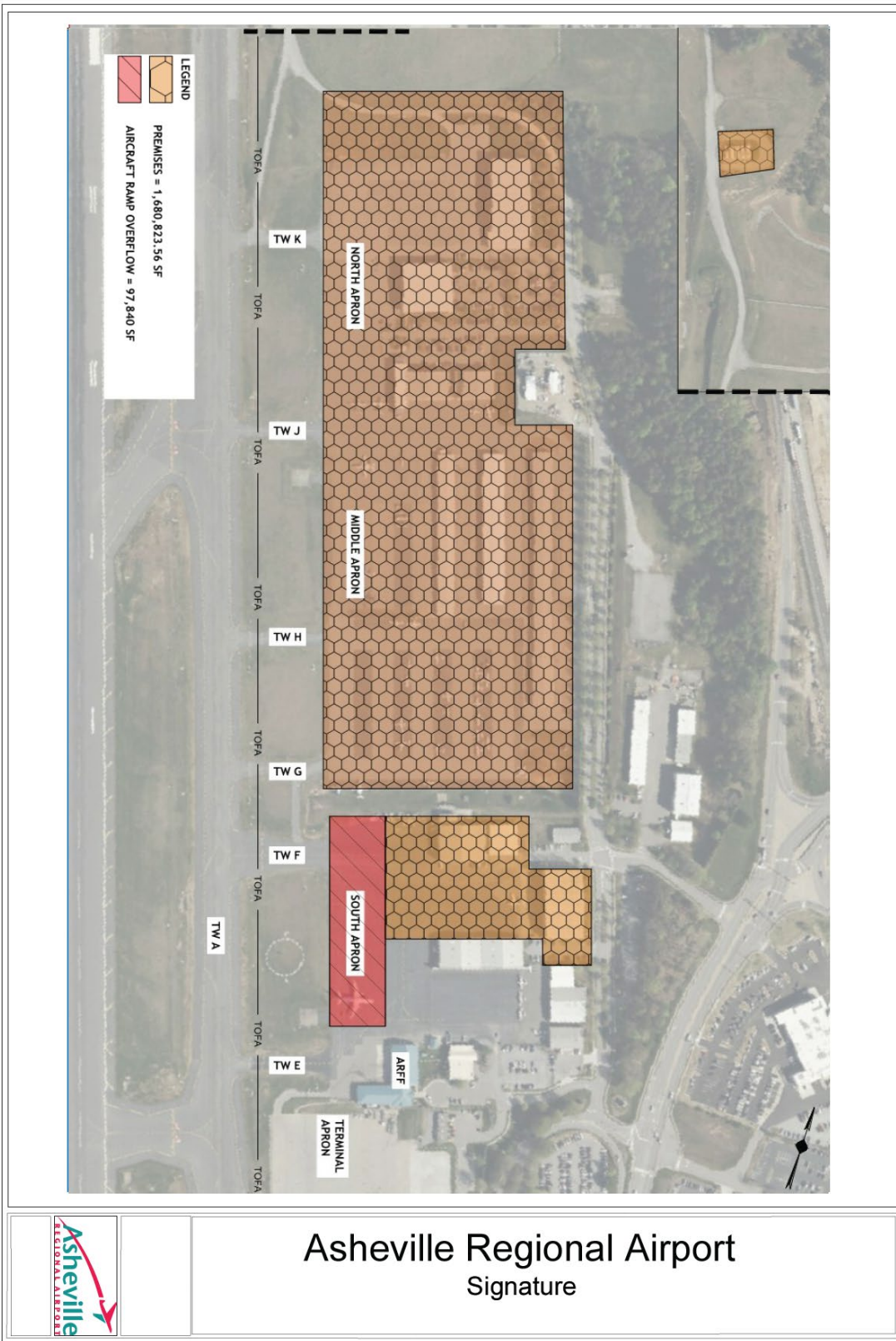
BY: _____
Lew Bleiweis, A.A.E.
President & CEO

Approved as to Form:

 10-31-2024

Signature Legal Department

Exhibit A-3



Asheville Regional Airport

Signature



MEMORANDUM

TO: Members of the Airport Authority

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

DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item E

Approval of Amendment No. 1 to Ground Lease and Agreement between Sheetz, Inc., and the Greater Asheville Regional Airport Authority

BACKGROUND

The Authority approved a lease with Sheetz, Inc., ("Sheetz") on August 11, 2023. As a result of the additional time required for the Authority's requested additional parking area design and the impacts of hurricane Helene, Sheetz has requested an extension of the due diligence period and the commencement of rent. Staff recommends extending the permitting due diligence period and the rent commencement date by 90 days. The additional due diligence period will expire upon final permits being issued by all governmental entities or February 5, 2025, whichever occurs first. The ground rent to be paid to Authority from Sheetz will begin on May 10, 2025.

ISSUES

None.

ALTERNATIVES

The Board could reject the amendment.

FISCAL IMPACT

The revenue will be delayed 90 days, which is approximately \$36,921 less to the Authority during FY25.

RECOMMENDED ACTION

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

Attachment

New Business - Item E

FIRST AMENDMENT TO GROUND LEASE AND AGREEMENT

THIS FIRST AMENDMENT TO GROUND LEASE AND AGREEMENT (this “Amendment”) is made and effective this ___ day of _____, 2024, by and between the **GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY**, created pursuant to Session Law 2012-121 by the General Assembly of North Carolina on June 28, 2012, and owner and operator of the Asheville Regional Airport (“Authority”), and **SHEETZ, INC.**, a Pennsylvania corporation (“Lessee”). Authority and Lessee are sometimes hereinafter collectively referred to as the “Parties”, and each individually as a “Party”.

RECITALS

A. Authority and Lessee are parties to that certain Lease Agreement dated August 11, 2023 (as so amended, the “Lease”), pursuant to which Authority has agreed to lease to Lessee, and Lessee has agreed to lease from Authority, certain parcels of real property located at the southwest corner of the intersection of NC-280 (Airport Road) and Airport Park Road in the Town of Fletcher, Henderson and Buncombe Counties, North Carolina (as more particularly defined in the Lease, the “Premises”); capitalized terms used in this Amendment and not otherwise defined shall have the meaning(s) ascribed to them in the Lease.

B. Authority and Lessee now desire to amend the Lease to memorialize their agreements as more particularly set forth herein.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth and the foregoing recitals, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto, intending to be legally bound, agree and covenant as follows:

1. **Article 1.41. Rent Commencement Date** is hereby deleted in its entirety and replaced with the following:

“**Article 1.41. Rent Commencement Date** shall mean the earlier of (i) the date the Relocated Parking has been completed and the Authority delivers the Premises to Lessee to construct Lessee’s Improvements, or (ii) twenty-one (21) months following the Effective Date.”

2. **Amendment to Article 2.** Article 2 of the Lease is hereby amended by adding the following provision after the last sentence of Section 2.4.1:

“2.4.1.1. **Additional Permitting Period:** The Parties agree to extend the Permitting Period for an additional ninety (90) days after November 7, 2024, for the sole purpose of obtaining any outstanding Governmental Approvals (“Additional Permitting Period”). The Additional Permitting Period shall end upon receipt of all Governmental Approvals or February 5, 2025, whichever occurs first.”

3. **Relationship with Lease.** Except as modified by this Amendment, all the terms and provisions of the Lease shall remain in full force and effect. All future references to the Lease shall

be deemed to refer to the Lease as amended and modified by this Amendment. In the event of any conflict or inconsistency between the provisions of this Amendment and any provision(s) of the Lease, the provisions of this Amendment shall govern and control.

4. **Counterparts; Electronic Signatures.** This Amendment may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed to be an original without the production of any other counterpart. Any signature hereto delivered by Authority or Lessee by electronic transmission, legible facsimile transmission or pdf by email shall be deemed to be an original signature hereto, and the failure to deliver a manually executed counterpart shall not affect the delivery, enforceability or binding effect of this Amendment.

IN WITNESS WHEREOF, the parties hereto have fixed their hands and seals to this Amendment to Lease Agreement the day and year first above written.

AUTHORITY:
**GREATER ASHEVILLE REGIONAL
AIRPORT AUTHORITY**

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

LESSEE:
SHEETZ, INC.

By:  _____
Brian T. Dinges
AVP of Real Estate



MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Vice President – Planning

DATE: November 8, 2024

ITEM DESCRIPTION - New Business Item F

Approval of Change Order No. 3 with Hensel Phelps for the Terminal Modernization and Expansion Project

BACKGROUND

The initial contract with Hensel Phelps for the Terminal Project was executed in December of 2020. Change Order No.1 was executed in February of 2022 and established five separate work packages (WP1-WP5) which culminated into three individual Component Guaranteed Maximum Price (CGMP) proposals for individual work packages rather than one Guaranteed Maximum Price (GMP) proposal. These CGMPs have been executed accordingly over the course of the project as Amendments prescribed in Change Order 1. Subsequently Change Order No. 2 was executed in December of 2022 that added a sixth work package (WP6) that was also incorporated into the three CGMP amendments.

CGMP 1 Was executed January 6, 2022 for Work Package 1, included the relocation of the electrical vault, demolition of the cargo building, infrastructure relocations, and other associated tasks. The Amendment for CGMP 1 included a substantial Completion Date of December 15, 2022 and a cost of work escalation contingency, a CMAR construction contingency, but did not include a contingency for the Owner's exclusive use to fund changes in scope as described in the contract.

CGMP 2 Executed on July 8, 2022, for Work Package No. 2, included the construction of the central energy plant, purchase of baggage handling systems and passenger boarding bridges, overall site work and other associated tasks. The Amendment for

New Business – Item F



CGMP 2 included a substantial completion duration of 412 calendar days, a cost of work escalation contingency, a CMAR construction contingency but did not include a contingency for the Owner's exclusive use to fund changes in scope as described in the contract.

CGMP 3 Executed on April 27, 2023, for Work Package No. 3, includes the construction of the new Terminal Building and associated tasks known as Work Packages 3-6. The Amendment for CGMP 3 included a substantial completion duration of 1,704 calendar days, a CMAR construction contingency, but did not include a cost of work escalation contingency or a contingency for the Owner's exclusive use to fund changes in scope as described in the contract documents.

To date there have been 29 Architects Supplemental Information (ASI) issued to Hensel Phelps which include changes in scope as defined within the Agreement. During this time, the project team has worked through 311 Funding Authorizations which have also included several Owner driven requests for changes in scope that have been funded from CMAR construction contingency in lieu of an owner's contingency.

At the current stage of the project, the remaining work within CGMP 1 is dependent on work at the site entrance associated with CGMP 2. Also, CGMP 2 has become dependent on the completion of scope within CGMP 3 to reach its substantial completion date. An example of this is the Central Energy Plant (CEP) within CGMP 2 cannot be commissioned until the North and South Concourse within CGMP 3 provides demand for the systems within the plant.

This Change Order No. 3 includes consolidating and re-baselining the project from a CGMP Agreement back into a single GMP Agreement and making available remaining balances of allowances and contingencies for use across the CGMPs 1-3. To date, the project team has saved \$419,519.00 in CGMP 1 and \$5,567,485.00 in CGMP 2. These are funds remaining from allowances, cost of work escalation contingency, and the CMAR construction contingency. This change order will reallocate this remaining \$5,987,004.00 to CGMP 3 for use throughout the remainder of the project.

This change order will also provide an avenue to document CMAR Contingency used for Owner driven changes in scope without increasing the overall contract value until necessary and resolve substantial completion dates listed within the CGMP Amendments that are dependent on work in CGMP 3. Other changes in this change order include items such as changing the project representative for Hensel Phelps since the original project



manager has left the project and reverting some of the contract language back to a traditional GMP rather than CGMP.

ISSUES

None.

ALTERNATIVES

The Board could elect not to move forward with this change. However, this will make the future project changes more difficult to navigate by the project team.

FISCAL IMPACT

There is no fiscal impact to these changes. We are reallocating an existing \$5,987,004.00 of allowance and contingency funds from CGMPs 1 & 2 to the final CGMP 3.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the Change Order No. 3 with Hensel Phelps; and (2) authorize the President & CEO to execute the necessary documents.



Asheville Regional Airport
Terminal Building Modernization

**Contingency Consolidation
Change Order 003**

To the
Agreement Between the Greater
Asheville Regional Airport Authority and
the Hensel Phelps Construction
Company

November 8, 2024



Change Order

PROJECT: *(Name and address)*
Asheville Regional Airport Terminal
Building Modernization

Work Packages No. 1, 2, 3, 4, 5, and 6

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

CONTRACT INFORMATION:
Contract For: Asheville Regional Airport
Terminal
Building Modernization
AIA A133 - 2019 Standard Form of
Agreement Between Owner and
Construction Manager
Date: 12-11-2020

ARCHITECT: *(Name and address)*
Gresham Smith

919 East Main street, Ste 1200
Richmond, VA 23219

CHANGE ORDER INFORMATION:
Change Order Number: 003

Date: 10-11-2024

CONTRACTOR: *(Name and address)*
Hensel Phelps Construction Company

6557 Hazeltine National Drive, Suite 1
Orlando, FL 32822

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.)

This Change Order to the Contract will consolidate and re-baseline the project Component Guaranteed Maximum Price (CGMP 1, 2 & 3) agreement into a single Guaranteed Maximum Price (GMP) agreement and adjust the Substantial Completion dates for CGMP 1 and 2 as described below and in Exhibit "A" of this Change Order
Article 1.1.12 The Construction Manager identifies the following representative in accordance with Article 3:

Matt DeCarli
Hensel Phelps Construction Company
1131 4th Ave S, Ste 430
Nashville, TN 37210

No change to Section 11.1.8.1 Retainage. Retainage will continue to progress with the six work packages identified within Change Order No. 2.

Throughout the contract documents:

Component Guaranteed Maximum Price shall be replaced with Guaranteed Maximum Price

Component Guaranteed Maximum Price Amendment shall be replaced with Guaranteed Maximum Price Amendment. Component Contract Sum shall be replaced with Contract Sum Substantial Completion.

Substantial Completion Dates for CGMP 1 & 2 as listed within the Amendments will be tied to the substantial completion dates within CGMP 3. The Central Energy Plant (CEP), Civil, BHS, and PBB scope associated with the North Concourse shall be substantially complete with the North Concourse on June 11, 2025.

Reallocate un-used remaining budgets from CGMP 1 and CGMP 2 into CGMP 3 as detailed in Exhibit "A" of this Change Order. Contingency and Allowance budgets for the project will be re-established as required by Change Order after the North Concourse substantial completion to ensure Construction Contingency values are appropriate for program completion.

Summary of reallocation of un-used budgets from CGMP 1& CGMP2 described in Exhibit "A" are as follows:

CGMP 1 Reallocation (\$419,519)
CGMP 2 Reallocation (\$5,567,485)
CGMP 3 Reallocation \$5,987,004

Note that this consolidation moves \$4,740,083 to the current remaining balance of Construction Contingency in CGMP 3, \$4,459,272 to establish a new aggregate balance of project contingency totaling \$9,199,355.

The original Contract Sum was	\$	1,088,270.00
The net change by previously authorized Change Orders	\$	345,792,821.00
The Contract Sum prior to this Change Order was	\$	346,881,091.00
The Contract Sum will be increased by this Change Order in the amount of	\$	0.00
The new Contract Sum including this Change Order will be	\$	346,881,091.00

The Contract Time will be unchanged by Zero (0) days.
The new date of Substantial Completion will be N/A

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.

Gresham Smith	Hensel Phelps Construction Company	Greater Asheville Regional Airport Authority
<u>ARCHITECT (Firm name)</u>	<u>CONTRACTOR (Firm name)</u>	<u>OWNER (Firm name)</u>
<i>Brad Sucher</i>	<i>Matthew DeCarti</i>	
<u>SIGNATURE</u>	<u>SIGNATURE</u>	<u>SIGNATURE</u>
Brad Sucher, Principal	Matthew DeCarti, Project Manager	Lew Bleiweis, CEO
<u>PRINTED NAME AND TITLE</u>	<u>PRINTED NAME AND TITLE</u>	<u>PRINTED NAME AND TITLE</u>
11/06/2024	11/6/2024	
<u>DATE</u>	<u>DATE</u>	<u>DATE</u>



HENSEL PHELPS
Plan. Build. Manage.

171 Wright Brothers Way
Fletcher NC 28732

October 16, 2024

Mr. Jared Merrill
Vice President - Planning
Greater Asheville Regional Airport Authority
61 Terminal Drive, Suite 1
Fletcher, NC 28732

Subject: CGMP Consolidation Request
AVL Terminal Modernization and Expansion

Dear Mr. Merrill:

Hensel Phelps requests an Amendment to the Contract that will consolidate and re-baseline the project Component Guaranteed Maximum Price (CGMP) agreement into a single Guaranteed Maximum Price (GMP) agreement which will allow us to document recent changes and schedule impacts incorporated into the baseline CPM, and address other administrative items noted below under the section subtitled "Requested Revisions".

Initially this project was established utilizing AIA document A133 - 2019 Construction Manager as Constructor where the basis of payment is the cost of the work plus a fee with a Guaranteed Maximum Price subject to future Amendments to incorporate the work in accordance with Article 3.2 of the agreement.

Change Order 1, executed 2/21/22 (attached for reference), established five separate work packages WP1 - WP5 which culminated into three individual Component Guaranteed Maximum Price (CGMP) proposals for individual work packages rather than one Guaranteed Maximum Price (GMP) proposal. Contract language was amended to account for revisions in terminology, and each work package established a separate Notice to Proceed, Substantial Completion, Retainage, Final Payment, and Payment & Performance Bonds. These proposals were executed accordingly over the course of the project as Amendments prescribed in Change Order 1.

Change Order 2, executed 12/9/22 (attached for reference) added a sixth work package WP6 that was also incorporated in to the three previous CGMP proposals.

At the time Change Orders 1-2 were executed, a CGMP strategy was appropriate for dividing the project into incremental pieces to progress the schedule as Phases through design and construction. Article 3.2.10 of the Agreement stipulates each Amendment will establish a CGMP, contract time, and liquidated damages associated with substantial completion for the specific CGMP.

In addition to Preconstruction Services, we have been issued 3 sequential Amendments to incorporate the Phases listed above:

- CGMP 1 Executed on January 6, 2022, for Work Package No. 1 - Relocation of the Electrical Vault, Demolition of the Cargo Building, Infrastructure Relocation, and other associated tasks known as Work Package 1. The Amendment for CGMP 1 included a substantial Completion Date of December 15,

2022. This CGMP included a Cost of Work Escalation Contingency and a CMAR Construction Contingency but did not include a contingency for the Owner's exclusive use to fund changes in scope as described in Article 3.2.4.1.

- CGMP 2 Executed on July 8, 2022, for Work Package No. 2 - Construction of a Central Energy Plant, Purchase of Baggage Handling Systems and Passenger Boarding Bridges, Overall Site Work and other associated tasks known as Work Package 2. The Amendment for CGMP 2 included a substantial Completion duration of 412 calendar days from the date of commencement of the work. This CGMP included a Cost of Work Escalation Contingency and a CMAR Construction Contingency but did not include a contingency for the Owner's exclusive use to fund changes in scope as described in Article 3.2.4.1.

- CGMP 3 Executed on April 27, 2023, for Work Package No. 3 - Construction of a New Terminal Building and Associated tasks known as Work Packages 3, 4, 5, 6. The Amendment for CGMP 3 included a substantial completion duration of 1,704 calendar days from the date of commencement of the work and includes portions of the work to be completed prior to the substantial completion of the entire work as follows:
 - o South Baggage Claim ___ 6/3/2025
 - o North Concourse Open ___ 6/11/2025
 - o North ATO ___ 6/11/2025
 - o North Bag Claim ___ 11/6/2026
 - o South ATO ___ 12/15/2026
 - o Checkpoint & South Concourse Open ___ 3/3/2027
 - o Temp Checkpoint Renovation ___ 12/27/2027

This CGMP included a CMAR Construction Contingency but did not include a contingency for the Owner's exclusive use to fund changes in scope as described in Article 3.2.4.1.

Since the issuance of these CGMPs there have been 29 Architects Supplemental Information (ASI)'s issued to Hensel Phelps which include changes in scope as defined within the Agreement. During this time, we have worked through 311 Funding Authorizations (attached for reference) which have also included several Owner driven requests for changes in scope that have been funded from CMAR Contingency in lieu of an Owner's Contingency.

At the current stage of the project, the remaining work within CGMP 1, although not critical, is dependent on work at the site entrance associated with CGMP 2. Likewise, CGMP 2 has become dependent on the completion of scope within CGMP 3 to reach its respective substantial completion date. A specific example of this dependency is the Central Energy Plant (CEP) within CGMP 2 cannot be commissioned (Cx) until the North and South Concourse within CGMP 3 provides demand for the systems within the plant. Due to the project phasing, there will be a time where the CEP is complete and waiting for the North Concourse systems to come online as detailed in the schedule clarifications of the CGMP 2 proposal.

Benefits of consolidating and re-baselining the project from a CGMP Agreement back into a single GMP Agreement include making available remaining balances of allowances and contingencies for use across the CGMPs 1-3 and removing substantial completion dates for work within CGMP 1 and CGMP 2 that are not beneficial to the program. It will also provide an avenue to document CMAR Contingency used for Owner driven changes in scope without increasing the overall contract value until necessary and resolve substantial completion dates listed within the CGMP Amendments that are dependent on each other.

Attached please find the requested accounting adjustments to consolidate the Preconstruction, CGMP 1, CGMP 2 and CGMP 3 into a single GMP for the remainder of the project. This request reallocates remaining balances of contingencies and allowances into aggregate line items within CGMP 3, as well as other common work items for the remainder of the project. Trade Partner agreements for individual work packages will remain unchanged and will close-out as their contracted work is complete. Please note this re-allocation documents only changes identified within the attached Funding Authorization Log dated October 16, 2024.

Requested Revisions:

Article 1.1.12 The Construction Manager identifies the following representative in accordance with Article 3:

Matt DeCarli
Hensel Phelps Construction Company
1131 4th Ave S, Ste 430
Nashville, TN 37210

No change to Section 11.1.8.1 Retainage. Retainage should continue to progress with the six work packages identified within Change Order No. 2.

Revert to original Prime Contract Language. Rather than three Component Guaranteed Maximum Price proposals, the project should revert to a single GMP consolidating the awarded CGMP's into one accounting effort.

Throughout the contract documents:

Component Guaranteed Maximum Price shall be replaced with Guaranteed Maximum Price
Component Guaranteed Maximum Price Amendment shall be replaced with Guaranteed Maximum Price Amendment
Component Contract Sum shall be replaced with Contract Sum Substantial Completion.

Substantial Completion Dates for CGMP 1 & 2 as listed within the Amendments will be tied to the substantial completion dates within CGMP 3. The Central Energy Plant (CEP), Civil, BHS, and PBB scope associated with the North Concourse shall be substantially complete with the North Concourse on June 11, 2025. This is to prevent unnecessary Operational and Maintenance costs to AVL and allow for proper Commissioning (Cx) of the facility before turnover.

Request to allocate un-used remaining budgets from CGMP 1 and CGMP 2 into CGMP 3. As detailed in the attached CGMP Re-Baseline sheet, the balances of CGMP 1 and CGMP 2 for common work items, allowances and contingencies are moved into CGMP 3 to simplify accounting and future invoicing and funding authorization requests. A summary of the reallocation is below listed by CGMP:

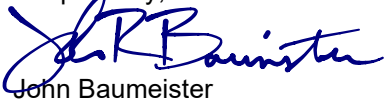
Item	Description	CGMP	Value
1	CGMP1 Reallocation	1	\$ (419,519.00)
2	CGMP2 Reallocation	2	\$ (5,567,485.00)
3	CGMP3 Reallocation	3	\$ 5,987,004.00

Allocating only the unused budgets and remaining balances from CGMP 1 and CGMP 2 allows the project team to maintain historical records of past pay application requests, funding authorizations, and trade partner change orders.

Attached to this request, you will find a summary of the CGMP Consolidation, Contingency Summary dated October 16, 2024, Funding Authorization Log dated October 16, 2024, and Change Orders No.1 and No.2.

We look forward to discussing these requested revisions with you soon. Should you have any questions please do not hesitate to contact the undersigned.

Respectfully,



John Baumeister
Operations Manager
Hensel Phelps

Cc: Lexie Farmer, Matt DeCarli, Clif Fesler, Vin DelNero, Don Shoop

Description of Work	Original Schedule of Values	Current Schedule of Values	From CGMP 1	From CGMP 2	New Project GMP Budget	Completed and Stored to Date	Total Earned Less Retainage	Total % Complete to Date	Balance to Finish	Comments
Precon Services	1,088,270.00	1,088,270.00			1,088,270.00	1,088,270.00	1,088,270.00	100%	0.00	
Mobilization/Trailer - CGMP1	216,511.00	404,159.00			404,159.00	404,159.00	394,055.03	100%	0.00	
AVL Site Development - CGMP1	1,810,319.00	257,725.00	(254,651.00)		3,074.00	3,074.00	2,997.15	100%	0.00	
HP GC Staff - CGMP1	728,912.00	758,300.00			758,300.00	758,300.00	739,342.50	100%	0.00	
HP Home Office Personnel - CGMP 1	23,900.00	23,900.00			23,900.00	23,900.00	23,900.00	100%	0.00	
Construction Consumables - CGMP1	179,166.00	196,133.00			196,133.00	196,133.00	191,229.68	100%	0.00	
General Requirements - CGMP1	199,685.00	151,029.00			151,029.00	151,029.00	147,253.28	100%	0.00	
Permitting - CGMP1	25,000.00	36,508.00	(5,090.00)		31,418.00	31,418.00	30,632.55	100%	0.00	
Testing & Inspections - CGMP1	15,540.00	15,540.00	(12,571.00)		2,969.00	2,969.00	2,894.78	100%	0.00	
Underground Investigative Efforts - CGMP1	12,000.00	12,000.00			12,000.00	12,000.00	12,000.00	100%	0.00	
AVCON - Site Design/Permitting - CGMP1	64,040.00	64,040.00			64,040.00	64,040.00	64,040.00	100%	0.00	
Faith Group (MSI) - CA Services - CGMP1	40,034.00	40,034.00			40,034.00	40,034.00	40,034.00	100%	0.00	
Alpha Craft - Electrical - CGMP1	1,225,000.00	1,484,887.00			1,484,887.00	1,479,088.00	1,441,966.00	100%	5,799.00	Keep Separate
Benton Roofing - Roofing - CGMP1	19,586.00	21,552.00			21,552.00	19,586.00	19,586.00	91%	1,966.00	Keep Separate
Dave Steel - Structural & Misc Steel - CGMP1	63,500.00	64,135.00			64,135.00	64,135.00	64,135.00	100%	0.00	
GoForth Builders - Doors, Frames, Hardware & Overhead Door - CGMP1	0.00	155,396.00			155,396.00	155,396.00	155,396.00	100%	0.00	
Johson Controls - Low Voltage, AV & Technology Systems - CGMP1	83,948.00	136,372.00			136,372.00	125,740.00	121,164.00	92%	10,632.00	Keep Separate
Johnson Controls - Mechanical & Plumbing - CGMP1	29,500.00	53,864.00			53,864.00	53,864.00	52,517.00	100%	0.00	
NHM - Site Demo & Utilities - CGMP1	459,120.00	1,662,949.00			1,662,949.00	1,662,949.00	1,662,949.00	100%	0.00	
Pride Masonry - Masonry - CGMP1	90,500.00	91,803.00			91,803.00	91,803.00	87,250.00	100%	0.00	
Strickland Waterproofing - Waterproofing & Sealants - CGMP1	15,616.00	26,645.00			26,645.00	26,345.00	25,679.00	99%	300.00	Keep Separate
United Painting Services - Painting & Wallcovering - CGMP1	22,045.00	24,343.00			24,343.00	24,343.00	23,125.85	100%	0.00	
Wurster Betterground - Aggregate Piers - CGMP1	49,900.00	82,520.00			82,520.00	82,520.00	82,520.00	100%	0.00	
CGMP 1 Trades	2,162,789.00	3,908,540.00			3,908,540.00	3,889,843.00	3,840,361.85	100%	18,697.00	
Scope to be Purchased (STBP) - CGMP1	96,714.00	264.00	(264.00)		0.00	0.00	0.00	0%	0.00	
Economic Price Adjustments - CGMP1	213,324.00	(35,002.00)	35,002.00		0.00	0.00	0.00	0%	0.00	
CMAR Contingency - CGMP1	186,477.00	139,430.00	(139,430.00)		0.00	0.00	0.00	0%	0.00	
Subcontractor Bonds - CGMP1	67,197.00	42,515.00	(42,515.00)		0.00	0.00	0.00	0%	0.00	
CMR P&P Bonds - 1.00% - CGMP1	62,159.00	64,284.00			64,284.00	64,284.00	62,676.90	100%	0.00	
Insurance outside of OCIP - 0.48% - CGMP1	29,731.00	30,752.00			30,752.00	30,752.00	29,983.20	100%	0.00	
CMR Fee - 3.00% - CGMP1	186,476.00	192,854.00			192,854.00	192,854.00	188,032.65	100%	0.00	
HP GC Staff - CGMP2	4,717,320.00	4,717,320.00		(177,699.00)	4,539,621.00	4,539,621.00	4,312,639.95	100%	0.00	
HP Home Office Personnel - CGMP2	315,500.00	315,500.00		(10,770.00)	304,730.00	304,730.00	289,493.50	100%	0.00	
Construction Consumables - CGMP2	689,885.00	745,175.00		(28,058.00)	717,117.00	717,117.00	681,261.15	100%	0.00	
General Requirements - CGMP2	727,660.00	704,962.00		(25,317.00)	679,645.00	679,645.00	645,662.75	100%	0.00	
Permitting - CGMP2	134,000.00	134,000.00		(66,265.00)	67,735.00	67,735.00	64,348.25	100%	0.00	
Testing & Inspections - CGMP2	254,310.00	55,485.00		(55,485.00)	0.00	0.00	0.00	0%	0.00	
Temp Construction/Allowances - CGMP2	0.00	111,310.00		(110,910.00)	400.00	400.00	400.00	0%	0.00	
BLE - Testing & Inspections - CGMP2	0.00	188,845.00			188,845.00	188,845.00	188,845.00	100%	0.00	
P&G - Security Escorting Service - CGMP2	4,693,977.00	127,496.00			127,496.00	143,335.00	143,335.00	112%	(15,839.00)	P&G has multiple CGMP's
Faith Group (MSI) - CA Services & Gap Services - CGMP2	255,430.00	305,430.00			305,430.00	280,430.00	272,150.50	92%	25,000.00	
AME Consulting - Gap Services - CGMP2	150,000.00	172,000.00			172,000.00	171,900.00	167,700.00	100%	100.00	
ABG Caulking - Waterproofing & Sealants - CGMP2	110,000.00	113,654.00			113,654.00	67,469.00	64,095.55	59%	46,185.00	
Accessories Unlimited - Building Specialties - CGMP2	21,016.00	23,872.00			23,872.00	19,011.00	18,414.00	80%	4,861.00	
Automatic Systems - BHS - CGMP2	16,486,676.00	17,069,061.00			17,069,061.00	6,127,754.00	5,961,120.00	36%	10,941,307.00	
AVEX - Final Clean - CGMP2	0.00	3,987.00			3,987.00	0.00	0.00	0%	3,987.00	
Benton Roofing - Roofing - CGMP2	238,432.00	276,440.00			276,440.00	278,406.00	270,956.00	101%	(1,966.00)	Benton has multiple CGMP's
Cadence - Mechanical - CGMP2	6,520,144.00	6,682,460.00			6,682,460.00	6,651,791.00	6,319,201.45	100%	30,669.00	
Carros Metal Concepts - Wall Panels & Siding - CGMP2	390,256.00	406,781.00			406,781.00	380,934.00	371,041.00	94%	25,847.00	
Dave Steel - Structural & Misc Steel - CGMP2	839,600.00	920,671.00			920,671.00	914,671.00	890,051.00	99%	6,000.00	
Elite Awnings - Metal Canopies - CGMP2	8,950.00	8,950.00			8,950.00	8,770.00	8,546.00	98%	180.00	
F.E. Moran - Fire Protection - CGMP2	190,639.00	206,699.00			206,699.00	205,799.00	200,673.00	100%	900.00	
Fountain - Electrical & Technology - CGMP2	5,317,500.00	6,489,213.00			6,489,213.00	6,073,697.00	5,770,012.15	94%	415,516.00	
GoForth Builders - Doors, Frames, Hardware & Overhead Door - CGMP2	171,300.00	438,848.00			438,848.00	430,816.00	416,298.00	98%	8,032.00	
Lentz Cabinets - Millwork - CGMP2	10,109.00	10,109.00			10,109.00	9,604.00	9,604.00	95%	505.00	
MSJ Glass - Glass & Glazing - CGMP2	15,675.00	13,175.00			13,175.00	15,675.00	15,283.00	119%	(2,500.00)	MSJ has multiple CGMP's
MBSI - Temp South Hold Room - CGMP2	0.00	2,657,260.00			2,657,260.00	1,994,462.00	1,931,282.00	75%	662,798.00	
NHM - Site Development & Building Concrete - CGMP2/3	8,084,275.00	13,895,306.00			13,895,306.00	6,657,498.00	6,270,486.00	48%	7,237,808.00	
Performance Contracting - Temp walkways - CGMP2	523,624.00	1,052,955.00			1,052,955.00	787,660.00	761,272.00	75%	265,295.00	
Precision Walls - Drywall & Related - CGMP2	92,333.00	118,256.00			118,256.00	116,139.00	113,274.00	98%	2,117.00	
Poblocki - Signage - CGMP 2	2,394.00	2,603.00			2,603.00	2,175.00	2,175.00	84%	428.00	
Real Floors Commercial - Flooring - CGMP2	66,993.00	72,913.00			72,913.00	70,493.00	67,353.00	97%	2,420.00	

Spring Precast - Precast Concrete - CGMP2	575,081.00	576,849.00			576,849.00	549,713.00	535,156.00	95%	27,136.00
Thyssenkrupp Airport - PBB - CGMP2	12,870,501.00	12,936,057.00			12,936,057.00	3,953,075.00	3,755,421.00	31%	8,982,982.00
TP Howards - Plumbing - CGMP2	355,300.00	638,207.00			638,207.00	636,207.00	620,252.00	100%	2,000.00
United Painting Services - Painting & Wallcovering - CGMP2	77,450.00	107,200.00			107,200.00	103,308.00	101,236.00	96%	3,892.00
Wurster Betterground - Aggregate Piers - CGMP2	79,900.00	81,099.00			81,099.00	81,099.00	81,099.00	100%	0.00
CGMP 2 Trades	58,147,555.00	65,596,396.00			65,596,396.00	36,920,736.00	35,326,331.65	56%	28,675,660.00
Scope to be Purchased (STBP) - CGMP2	3,647,810.00	0.00		0.00	0.00	0.00	0.00	0%	0.00
Economic Price Adjustments - CGMP2	3,105,118.00	2,902,203.00		(2,902,203.00)	0.00	0.00	0.00	0%	0.00
CMAR Contingency - CGMP2	2,339,993.00	1,690,937.00		(1,690,937.00)	0.00	0.00	0.00	0%	0.00
Subcontractor Bonds - CGMP2	976,320.00	394,418.00		(394,418.00)	0.00	0.00	0.00	0%	0.00
CMR P&P Bonds - 1.00% - CGMP2	779,998.00	785,002.00		(621.00)	784,381.00	784,381.00	745,161.95	100%	0.00
Insurance outside of OCIP - 0.48% - CGMP2	373,073.00	391,686.00		(298.00)	391,388.00	391,388.00	371,818.60	100%	0.00
CMR Fee - 3.00% - CGMP2	2,271,838.00	2,281,743.00		(104,504.00)	2,177,239.00	2,177,239.00	2,068,377.05	100%	0.00
HP GC Staff - CGMP3	18,613,618.00	18,613,618.00		177,699.00	18,791,317.00	7,898,299.00	5,071,146.55	29%	10,893,018.00
HP Home Office Personnel - CGMP3	685,950.00	685,950.00		10,770.00	696,720.00	291,283.00	185,756.35	29%	405,437.00
Construction Consumables - CGMP3	2,000,305.00	2,317,799.00		28,058.00	2,345,857.00	982,341.00	578,968.95	29%	1,363,516.00
General Requirements - CGMP3	5,724,310.00	5,581,589.00		25,317.00	5,606,906.00	2,334,316.00	1,550,225.20	29%	3,272,590.00
Permitting Allowance - CGMP3	440,000.00	440,000.00	5,090.00	66,265.00	511,355.00	386,384.00	367,064.80	88%	124,971.00
Testing & Inspections - CGMP3	650,000.00	0.00	12,571.00	55,485.00	68,056.00	0.00	0.00	0%	68,056.00
Temp Construction/Allowances - CGMP3	6,862,436.00	2,593,621.00		110,910.00	2,704,531.00	8,890.00	8,890.00	0%	2,695,641.00
Site Development Allowance- CGMP3	0.00	0.00	254,651.00		254,651.00	0.00	0.00	0%	254,651.00
BLE - Testing & Inspections - CGMP3	0.00	634,407.00			634,407.00	71,510.00	71,510.00	11%	562,897.00
Gasperson - Moving Costs - CGMP3	0.00	80,000.00			80,000.00	19,162.00	19,162.00	24%	60,838.00
Wilmot Modular Structures - RAC Trailers - CGMP3	0.00	99,051.00			99,051.00	99,050.00	99,050.00	100%	1.00
Faith Group (MSI) - CA Services & Gap Services - CGMP3	854,064.00	829,064.00			829,064.00	212,462.00	201,838.90	26%	616,602.00
Advanced Exterior Enclosures - Envelope Consultant - CGMP3	393,075.00	400,075.00			400,075.00	78,300.00	78,300.00	20%	321,775.00
ABG Caulking - Waterproofing & Sealants - CGMP3	2,095,000.00	2,136,900.00			2,136,900.00	147,445.00	140,072.00	7%	1,989,455.00
Advanced Exterior Systems - Metal Panels - CGMP3	16,420,000.00	16,635,927.00			16,635,927.00	2,142,225.00	2,035,113.00	13%	14,493,702.00
Benton Roofing - Roofing - CGMP3	9,050,054.00	9,526,805.00			9,526,805.00	2,911,717.00	2,766,131.00	31%	6,615,088.00
Bontiz - Flooring - CGMP3	3,773,366.00	3,803,514.00			3,803,514.00	1,506,910.00	1,431,564.00	40%	2,296,604.00
Cleveland Construction - Drywall & Specialty Ceilings - CGMP3	15,571,960.00	16,048,351.00			16,048,351.00	2,612,448.00	2,481,824.00	16%	13,435,903.00
Cook & Boardman - Doors, Frames, Hardware - CGMP3	1,608,425.00	1,678,219.00			1,678,219.00	164,310.00	156,094.00	10%	1,513,909.00
Danix - Painting - CGMP3	1,350,226.00	1,367,104.00			1,367,104.00	0.00	0.00	0%	1,367,104.00
David Allen Co. - Terrazzo - CGMP3	4,699,139.00	4,746,130.00			4,746,130.00	61,991.00	58,891.00	1%	4,684,139.00
Fountain - Electrical & Technology - CGMP3	38,926,300.00	39,921,956.00			39,921,956.00	10,709,966.00	10,174,465.00	27%	29,211,990.00
Garden on the Wall - Greenwall - CGMP3	236,690.00	245,235.00			245,235.00	48,850.00	46,408.00	20%	196,385.00
Garden on the Wall (Sales Tax) - Greenwall - CGMP3	0.00	3,290.00			3,290.00	0.00	0.00	0%	3,290.00
GMF Steel - Steel & Misc Metals - CGMP3	19,637,559.00	20,220,636.00			20,220,636.00	6,476,693.00	6,152,858.00	32%	13,743,943.00
Hensel Phelps - Concrete - CGMP 3	0.00	13,818,617.00			13,818,617.00	6,702,450.00	6,702,450.00	49%	7,116,167.00
Image Manufacturing Group - Signage - CGMP3	340,375.00	348,884.00			348,884.00	78,713.00	74,777.00	23%	270,171.00
ISEC - Countertops & Millwork - CGMP3	3,047,429.00	2,894,058.00			2,894,058.00	858,060.00	815,154.00	30%	2,035,998.00
Kone - Vertical Transportation - CGMP3	3,333,041.00	3,372,356.00			3,372,356.00	554,040.00	526,338.00	16%	2,818,316.00
Michael J 'Rogers Masonry - Masonry - CGMP3	2,122,720.00	2,148,193.00			2,148,193.00	645,992.00	613,692.00	30%	1,502,201.00
MSJ Glass - Glass & Glazing - CGMP3	7,975,150.00	8,054,902.00			8,054,902.00	1,426,408.00	1,418,696.00	18%	6,628,494.00
MSS - Mechanical - CGMP3	34,312,867.00	34,744,299.00			34,744,299.00	11,000,877.00	10,450,833.00	32%	23,743,422.00
Patton Construction - Craft Parking Area - CGMP3	0.00	200,782.00			200,782.00	0.00	0.00	0%	200,782.00
Premier Fire - Fire Suppression - CGMP3	8,330,300.00	8,438,163.00			8,438,163.00	2,293,105.00	2,178,450.00	27%	6,145,058.00
Rolling Plains - Fireproofing & Insulation - CGMP3	2,232,700.00	2,302,014.00			2,302,014.00	671,097.00	637,541.00	29%	1,630,917.00
Shoffner Kalthoff MES - Plumbing - CGMP3	8,410,468.00	9,229,742.00			9,229,742.00	3,016,383.00	2,865,564.00	33%	6,213,359.00
Sunesis - Demolition - CGMP3	2,155,500.00	2,490,610.00			2,490,610.00	1,052,101.00	999,496.00	42%	1,438,509.00
Wurster Betterground - Aggregate Piers - CGMP3	1,081,800.00	1,101,027.00			1,101,027.00	576,356.00	544,815.00	52%	524,671.00
CGMP 3 Trades	187,958,208.00	207,520,311.00			207,520,311.00	56,138,621.00	53,741,086.90	27%	151,381,690.00
Scope to be Purchased (STBP)	17,271,450.00	2,790,286.00	264.00		2,790,550.00	0.00	0.00	0%	2,790,550.00
CMAR Contingency	5,947,315.00	4,459,272.00	146,943.00	4,593,140.00	9,199,355.00	0.00	0.00	0%	9,199,355.00
Subcontractor Bonds	3,187,982.00	1,472,014.00		394,418.00	1,866,432.00	0.00	0.00	0%	1,866,432.00
CMR P&P Bonds - 1.00%	2,615,772.00	2,624,806.00		621.00	2,625,427.00	2,621,312.00	2,490,246.40	100%	4,115.00
Insurance outside of OCIP - 0.48%	2,001,066.00	2,024,924.00		298.00	2,025,222.00	2,023,247.00	1,922,084.65	100%	1,975.00
CMR Fee - 3.00%	7,618,753.00	7,643,563.00		104,504.00	7,748,067.00	3,178,724.00	3,019,787.80	42%	4,569,343.00
	347,361,715.00	346,881,091.00	0.00	0.00	346,881,091.00	129,295,394.00	120,194,382.00	37%	217,585,697.00

Current CGMP 1

Description of Work	Original Schedule of Values	Previous Funding Authorizations	Current Schedule of Values	Completed and Stored to Date	Total Earned Less Retainage	Total % Complete to Date	Balance to Finish	Comments
Mobilization/Trailer - CGMP1	216,511.00	187,648.00	404,159.00	404,159.00	394,055	100%	0.00	
AVL Site Development - CGMP1	1,810,319.00	(1,552,594.00)	257,725.00	3,074.00	2,997	1%	254,651.00	Move to New CGMP 3 Site Development Allowance
HP GC Staff - CGMP1	728,912.00	29,388.00	758,300.00	758,300.00	739,343	100%	0.00	
HP Home Office Personnel - CGMP 1	23,900.00	0.00	23,900.00	23,900.00	23,900	100%	0.00	
Construction Consumables - CGMP1	179,166.00	16,967.00	196,133.00	196,133.00	191,230	100%	0.00	
General Requirements - CGMP1	199,685.00	(48,656.00)	151,029.00	151,029.00	147,253	100%	0.00	
Permitting - CGMP1	25,000.00	11,508.00	36,508.00	31,418.00	30,633	86%	5,090.00	Move to CGMP 3 Permitting Allowance
Testing & Inspections - CGMP1	15,540.00	0.00	15,540.00	2,969.00	2,895	19%	12,571.00	Move to CGMP 3 Testing Allowance
Underground Investigative Efforts - CGMP1	12,000.00	0.00	12,000.00	12,000.00	12,000	100%	0.00	
AVCON - Site Design/Permitting - CGMP1	64,040.00	0.00	64,040.00	64,040.00	64,040	100%	0.00	
Faith Group (MSI) - CA Services - CGMP1	40,034.00	0.00	40,034.00	40,034.00	40,034	100%	0.00	
Alpha Craft - Electrical - CGMP1	1,225,000.00	259,887.00	1,484,887.00	1,479,088.00	1,441,966	100%	5,799.00	Complete remaining scope within CGMP 1
Benton Roofing - Roofing - CGMP1	19,586.00	1,966.00	21,552.00	19,586.00	19,586	91%	1,966.00	Complete remaining scope within CGMP 1
Dave Steel - Structural & Misc Steel - CGMP1	63,500.00	635.00	64,135.00	64,135.00	64,135	100%	0.00	
GoForth Builders - Doors, Frames, Hardware & Overhead Door - CGMP1	0.00	155,396.00	155,396.00	155,396.00	155,396	100%	0.00	
Johson Controls - Low Voltage, AV & Technology Systems - CGMP1	83,948.00	52,424.00	136,372.00	125,740.00	121,164	92%	10,632.00	Verify Remaining Scope for JCI & Complete
Johnson Controls - Mechanical & Plumbing - CGMP1	29,500.00	24,364.00	53,864.00	53,864.00	52,517	100%	0.00	
NHM - Site Demo & Utilities - CGMP1	459,120.00	1,203,829.00	1,662,949.00	1,662,949.00	1,662,949	100%	0.00	
Pride Masonry - Masonry - CGMP1	90,500.00	1,303.00	91,803.00	91,803.00	87,250	100%	0.00	
Strickland Waterproofing - Waterproofing & Sealants - CGMP1	15,616.00	11,029.00	26,645.00	26,345.00	25,679	99%	300.00	Retainage to Release for Strickland Waterproofing
United Painting Services - Painting & Wallcovering - CGMP1	22,045.00	2,298.00	24,343.00	24,343.00	23,126	100%	0.00	
Wurster Betterground - Aggregate Piers - CGMP1	49,900.00	32,620.00	82,520.00	82,520.00	82,520	100%	0.00	
Scope to be Purchased (STBP) - CGMP1	96,714.00	(96,450.00)	264.00	0.00	0	0%	264.00	Move to CMAR Contingency CGMP 3
Economic Price Adjustments - CGMP1	213,324.00	(248,326.00)	(35,002.00)	0.00	0	0%	(35,002.00)	
CMAR Contingency - CGMP1	186,477.00	(47,047.00)	139,430.00	0.00	0	0%	139,430.00	Sum \$147,207
Subcontractor Bonds - CGMP1	67,197.00	(24,682.00)	42,515.00	0.00	0	0%	42,515.00	
CMR P&P Bonds - 1.00% - CGMP1	62,159.00	2,125.00	64,284.00	64,284.00	62,677	100%	0.00	
Insurance outside of OCIP - 0.48% - CGMP1	29,731.00	1,021.00	30,752.00	30,752.00	29,983	100%	0.00	
CMR Fee - 3.00% - CGMP1	186,476.00	6,378.00	192,854.00	192,854.00	188,033	100%	0.00	
							Balance	421,485.00 Excludes Highlighted Scope Above for Contractor Closeout
			6,198,931.00	5,760,715.00				

Current CGMP 2

Description of Work	Original Schedule of Values	Previous Funding Authorizations	Current Schedule of Values	Completed and Stored to Date	Total Earned Less Retainage	Total % Complete to Date	Balance to Finish	Comments
HP GC Staff - CGMP2	4,717,320.00	0.00	4,717,320.00	4,539,621.00	4,312,640	96%	177,699.00	Move to GC Staff - CGMP 3
HP Home Office Personnel - CGMP2	315,500.00	0.00	315,500.00	304,730.00	289,494	97%	10,770.00	Move to Home Office Personnel - CGMP 3
Construction Consumables - CGMP2	689,885.00	55,290.00	745,175.00	717,117.00	681,261	96%	28,058.00	Move to Construction Consumables - CGMP 3
General Requirements - CGMP2	727,660.00	(22,698.00)	704,962.00	679,645.00	645,663	96%	25,317.00	Move to General Requirements CGMP 3
Permitting - CGMP2	134,000.00	0.00	134,000.00	67,735.00	64,348	51%	66,265.00	Move to Permitting Allowance CGMP 3
Testing & Inspections - CGMP2	254,310.00	(198,825.00)	55,485.00	0.00	0	0%	55,485.00	Move to Testing Allowance CGMP 3
Temp Construction/Allowances - CGMP2	4,693,977.00	(4,563,830.00)	111,310.00	0.00	0	0%	111,310.00	Move to Temp Construction Allowance CGMP 3
BLE - Testing & Inspections - CGMP2	0.00	188,845.00	188,845.00	188,845.00	188,845	100%	0.00	
P&G - Security Escorting Service - CGMP2	0.00	127,496.00	127,496.00	143,335.00	143,335	112%	(15,839.00)	
Faith Group (MSI) - CA Services & Gap Services - CGMP2	255,430.00	50,000.00	305,430.00	280,430.00	272,151	92%	25,000.00	
AME Consulting - Gap Services- CGMP2	150,000.00	22,000.00	172,000.00	171,900.00	167,700	100%	100.00	
ABG Caulking - Waterproofing & Sealants - CGMP2	110,000.00	3,654.00	113,654.00	67,469.00	64,096	59%	46,185.00	
Accessories Unlimited - Building Specialties - CGMP2	21,016.00	2,856.00	23,872.00	19,011.00	18,414	80%	4,861.00	
Automatic Systems - BHS - CGMP2	16,486,676.00	551,174.00	17,069,061.00	6,127,754.00	5,961,120	36%	10,941,307.00	
AVEX - Final Clean - CGMP2	0.00	3,987.00	3,987.00	0.00	0	0%	3,987.00	
Benton Roofing - Roofing - CGMP2	238,432.00	38,008.00	276,440.00	278,406.00	270,956	101%	(1,966.00)	
Cadence - Mechanical - CGMP2	6,520,144.00	162,316.00	6,682,460.00	6,651,791.00	6,319,201	100%	30,669.00	
Carros Metal Concepts - Wall Panels & Siding - CGMP2	390,256.00	5,464.00	406,781.00	380,934.00	371,041	94%	25,847.00	
Dave Steel - Structural & Misc Steel - CGMP2	839,600.00	81,071.00	920,671.00	914,671.00	890,051	99%	6,000.00	
Elite Awnings - Metal Canopies - CGMP2	8,950.00	0.00	8,950.00	8,770.00	8,546	98%	180.00	
F.E. Moran - Fire Protection - CGMP2	190,639.00	16,060.00	206,699.00	205,799.00	200,673	100%	900.00	
Fountain - Electrical & Technology - CGMP2	5,317,500.00	1,171,713.00	6,489,213.00	6,073,697.00	5,770,012	94%	415,516.00	
GoForth Builders - Doors, Frames, Hardware & Overhead Door - CGMP2	171,300.00	267,548.00	438,848.00	430,816.00	416,298	98%	8,032.00	
Lentz Cabinets - Millwork - CGMP2	10,109.00	0.00	10,109.00	9,604.00	9,604	95%	505.00	
MSJ Glass - Glass & Glazing - CGMP2	15,675.00	(2,500.00)	13,175.00	15,675.00	15,283	119%	(2,500.00)	
MBSI - Temp South Hold Room - CGMP2	0.00	2,527,215.00	2,657,260.00	1,994,462.00	1,931,282	75%	662,798.00	
NHM - Site Development & Building Concrete - CGMP2/3	8,084,275.00	5,758,276.00	13,895,306.00	6,657,498.00	6,270,486	48%	7,237,808.00	
Performance Contracting - Temp walkways - CGMP2	523,624.00	509,624.00	1,052,955.00	787,660.00	761,272	75%	265,295.00	
Precision Walls - Drywall & Related - CGMP2	92,333.00	25,923.00	118,256.00	116,139.00	113,274	98%	2,117.00	
Poblocki - Signage - CGMP 2	2,394.00	209.00	2,603.00	2,175.00	2,175	84%	428.00	
Real Floors Commercial - Flooring - CGMP2	66,993.00	5,920.00	72,913.00	70,493.00	67,353	97%	2,420.00	
Spring Precast - Precast Concrete - CGMP2	575,081.00	1,768.00	576,849.00	549,713.00	535,156	95%	27,136.00	
Thyssenkrupp Airport - PBB - CGMP2	12,870,501.00	65,556.00	12,936,057.00	3,953,075.00	3,755,421	31%	8,982,982.00	
TP Howards - Plumbing - CGMP2	355,300.00	282,907.00	638,207.00	636,207.00	620,252	100%	2,000.00	
United Painting Services - Painting & Wallcovering - CGMP2	77,450.00	29,750.00	107,200.00	103,308.00	101,236	96%	3,892.00	
Wurster Betterground - Aggregate Piers - CGMP2	79,900.00	1,199.00	81,099.00	81,099.00	81,099	100%	0.00	
Scope to be Purchased (STBP) - CGMP2	3,647,810.00	(3,647,810.00)	0.00	0.00	0	0%	0.00	
Economic Price Adjustments - CGMP2	3,105,118.00	(137,923.00)	2,902,203.00	0.00	0	0%	2,902,203.00	Move to CGMP 3 CMAR Contingency
CMAR Contingency - CGMP2	2,339,993.00	(612,422.00)	1,690,937.00	0.00	0	0%	1,690,937.00	EPA & CMAR Total \$4,593,140
Subcontractor Bonds - CGMP2	976,320.00	(580,705.00)	394,418.00	0.00	0	0%	394,418.00	Move to Sub Bonds CGMP 3
CMR P&P Bonds - 1.00% - CGMP2	779,998.00	4,383.00	785,002.00	784,381.00	745,162	100%	621.00	
Insurance outside of OCIP - 0.48% - CGMP2	373,073.00	18,315.00	391,686.00	391,388.00	371,819	100%	298.00	Move to Insurance CGMP 3
CMR Fee - 3.00% - CGMP2	2,271,838.00	8,043.00	2,281,743.00	2,177,239.00	2,068,377	95%	104,504.00	Move to Fee CGMP 3
			80,826,137.00	46,582,592.00		Balance	34,243,545.00	

Current CGMP 3

Description of Work	Original Schedule of Values	Previous Funding Authorizations	Current Schedule of Values	Completed and Stored to Date	Total Earned Less Retainage	Total % Complete to Date	Balance to Finish	Comments
HP GC Staff - CGMP3	18,613,618.00	0.00	18,613,618.00	7,898,299.00	7,503,384	42%	10,715,319.00	
HP Home Office Personnel - CGMP3	685,950.00	0.00	685,950.00	291,283.00	276,719	42%	394,667.00	
Construction Consumables - CGMP3	2,000,305.00	316,782.00	2,317,799.00	982,341.00	933,224	42%	1,335,458.00	
General Requirements - CGMP3	5,724,310.00	(118,859.00)	5,581,589.00	2,334,316.00	2,217,600	42%	3,247,273.00	
Permitting - CGMP3	440,000.00	0.00	440,000.00	386,384.00	367,065	88%	53,616.00	
Testing & Inspections - CGMP3	650,000.00	(650,000.00)	0.00	0.00	0	0%	0.00	
BLE - Testing & Inspections - CGMP3	0.00	634,407.00	634,407.00	71,510.00	71,510	11%	562,897.00	
Gasperson - Moving Costs - CGMP3	0.00	80,000.00	80,000.00	19,162.00	19,162	24%	60,838.00	
Wilmot Modular Structures - RAC Trailers - CGMP3	0.00	99,051.00	99,051.00	99,050.00	99,050	0%	1.00	
Temp Construction/Allowances - CGMP3	6,862,436.00	(3,943,321.00)	2,593,621.00	0.00	0	0%	2,593,621.00	
Faith Group (MSI) - CA Services & Gap Services - CGMP3	854,064.00	(25,000.00)	829,064.00	212,462.00	201,839	26%	616,602.00	
Advanced Exterior Enclosures - Envelope Consultant - CGMP3	393,075.00	7,000.00	400,075.00	78,300.00	78,300	20%	321,775.00	
ABG Caulking - Waterproofing & Sealants - CGMP3	2,095,000.00	41,900.00	2,136,900.00	147,445.00	140,072	7%	1,989,455.00	
Advanced Exterior Systems - Metal Panels - CGMP3	16,420,000.00	215,927.00	16,635,927.00	2,142,225.00	2,035,113	13%	14,493,702.00	
Benton Roofing - Roofing - CGMP3	9,050,054.00	466,278.00	9,526,805.00	2,911,717.00	2,766,131	31%	6,615,088.00	
Bonitz - Flooring - CGMP3	3,773,366.00	30,148.00	3,803,514.00	1,506,910.00	1,431,564	40%	2,296,604.00	
Cleveland Construction - Drywall & Specialty Ceilings - CGMP3	15,571,960.00	352,201.00	16,048,351.00	2,612,448.00	2,481,824	16%	13,435,903.00	
Cook & Boardman - Doors, Frames, Hardware - CGMP3	1,608,425.00	69,794.00	1,678,219.00	164,310.00	156,094	10%	1,513,909.00	
Dannix - Painting - CGMP3	1,350,226.00	16,878.00	1,367,104.00	0.00	0	0%	1,367,104.00	
David Allen Co. - Terrazzo - CGMP3	4,699,139.00	46,991.00	4,746,130.00	61,991.00	58,891	1%	4,684,139.00	
Fountain - Electrical & Technology - CGMP3	38,926,300.00	947,691.00	39,921,956.00	10,709,966.00	10,174,465	27%	29,211,990.00	
Garden on the Wall - Greenwall - CGMP3	236,690.00	8,545.00	245,235.00	48,850.00	46,408	20%	196,385.00	
Garden on the Wall (Sales Tax) - Greenwall - CGMP3	0.00	3,290.00	3,290.00	0.00	0	0%	3,290.00	
GMF Steel - Steel & Misc Metals - CGMP3	19,637,559.00	508,493.00	20,220,636.00	6,476,693.00	6,152,858	32%	13,743,943.00	
Hensel Phelps - Concrete - CGMP 3	0.00	13,811,979.00	13,818,617.00	6,702,450.00	6,702,450	49%	7,116,167.00	
Image Manufacturing Group - Signage - CGMP3	340,375.00	8,509.00	348,884.00	78,713.00	74,777	23%	270,171.00	
ISEC - Countertops & Millwork - CGMP3	3,047,429.00	(158,349.00)	2,894,058.00	858,060.00	815,154	30%	2,035,998.00	
Kone - Vertical Transportation - CGMP3	3,333,041.00	39,315.00	3,372,356.00	554,040.00	526,338	16%	2,818,316.00	
Michael J Rogers Masonry - Masonry - CGMP3	2,122,720.00	25,473.00	2,148,193.00	645,992.00	613,692	30%	1,502,201.00	
MSJ Glass - Glass & Glazing - CGMP3	7,975,150.00	79,752.00	8,054,902.00	1,426,408.00	1,418,696	18%	6,628,494.00	
MSS - Mechanical - CGMP3	34,312,867.00	355,183.00	34,744,299.00	11,000,877.00	10,450,833	32%	23,743,422.00	
Patton Construction - Craft Parking Area - CGMP3	0.00	200,782.00	200,782.00	0.00	0	0%	200,782.00	
Premier Fire - Fire Suppression - CGMP3	8,330,300.00	83,303.00	8,438,163.00	2,293,105.00	2,178,450	27%	6,145,058.00	
Rolling Plains - Fireproofing & Insulation - CGMP3	2,232,700.00	62,705.00	2,302,014.00	671,097.00	637,541	29%	1,630,917.00	
Shoffner Kalthoff MES - Plumbing - CGMP3	8,410,468.00	641,133.00	9,229,742.00	3,016,383.00	2,865,564	33%	6,213,359.00	
Sunesis - Demolition - CGMP3	2,155,000.00	302,386.00	2,490,610.00	1,052,101.00	999,496	42%	1,438,509.00	
Wurster Betterground - Aggregate Piers - CGMP3	1,081,800.00	69,273.00	1,101,027.00	576,356.00	544,815	52%	524,671.00	
Scope to be Purchased (STBP) - CGMP3	17,271,450.00	(14,466,450.00)	2,790,286.00	0.00	0	0%	2,790,286.00	
CMAR Adjustments - CGMP3	5,947,315.00	(1,133,221.00)	4,459,272.00	0.00	0	0%	4,459,272.00	
Subcontractor Bonds - CGMP3	3,187,982.00	(1,705,482.00)	1,472,014.00	0.00	0	0%	1,472,014.00	
CMR P&P Bonds - 1.00% - CGMP3	2,615,772.00	5,540.00	2,624,806.00	2,621,312.00	2,490,246	100%	3,494.00	
Insurance outside of OCIP - 0.48% - CGMP3	2,001,066.00	22,181.00	2,024,924.00	2,023,247.00	1,922,085	100%	1,677.00	
CMR Fee - 3.00% - CGMP3	7,618,753.00	14,326.00	7,643,563.00	3,178,724.00	3,019,788	42%	4,464,839.00	

258,767,753.00

75,854,527.00

Summary of Budget Reallocation

Item	Description	CGMP	Value
1	AVL Site Development	1	\$ (254,651.00)
2	Permitting	1	\$ (5,090.00)
3	Testing & Inspections	1	\$ (12,571.00)
4	Scope to be Purchased (STBP)	1	\$ (264.00)
5	Economic Price Adjustments	1	\$ 35,002.00
6	CMAR Contingency	1	\$ (139,430.00)
7	Subcontractor Bonds	1	\$ (42,515.00)
8	HP GC Staff	2	\$ (177,699.00)
9	HP Home Office Personnel	2	\$ (10,770.00)
10	Construction Consumables	2	\$ (28,058.00)
11	General Requirements	2	\$ (25,317.00)
12	Permitting	2	\$ (66,265.00)
13	Testing & Inspections	2	\$ (55,485.00)
14	Temp Construction/Allowances	2	\$ (110,910.00)
15	Economic Price Adjustments	2	\$ (2,902,203.00)
16	CMAR Contingency	2	\$ (1,690,937.00)
17	Subcontractor Bonds	2	\$ (394,418.00)
18	CMR P&P Bonds - 1.00% - CGMP2	2	\$ (621.00)
19	Insurance outside of OCIP - 0.48%	2	\$ (298.00)
20	CMR Fee - 3.00%	2	\$ (104,504.00)
Total To Be Moved			\$ (5,987,004.00)

Item	Description	CGMP	Value
1	CGMP1 Reallocation	1	\$ (419,519.00)
2	CGMP2 Reallocation	2	\$ (5,567,485.00)
3	CGMP3 Reallocation	3	\$ 5,987,004.00

241016 - Funding Authorization Log

Budget	Original	Owner	CMAR
CGMP1			
WP1 - Economic Price Adjustment	\$ 213,324.00	\$ 247,788.00	
WP1- CMAR Contingency	\$ 186,477.00	\$ 45,305.00	\$ 1,742.00
	\$ 399,801.00	\$ 293,093.00	\$ 47,047.00
CGMP2			
WP2 - Economic Price Adjustment	\$ 3,105,118.00	\$ 179,449.00	
WP2- CMAR Contingency	\$ 2,339,993.00	\$ 126,425.00	\$ 515,136.00
	\$ 5,445,111.00	\$ 305,874.00	\$ 515,136.00
CGMP3			
WP3-CMAR Contingency	\$ 5,947,315.00	\$ 1,046,122.00	
	\$ 5,947,315.00	\$ 1,046,122.00	\$ 462,462.00

Total Value of FA
From All Buckets



Funding Authorization Log															
FA #	CE #	FA Title	Category	CMAR Cost	Owner Cost	CGMP	EPA (WP1/WP2)	Total Cost	Pulled From	To Fund	Submitted	Approved	HP Resp	Status	Notes
1	N/A	Subcontractor Bonds for CGMP 01 Trades	Bonds (Subcontract)	\$ -	\$ -	1	\$ -	\$ 19,661.00	CGMP1 - Subcontractor Bonds	CGMP1 - Subcontract Award	1/10/2022	1/14/2022	ASF	Approved	Funded Alphacraft, Dave Steel, JCI, NHM, Pride Masonry, Strickland Waterproofing
2	5	WP1 Fencing	Allowance/Owner	\$ -	\$ -	1	\$ 9,123.00	\$ 77,486.00	CGMP1 - Economic Price Adjustments	CGMP1 - NHM	2/7/2022	4/1/2022	TJM	Approved	STBP and GR funds were submitted as part of CGMP1 due to 0 fencing bids received STBP (\$18,750), GR's (\$48,656), Economic Price Adjustments (\$9,123), Bonds (\$957)
3	11	STBP - Doors, Frames & Hardware, Overhead Doors	Owner/Allowance	\$ -	\$ -	1	\$ 2,876.00	\$ 21,376.00	CGMP1 - Economic Price Adjustments	CGMP1 - Go Forth	2/10/2022	3/1/2022	CSK	Approved	STBP funds were submitted as part of CGMP1 due to 0 doors/hardware scope bids received. STBP (\$18,500), Econ Price Adjustments (\$2,876)
4	7	WP1 Concrete STBP	Owner/Allowance	\$ -	\$ -	1	\$ 16,320.00	\$ 76,464.00	CGMP1 - Economic Price Adjustments	CGMP1 - NHM	2/23/2022	3/1/2022	TJM	Approved	STBP funds were submitted as part of CGMP1 due to 0 concrete scope bids received. STBP (\$59,200), Econ Price Adjustments (\$16,320), Bonds (\$944)
5	3	RFI 005 - Network Switch Configuration	Owner	\$ -	\$ -	1	\$ 32,352.00	\$ 32,352.00	CGMP1 - Economic Price Adjustments	CGMP1 - JCI	3/4/2022	3/15/2022	CSK	Approved	Funds pulled from COW Escalation at AVL request. Should have been an owner change order
6	12	WP1 ASCO 600 ATS	Owner	\$ -	\$ -	1	\$ 24,638.00	\$ 24,638.00	CGMP1 - Economic Price Adjustments	CGMP1 - AlphaCraft	3/24/2022	4/1/2022	TJM	Approved	Funds pulled from COW escalation per AVL request. Captured costs to switch from an Eaton ATS to the ASCO 600A (reduced lead time)
7	N/A	WP1 Permitting Allowance	Owner	\$ -	\$ -	1	\$ 11,508.00	\$ 11,508.00	CGMP1 - Economic Price Adjustments	CGMP1 - Allowance - Permitting	3/28/2022	3/30/2022	TJM	Approved	Submitted for a budget shift to fund permitting allowance for overruns to date
8	13	Bridge the Gap (NTE Early Release)	Owner	\$ -	\$ -	1	\$ 43,000.00	\$ 43,000.00	CGMP1 - Economic Price Adjustments	CGMP1 - Faith Group, AME.	4/15/2022	5/5/2022	ASF	Approved	Funded Faith Group and AME. NTE early release requested to support schedule and funds are to back feed the COW contingency.
8.1	13	Bridge the Gap (NTE Early Release)	Owner	\$ -	\$ -	1	\$ (43,000.00)	\$ (43,000.00)	CGMP2 AWARD	CGMP1 - Economic Price Adjustments	4/15/2022	5/5/2022	ASF	Approved	Approved with CMGP 02 award and code backed. (FSR Update)
9	6	AVL Site Development (Trailer Complex, Contractor Parking, Material Storage) - Part 1	Allowance	\$ -	\$ -	1	\$ -	\$ 1,323,789.00	CGMP1 - Allowance - Site Development	CGMP1 - Trade Partners, GC's, HP Mobilization	4/26/2022	5/2/2022	CSK	Approved	Funded NHM, JCI, GoForth, Alphacraft
10	22	AVL Site Development (Trailer Complex, Contractor Parking, Material Storage) - Round 2	Allowance	\$ -	\$ -	1	\$ -	\$ 22,766.00	CGMP1 - Allowance - Site Development	CGMP1 - NHM	6/2/2022	7/8/2022	CSK	Approved	Temp fence cost only. Site Development Allowance
11	19	WP1 Additional Agg Piers, Footings, Transformer Pad - RFI 020-021.1	CMAR	\$ 73,779.00	\$ -	1	\$ -	\$ 75,897.00	CGMP1 - CMAR Contingency	CGMP1 - NHM, Wurster, Alphacraft	7/5/2022	7/14/2022	TJM	Approved	The 73k vs. the 75k was the amount added to CMAR Contingency 3% in the original FA 11
11.1	19	WP1 Additional Agg Piers, Footings, Transformer Pad - RFI 020-021.1	Owner	\$ (75,897.00)	\$ -	1	\$ 75,897.00	\$ -	CGMP1 - Economic Price Adjustments	CGMP1 - NHM, Wurster, Alphacraft	7/5/2022	7/14/2022	TJM	Approved	FA notes that Contractor and owner agree to fund this scope shift from WP3 to WP1 utilizing CMAR contingency but anticipates this cost being refunded from future pcco or CGMP2 owner contingency. R1 was submitted to move from CMAR contingency to EPA. FA total is listed as net \$0 because the cost is accounted for in the original FA 11.
12	2	WP1 ASI 002, RFI 003	Owner	\$ -	\$ -	1	\$ (37,380.00)	\$ 44,420.00	CGMP1 - Alphacraft, JCI, NHM	CGMP1 - Economic Price Adjustments	7/5/2022	8/23/2022	TJM	Approved	Scope removal from Alphacraft, JCI, and NHM funded to the owner
12	N/A	WP1 Material Escalation	CMAR	\$ -	\$ -	1	\$ 7,048.00	\$ -	CGMP1 - Economic Price Adjustments	CGMP1 - Alphacraft	7/5/2022	8/23/2022	TJM	Approved	COW escalation on same FA as ASI 002. Funded Alphacraft
13	N/A	Subcontractor Bonds for CGMP 02 Trades	Bonds (Subcontract)	\$ -	\$ -	2	\$ -	\$ 499,149.00	CGMP2 - Subcontractor Bonds	CGMP2 - Trade Partners	7/12/2022	8/23/2022	TJM	Approved	ASI, NHM, Wurster, Spring, Dave Steel, ABG, GoForth, Precision, Real Floors, United, Fountain, FE Moran, Cadence, Carros, TP Howard, TK
14	23	AVL Site Development (Trailer Complex, Contractor Parking, Material Storage) - Round 3	Allowance	\$ -	\$ -	1	\$ -	\$ 113,864.00	CGMP1 - Allowance - Site Development	CGMP1 - Allowance - Site Development CGMP1 - Alphacraft	7/19/2022	8/23/2022	CSK	Approved	Additional mobilization cost due to replacement of Carolina Modular with MBSI
14	23	AVL Site Development (Trailer Complex, Contractor Parking, Material Storage) - Round 4	Allowance	\$ -	\$ -	1	\$ -	\$ (14,553.00)	CGMP1 - GoForth	CGMP1 - Allowance - Site Development	7/19/2022	8/23/2022	CSK	Approved	Deductive change order to allowance from GoForth due to MBSI completing their own interior build out
15	27	WP1 Underslab Waterproofing at Lighting Vault	Owner	\$ -	\$ -	1	\$ 11,523.00	\$ 11,854.00	CGMP1 - Economic Price Adjustments	CGMP1 - Strickland	8/16/2022	8/30/2022	SAM	Approved	NTP received on 7/28 to proceed with installing underslab waterproofing in lieu of vapor barrier
16	N/A	BIG Fountain - Distribution Panels and Transformer - Long Lead	Allowance	\$ -	\$ -	2	\$ -	\$ 22,700.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	10/21/2022	10/25/2022	CSK	Approved	Released refurbished 800A panel and 225KVA transformer
17	36	Temp Construction - THR, TW, CBIS - Round 1	Allowance	\$ -	\$ -	2	\$ -	\$ 2,785,289.00	CGMP2 - Allowance - Temp Construction	CGMP2 - MBSI, TP, NHM, Fountain	11/1/2022	11/17/2022	CSK	Approved	Funded Cadence, MBSI, TP Howard, NHM, Fountain. Parsons noted on approved FA that "by back value to be applied to CGMP3 owner contingency".
17	36	Temp Construction - THR, TW, CBIS - Round 2	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 52,091.00	CGMP2 - Subcontractor Bonds	CGMP2 - MBSI, TP, NHM, Fountain	11/1/2022	11/17/2022	CSK	Approved	Funded Cadence, MBSI, TP Howard, NHM, Fountain. Parsons noted on approved FA that "by back value to be applied to CGMP3 owner contingency".
18	N/A	Site Development - Trailer Modifications - Round 4	Allowance	\$ -	\$ -	1	\$ -	\$ 103,022.00	CGMP1 - Allowance - Site Development	CGMP1 - GoForth, Alphacraft, Benton, United, CGMP1 - GC's	12/9/2022	12/15/2022	CSK	Approved	Parsons and HP trailer modifications
18	N/A	Site Development - Trailer Modifications - Round 4	Bonds (Allowance)	\$ -	\$ -	1	\$ -	\$ 1,472.00	CGMP1 - Subcontractor Bonds	CGMP1 - GoForth, Alphacraft, Benton, United	12/9/2022	12/15/2022	CSK	Approved	Parsons and HP trailer modifications
19	50	Temp Construction - THR, TW, CBIS - Round 2	Allowance	\$ -	\$ -	2	\$ -	\$ 775,145.00	CGMP2 - Allowance - Temp Construction	CGMP2 - PCI, NHM, GoForth	12/7/2022	12/15/2022	CSK	Approved	Funded PCI (temp walkways), NHM (demo), GoForth (Doors/Frames, Guardrail)
19	50	Temp Construction - THR, TW, CBIS - Round 3	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 6,432.00	CGMP2 - Subcontractor Bonds	CGMP2 - PCI, NHM, GoForth	12/7/2022	12/15/2022	CSK	Approved	Funded PCI (temp walkways), NHM (demo), GoForth (Doors/Frames, Guardrail)
20	47	CGMP2 STBP Site Concrete & Inspections - NHM Sidewalks & BLE	Allowance	\$ -	\$ -	2	\$ -	\$ 780,839.00	CGMP2 - STBP, Allowance (Testing & Inspections)	CGMP2 - NHM, BLE	12/9/2022	12/14/2022	TJM	Approved	Included Bond costs of (\$4,296). Funded NHM (Temp sidewalks, Permanent Sidewalks), BLE (testing and inspections)
20	47	CGMP2 STBP Site Concrete & Inspections - NHM Sidewalks & BLE	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 4,296.00	CGMP2 - Subcontractor Bonds	CGMP2 - NHM, BLE	12/9/2022	12/14/2022	TJM	Approved	Funded NHM (Temp sidewalks, Permanent Sidewalks), BLE (testing and inspections)
21	34	WP1 - RFI 041 - ALCMS 12F SMFO Relocation, Added Copper, Escorting	Allowance	\$ -	\$ -	2	\$ -	\$ 84,905.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain, P&G	12/21/2022	12/21/2022	SAM	Approved	Fountain (Ice Cooler relocation, upsize breakers/gears/telecom rack, P&G (escorting).
21	34	WP1 - RFI 041 - ALCMS 12F SMFO Relocation, Added Copper, Escorting	Owner	\$ -	\$ -	1	\$ 984.00	\$ 984.00	CGMP1 - Economic Price Adjustments	CGMP1 - JCI	12/21/2022	12/21/2022	SAM	Approved	Includes \$2 in bond costs. Funded JCI (additional cat6 cables)
21	34	WP1 - RFI 041 - ALCMS 12F SMFO Relocation, Added Copper, Escorting	Bonds (Allowance)	\$ -	\$ -	1	\$ -	\$ 201.00	CGMP1 - Economic Price Adjustments	CGMP2 - Fountain, P&G	12/21/2022	12/21/2022	SAM	Approved	Fountain (Ice Cooler relocation, upsize breakers/gears/telecom rack, P&G (escorting). Includes bond costs.
22	31	RFI 055 - WP1 Telecom Ductbank and Manhole Relocation	Owner	\$ (1,279.00)	\$ 45,305.00	1	\$ -	\$ 45,830.00	CGMP1 - CMAR Contingency	CGMP1 - AlphaCraft	12/16/2022	12/21/2022	SAM	Approved	Includes \$526 in added bond costs. Noted that contractor and owner agree to fund this scope shift from WP3 to WP1 utilizing CMAR contingency but expect this cost to be refunded from PCCO or CGMP3 submission
23	52	WP2 - Underground Hydronic Piping Substitution Request	Owner	\$ -	\$ -	2	\$ (25,000.00)	\$ 25,000.00	CGMP2 - Cadence	CGMP2 - Economic Price Adjustments	1/4/2023	12/21/2022	SAM	Approved	Substituted Schedule 40 carrier pipe for Niron pre-insulated pipe
24	37	WP2 - ASI 006 & ASI 007	Owner	\$ -	\$ -	2	\$ 77,495.00	\$ 80,673.00	CGMP2 - Economic Price Adjustments	CGMP2 - NHM, Dave Steel, GoForth	1/23/2023	1/31/2023	MKT	Approved	Includes \$926 in added bond costs. Funded NHM (Added storm structures), Dave Steel (bollards), GoForth (Door upsize)
25	64	Temp Construction - THR, TW, CBIS - Round 4	Allowance	\$ -	\$ -	2	\$ -	\$ 70,153.00	CGMP2 - Allowance - Temp Construction	CGMP2 - PCI, GoForth, TP Howard, United, CGMP2 - GC's	1/18/2023	1/9/2023	CSK	Approved	Funded PCI (tie-down temp scaffold), GoForth (conduit bridge), LH Signage (temp signage), TP Howard (grease trap), United Painting (paint temp scaffold)
25	64	Temp Construction - THR, TW, CBIS - Round 4	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 958.00	CGMP2 - Subcontractor Bonds	CGMP2 - PCI, GoForth, TP Howard, United	1/18/2023	1/9/2023	CSK	Approved	Funded PCI (tie-down temp scaffold), GoForth (conduit bridge), LH Signage (temp signage), TP Howard (grease trap), United Painting (paint temp scaffold)

FSR/BA Notes

26	55	ASI 010	Owner	\$ -	\$ -	1	\$ 17,965.00	\$ 18,725.00	CGMP1 - Economic Price Adjustments	CGMP1 - NHM	2/9/2023	2/22/2023	MKT	Approved	Includes \$222 in added bond costs. Added WP1 airfield pavement demo and new markings. FA pdf indicates CGMP 2, but all \$ were moved within CGMP 1
27	48	Temp Tug Path Undercut, Crane Road, De-icing, THR Placeback, Underslab	Owner	\$ -	\$ -	2	\$ 23,034.00	\$ 71,375.00	CGMP2 - Economic Price Adjustments	CGMP2 -- NHM, Benton	3/24/2023	4/18/2023	SLC	Approved	NHM(Temp tug, Crane road, de-icing, concrete placeback), Benton (Underslab Insulation material)
27	56	Temp Tug Path Undercut, Crane Road, De-icing, THR Placeback, Underslab	CMAR	\$ 23,008.00	\$ -	2	\$ -	\$ -	CGMP2- CMAR Contingency	CGMP2 - NHM, Benton	3/24/2023	4/18/2023	SLC	Approved	(NHM(Temp tug, Crane road, de-icing, concrete placeback), Benton (Underslab Insulation material)
27	56	Temp Tug Path Undercut, Crane Road, De-icing, THR Placeback, Underslab	CMAR	\$ 4,180.00	\$ -	1	\$ -	\$ -	CGMP1 - CMAR Contingency	CGMP2 - NHM, Benton	3/24/2023	4/18/2023	SLC	Approved	(NHM(Temp tug, Crane road, de-icing, concrete placeback), Benton (Underslab Insulation material)
28	39	WP2 - Temporary Sidewalk Lighting	GR's	\$ -	\$ -	2	\$ -	\$ 15,008.00	CGMP2 - General Requirements	CGMP2 - Fountain	2/10/2023	2/10/2023	SAM	Approved	Temp sidewalk lighting surrounding CEP. Submitted to show budget shift only.
29	66	WP2 - P&G Standby Time Adjustment	Allowance	\$ -	\$ -	2	\$ -	\$ 58,520.00	CGMP2 - Allowance - Temp Construction	CGMP2 - P&G	3/7/2023	4/18/2023	MCD	Approved	Funds for an additional "Standby" security personnel
30	51	Site Development - Parsons Trailer Modifications - Round 6	Bonds (Allowance)	\$ -	\$ -	1	\$ -	\$ 42.00	CGMP1 - Subcontractor Bonds	CGMP1 - AlphaCraft	2/28/2023	3/9/2023	CSK	Approved	WP1. Install of additional lights and fan conversion kit
30	51	Site Development - Parsons Trailer Modifications - Round 5	Allowance	\$ -	\$ -	1	\$ -	\$ 3,706.00	CGMP1 - Allowance - Site Development	CGMP1 - AlphaCraft	2/28/2023	3/9/2023	CSK	Approved	WP1. Install of additional lights and fan conversion kit
31	43	RFI 032 - WP1 - Lighting Vault FAA RLIM/CT Cabinet Relocation	Owner	\$ (984.00)	\$ -	1	\$ 34,856.00	\$ 35,261.00	CGMP1 - Economic Price Adjustments	CGMP1 - Alphacraft	3/6/2023	7/12/2023	SAM	approved	Includes \$405 in added bond costs. Relocate existing FAA/CT Cabinet and provide necessary rough-in, copper, and fiber
32	38	RFI 053 - VG4 Vehicle Gate Controls Relocation	Owner	\$ (912.00)	\$ -	1	\$ 32,352.00	\$ 32,674.00	CGMP1 - Economic Price Adjustments	CGMP1 - JCI CGMP2 - Fountain	3/6/2023	3/8/2023	SAM	Approved	Includes \$322 in added bond costs. Funded JCI (identify and remove existing cabling/pathways), Fountain (New NEMA enclosure, pathways, splice cabling)
33	69	Temp Construction - THR, TW, CBIS - RD5	Allowance	\$ -	\$ -	2	\$ -	\$ 9,299.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	3/15/2023	4/18/2023	CSK	Approved	Added heat trace, credit for switch from power poles to floor boxes, C3 light fixtures, Relocated PTZ, replaced broken receptacles in panel RA
33	69	Temp Construction - THR, TW, CBIS - RD5	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 86.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain	3/15/2023	4/18/2023	CSK	Approved	Added heat trace, credit for switch from power poles to floor boxes, C3 light fixtures, Relocated PTZ, replaced broken receptacles in panel RA
34	49	WP1 - OHD Damaged Slat Repair	Bonds (CMAR)	\$ -	\$ -	1	\$ -	\$ 40.00	CGMP1 - Subcontractor Bonds	CGMP1 - GoForth	3/22/2023	4/18/2023	CSK	Approved	Due to unidentifiable trade damage
34	49	WP1 - OHD Damaged Slat Repair	CMAR	\$ 2,161.00	\$ -	1	\$ -	\$ 2,161.00	CGMP1 - CMAR Contingency	CGMP1 - GoForth	3/22/2023	4/18/2023	CSK	Approved	Due to unidentifiable trade damage
35	83	PBB Flooring Substitution	Owner	\$ -	\$ -	2	\$ (123,600.00)	\$ (123,600.00)	CGMP2 - TK Airport	CGMP2 - Economic Price Adjustments	3/23/2023	4/18/2023	SLC	Approved	FA included -\$3,600 from Margin. Substitution Request 139-34 7713-0 TK Standard flooring detail
36	68	RFI 086 Apron Lighting	Owner/CMAR	\$ (527.00)	\$ -	2	\$ 18,412.00	\$ 18,603.00	CGMP2 - Economic Price Adjustments	CGMP2 - Fountain and NHM	4/26/2023	5/8/2023	SLC	Approved	Includes \$191 in added bond costs. Fountain to raise apron lights to match new tug lane, nhm to raise grade to match
37	87	Temp Construction - THR, TW, CBIS, RD6	Allowance	\$ -	\$ -	2	\$ -	\$ 21,159.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Precision	4/5/2023	4/18/2023	CSK	Approved	Cost to buildout temp walls on existing South face of South Concourse (levels 1,2)
37	87	Temp Construction - THR, TW, CBIS, RD6	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 192.00	CGMP2 - Subcontractor Bonds	CGMP2 - Precision	4/5/2023	4/18/2023	CSK	Approved	Cost to buildout temp walls on existing South face of South Concourse (levels 1,2)
38	73	Temp Construction - THR, TW, CBIS - Fountain CAT6, Paradies 30A	Allowance	\$ -	\$ -	2	\$ -	\$ 4,928.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	5/4/2023	5/22/2023	CSK	Approved	Added CAT6A network drop and Paradies Receptacle for the relocated potable water cabinet
38	73	Temp Construction - THR, TW, CBIS - Fountain CAT6, Paradies 30A	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 52.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain	5/4/2023	5/22/2023	CSK	Approved	Added CAT6A network drop and Paradies Receptacle for the relocated potable water cabinet
39	90	Temp Construction - Fountain Temp Lighting Power	Allowance	\$ -	\$ -	2	\$ -	\$ 3,234.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	4/6/2023	4/18/2023	CSK	Approved	Adding temp power to the temp walkway to facilitate lighting where passengers will be boarding/de-planing
39	90	Temp Construction - Fountain Temp Lighting Power	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 34.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	4/6/2023	4/18/2023	CSK	Approved	Adding temp power to the temp walkway to facilitate lighting where passengers will be boarding/de-planing
40	N/A	HRP - Technical Services Agreement	Allowance	\$ -	\$ -	2	\$ -	\$ 16,800.00	CGMP2 - Allowance - Temp Construction	CGMP2 - GC Consumables	4/13/2023	4/18/2023	CSK	Approved	Industrial Hygienist
41	N/A	WP2 - Skim Coat	Closed	\$ -	\$ -	2	\$ -	\$ -	CGMP2 - EPA (AVL Contingency)	CGMP2 - Real Floors	-	-	SLC	Closed	This FA is not being submitted and is closed out due to skim coat being unnecessary
42	88	WP2 - Crane Widening	Backcharge	\$ -	\$ -	2	\$ -	\$ 5,421.00	CGMP2 - Spring Precast	CGMP2 - NHM Constructors	6/7/2023	7/13/2023	SLC	Approved	Backcharge to Spring Precast due to delayed notice of crane up-size to NHM
43	84	WP2 - Steel Quick Frame Fabrication	Backcharge	\$ -	\$ -	2	\$ -	\$ 6,440.00	CGMP2 - Cadence	CGMP2 - Dave Steel	8/7/2023	8/14/2023	SCS	Approved	Backcharge to Cadence due to delayed submission of Supply/Exhaust Fans
44	92	WP2 - Preaction Release Panel (Furnish Only)	CMAR	\$ 13,523.00	\$ -	2	\$ -	\$ 13,581.00	CGMP2 - Allowance - STBP	CGMP2 - F.E Moran	5/2/2023	5/22/2023	MCD	Approved	Owner Comment. to be funded from CMAR, BA done out of STBP allowance
45	123	CGMP3 - Sub Bond Shift	Bonds (Subcontract)	\$ -	\$ -	3	\$ -	\$ 1,611,414.00	CGMP3 - Subcontractor Bonds	CGMP3 - Trade Partners	5/22/2023	5/23/2023	MKT	Approved	WP3-B bond costs
46	42	WP2 - RFI 56 - Hydronic Expansion Tank Upsize	Owner/CMAR	\$ (109.00)	\$ -	2	\$ 3,878.00	\$ 3,914.00	CGMP2 - Economic Price Adjustments	CGMP2 - Cadence	7/19/2023	8/14/2023	MKT	Approved	Includes \$36 in added bond costs. Expansion Tank upsized in RFI56 by Design Team. Parsons noted to track as design E&O.
47	128	Temp Construction - THR, TW, CBIS - GoForth Threshold, Exterior Wall Finishing, Temp Wall Removal IH Signage	Allowance	\$ -	\$ -	2	\$ -	\$ 19,896.00	CGMP2 - Allowance - Temp Construction	CGMP2 -GoForth, CGMP2 - GC's	5/4/2023	5/22/2023	CSK	Approved	Money funded to GC's for signage
47	128	Temp Construction - THR, TW, CBIS - GoForth Threshold, Exterior Wall Finishing, Temp Wall Removal IH Signage	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 182.00	CGMP2 - Subcontractor Bonds	CGMP2 - GoForth, CGMP2 - GC's	5/4/2023	5/22/2023	CSK	Approved	
48	120	Temp Construction - THR - MBSI - Door Hardware Cost, Recepticals for Vending Machines, Blank Plate Light Switch	Allowance	\$ -	\$ -	2	\$ -	\$ 8,373.00	CGMP2 - Allowance - Temp Construction	CGMP2 - MBSI	5/18/2023	5/23/2023	CSK	Approved	Added vending machine receptacles and wire nutting of switches to be tracked under Owner requested changes per approval comments.
48	120	Temp Construction - THR - MBSI - Door Hardware Cost, Recepticals for Vending Machines, Blank Plate Light Switch	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 109.00	CGMP2 - Subcontractor Bonds	CGMP2 - MBSI	5/18/2023	5/23/2023	CSK	Approved	Added vending machine receptacles and wire nutting of switches to be tracked under Owner requested changes per approval comments.
49	N/A	Temp Construction - Added Exit Sign	Closed	\$ -	\$ -	2	\$ -	\$ -			-	-	SLC	Closed	This FA was combined and submitted as FA 053
50	95	WP2 - GoForth Additional Escorting Backcharge (P&G)	Backcharge	\$ -	\$ -	2	\$ -	\$ 2,016.00	CGMP2 - GoForth	CGMP2 - P&G Security Guard, Inc	5/16/2023	5/23/2023	MCD	Approved	
51	112	Temp Construction - THR, TW, CBIS - NHM PBB Foundation Demo	Closed	\$ -	\$ -	2	\$ -	\$ 7,135.00	CGMP2 - Allowance - Temp Construction	CGMP2 - NHM	-	-	SLC	Closed	
52	107	Temp Construction - Potable Water Move (Gate 2)	Allowance	\$ -	\$ -	2	\$ -	\$ 19,484.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain, T.P. Howards	5/14/2023	7/6/2023	MCD	Approved	Move discussion generated during weekly (5/2/23) operations walk with AVL/HP
52	107	Temp Construction - Potable Water Move (Gate 2)	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 482.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain, T.P. Howards	5/14/2023	7/6/2023	MCD	Approved	Move discussion generated during weekly (5/2/23) operations walk with AVL/HP
53	109	Temp Construction - THR, TW, CBIS - Fountain Added Exit/Emergency Light, Gate Signage Lighting, Floor Box Relocation	Allowance	\$ -	\$ -	2	\$ -	\$ 11,138.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	5/17/2023	5/22/2023	CSK	Approved	FA49 is closed and Pricing is now included in this FA
53	109	Temp Construction - THR, TW, CBIS - Fountain Added Exit/Emergency Light, Gate Signage Lighting, Floor Box Relocation	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 116.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain	5/17/2023	5/22/2023	CSK	Approved	FA49 is closed and Pricing is now included in this FA
54	73	Temp Construction - THR - Optimal Tek - Comm Room 125 Fiber Pull	Allowance	\$ -	\$ -	2	\$ -	\$ 5,393.00	CGMP2 - Allowance - Temp Construction	CGMP2 - GC's	6/20/2023	7/6/2023	MKT	Approved	** If allowance is depleted this is to be pulled from Owner contingency through another FA for the budget shift **Cost to install 24 strand from comm room 125 to basement due to existing 12 strand not testing.
55	108	Temp Construction - WP2 - Fountain - Added Exit Sign, AA Low Volt	Allowance	\$ -	\$ -	2	\$ -	\$ 20,731.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	6/14/2023	7/6/2023	MCD	Approved	Additional exit sign at CON 104, additional CAT6 cables, Hang Display Mounts
55	108	Temp Construction - WP2 - Fountain - Added Exit Sign, AA Low Volt	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 252.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain	6/14/2023	7/6/2023	MCD	Approved	Additional exit sign at CON 104, additional CAT6 cables, Hang Display Mounts
56	115	WP2 - CE115 - ABG Below Grade Caulking Removal and Replacement	CMAR	\$ 1,435.00	\$ -	2	\$ -	\$ 1,435.00	CGMP2 - CMAR Contingency	CGMP2 - ABG Caulking	5/25/2023	5/31/2023	SCS	Approved	Re-work due to ongoing precast remediation
56	115	WP2 - CE115 - ABG Below Grade Caulking Removal and Replacement	Bonds (CMAR)	\$ -	\$ -	2	\$ -	\$ 19.00	CGMP2 - Subcontractor Bonds	CGMP2 - ABG Caulking	5/25/2023	5/31/2023	SCS	Approved	Re-work due to ongoing precast remediation
57	N/A	WP3 Phasing - Temp Construction - AVL Operations Office & Conference Trailers - Fountain Power and Fiber Cost	Closed	\$ -	\$ -	3	\$ -	\$ -		Fountain	-	-	SCS	Closed	Procuring and installing power and fiber to temporary offices and conference room
58	62	WP2 - Fountain Day Tank Return Pumps	CMAR	\$ 21,702.00	\$ -	2	\$ -	\$ 21,966.00	CGMP2 - CMAR Contingency	CGMP2 - Fountain	6/7/2023	7/12/2023	SCS	Approved	Delegated Design requirements for day tanks did not match the Electrical Contract Documents
58	62	WP2 - Fountain Day Tank Return Pumps	Bonds (CMAR)	\$ -	\$ -	2	\$ -	\$ 264.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain	6/7/2023	7/12/2023	SCS	Approved	Delegated Design requirements for day tanks did not match the Electrical Contract Documents
59	63	VOID - WP2 - Anchor Bolt Remediation	Closed	\$ -	\$ -	2	\$ -	\$ 6,000.00	NHM	Dave Steel	-	-	SCS	Closed	Asked Dave Steel/NHM to handle internally
60	111	Temp Construction - PCI Scaffold Changes	Allowance	\$ -	\$ -	2	\$ -	\$ 50,036.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Performance Contracting Inc	8/2/2023	8/14/2023	MKT	Approved	

60	111	Temp Construction - PCI Scaffold Changes	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 245.00	CGMP2 - Subcontractor Bonds	CGMP2 - Performance Contracting Inc	8/2/2023	8/14/2023	MKT	Approved	
61	140	Temp Construction - TSHR - MBSI - Bathroom Accessories & Additional Door Closers	Allowance	\$ -	\$ -	2	\$ -	\$ 3,676.00	CGMP2 - Allowance - Temp Construction	CGMP2 - MBSI	6/14/2023	7/13/2023	MCD	Approved	
61	140	Temp Construction - TSHR - MBSI - Bathroom Accessories & Additional Door Closers	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 56.00	CGMP2 - Subcontractor Bonds	CGMP2 - MBSI	6/14/2023	7/13/2023	MCD	Approved	
62	118	Temp Construction - CE 118 - Conference and Operations Trailers	Allowance	\$ -	\$ -	3	\$ -	\$ 167,585.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain CGMP2 - T.P.Howards, NHM Constructors, GoForth	6/20/2023	7/6/2023	SCS	Approved	
62	118	Temp Construction - CE 118 - Conference and Operations Trailers	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 1,760.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain CGMP2 - T.P.Howards, NHM Constructors, GoForth	6/20/2023	7/6/2023	SCS	Approved	
63	148	Temp Construction - GoForth - SHR 103 Concrete Repair	Allowance	\$ -	\$ -	2	\$ -	\$ 684.00	CGMP2 - Allowance - Temp Construction	CGMP2 - GoForth	8/2/2023	8/14/2023	SCS	Approved	
63	148	Temp Construction - GoForth - SHR 103 Concrete Repair	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 14.00	CGMP2 - Subcontractor Bonds	CGMP2 - GoForth	8/2/2023	8/14/2023	SCS	Approved	
64	125	WP2 - GoForth Best Cylinders	Owner	\$ (189.00)	\$ -	2	\$ 6,632.00	\$ 6,758.00	CGMP2 - Economic Price Adjustments	CGMP2 - GoForth	12/14/2023	1/4/2024	EAA/MKT	Approved	Includes \$126 in added bond costs
65	135	CGMP3 - Sunesis Asbestos Surveying	Allowance	\$ -	\$ -	3	\$ -	\$ 18,813.00	CGMP3 - Allowance - Testing/Inspections	CGMP3 - Sunesis	6/2/2023	7/6/2023	SCS	Approved	Included in Sunesis contract as a voluntary alternate. Pulled from testing/inspection allowance
65	135	CGMP3 - Sunesis Asbestos Surveying	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 287.00	CGMP3 - Subcontractor Bonds	CGMP3 - Sunesis	6/2/2023	7/6/2023	SCS	Approved	Included in Sunesis contract as a voluntary alternate
66	138	WP2 - Phasing - Go Forth CON 103 & SHR 106/103	Allowance	\$ -	\$ -	2	\$ -	\$ 22,547.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Go Forth	8/1/2023	8/14/2023	SCS	Approved	
66	138	WP2 - Phasing - Go Forth CON 103 & SHR 106/104	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 281.00	CGMP3 - Subcontractor Bonds	CGMP2 - Go Forth	8/1/2023	8/14/2023	SCS	Approved	
67	150	WP2 - TP Howard Temp Gas Meter Re-Route	Allowance	\$ -	\$ -	2	\$ -	\$ 200,365.00	CGMP3 - Allowance - Temp Construction	CGMP2 - TP Howard	6/29/2023	7/6/2023	MCD	Approved	Per Parsons approved FA, this is 150k over allowance carried.
67	150	WP2 - TP Howard Temp Gas Meter Re-Route	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 2,885.00	CGMP3 - Subcontractor Bonds	CGMP2 - TP Howard	6/29/2023	7/6/2023	MCD	Approved	Per Parsons approved FA, this is 150k over allowance carried.
68	154	WP3 - Column Line 41.8 Foundations	Allowance	\$ -	\$ -	2	\$ -	\$ 65,850.00	CGMP2 - Allowance - STBP	CGMP2 - NHM	6/22/2023	7/6/2023	SLC	Approved	Funds pulled from scope to be purchased
68	154	WP3 - Column Line 41.8 Foundations	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 821.00	CGMP2 - Subcontractor Bonds	CGMP2 - NHM	6/22/2023	7/6/2023	SLC	Approved	Funds pulled from scope to be purchased
69	144	WP1 - Go Forth Lighting Vault Closer Repair	CMAR	\$ 910.00	\$ -	1	\$ -	\$ 929.00	CGMP1 - CMAR Contingency	CGMP1 - Go Forth	6/30/2023	7/13/2023	SCS	Approved	
70	145	WP3 - Kiosk Demolition (incl TNC Striping)	Allowance	\$ -	\$ -	3	\$ -	\$ 61,587.00	CGMP 3 - Allowance - Temp Construction & Misc.	CGMP2 - NHM CGMP3 - Sunesis	6/30/2023	7/12/2023	SCS	Approved	Per parsons request, FA ncluded re-striping now being performed by HP.
70	145	WP3 - Kiosk Demolition (incl TNC Striping)	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 848.00	CGMP3 - Subcontractor Bonds	CGMP2 - NHM CGMP3 - Sunesis	6/30/2023	7/12/2023	SCS	Approved	Per parsons request, FA ncluded re-striping now being performed by HP.
71	116	WP3 - Temp Construction - Sink Relocation	Allowance	\$ -	\$ -	3	\$ -	\$ 3,400.00	CGMP 2 - Allowance & CGMP2 Bonds	CGMP2 - NHM CGMP3 - ISEC CGMP2 - TP Howards	7/27/2023	8/14/2023	SCS	Approved	To be funded from allowance in lieu of AVL contingency per parsons direction
71	116	WP3 - Temp Construction - Sink Relocation	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 34.00	CGMP2 - Subcontractor Bonds	CGMP3 - ISEC CGMP2 - TP Howards	7/27/2023	8/14/2023	SCS	Approved	To be funded from allowance in lieu of AVL contingency per parsons direction
72	130	WP3 - Phasing - ATO Trailers	Allowance	\$ -	\$ -	3	\$ -	\$ 492,866.00	CGMP3 - Allowance - Temp Construction	CGMP3 - MBSI	8/2/2023	8/14/2023	MCD	Approved	Revising FA based on Patti's last correspondence on cost (7/18)
72	130	WP3 - Phasing - ATO Trailers	Allowance	\$ -	\$ -	3	\$ -	\$ 12,322.00	CGMP3 - Subcontractor Bonds	CGMP3 - MBSI	8/2/2023	8/14/2023	MCD	Approved	Revising FA based on Patti's last correspondence on cost (7/18)
73	160	WP3 - Pine Environmental Air Surveying	Allowance	\$ -	\$ -	3	\$ -	\$ 126,430.00	CGMP3 - Allowance - Temp Construction	CGMP3 - GCs	7/19/2023	8/14/2023	MKT	Approved	charge to Misc. Project Software upon approval of FA in lieu of GC's
74	164	WP3 - Sunesis Gas Line Inefficiency*	Allowance	\$ -	\$ -	3	\$ -	\$ 16,417.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Sunesis	8/23/2023	8/23/2023	SCS	Approved	Includes \$243 in bond costs. FA note from Parsons states that this is to be pulled from CMAR in lieu of temp construction allowance that HP proposed. BA needed to correct this
74.1	164	WP3 - Sunesis Gas Line Inefficiency	Correction	\$ 16,174.00	\$ -	3	\$ -	\$ 16,417.00	CGMP3 - CMAR Contingency	CGMP3 - Sunesis	8/23/2023	8/23/2023	SCS	Approved	Reference BA 062
75	230	WP3 - Temp Construction - OPS Trailer Addition	Closed	\$ -	\$ -	3	\$ -	\$ -					MCD	Closed	
76	127	WP3 - ASI 013	Owner	\$ -	\$ 26,089.00	3	\$ -	\$ 107,882.00	CGMP3 - CMAR Contingency	CGMP3 - Fountain, Rolling Plains	12/1/2023	7/25/2024	MKT/MCD	Approved	Includes \$651 in added bond costs. Includes 12.14.2023 - Comments provided back from Parsons/AVL. This is the cost associated with the deducts in ASI 013
77		WP3 - Exterior Mockup Structural Elements	Closed	\$ -	\$ -	3	\$ -	\$ -					MKT	Closed	FA not used - VOID
78		WP3 - OPS Trailer Additional Changes	Closed	\$ -	\$ -	3	\$ -	\$ -					MCD	Closed	Included in FA 114
79	54	WP2 - RF1 49 - Upsize of Mech Equipment	CMAR	\$ 68,743.00	\$ -	2	\$ -	\$ 68,743.00	CGMP2 - CMAR Contingency	CGMP2 - Cadence, Fountain	8/7/2023	9/13/2023	MKT	Approved	Bond costs due to CMAR contingency
79	54	WP2 - RF1 49 - Upsize of Mech Equipment	Bonds (CMAR)	\$ -	\$ -	2	\$ -	\$ 975.00	CGMP2 - Subcontractor Bonds	CGMP2 - Cadence, Fountain	8/7/2023	9/13/2023	MKT	Approved	R1 was utilized in lieu of the original submission.
80	171	WP3 BLE Testing Budget Shift	Allowance	\$ -	\$ -	3	\$ -	\$ 650,000.00	CGMP3 - Allowance - Temp Construction	CGMP3 - BLE - Testing	7/18/2023	8/14/2023	MCD	Approved	Testing and Inspections CGMP3 allowance
81	163	WP2 TK PBB Demo Escorting Costs (3)	Backcharge	\$ -	\$ -	2	\$ -	\$ 1,120.00	CGMP2 - TK Airport	CGMP2 - P&G Security Guard, Inc	7/24/2023	8/14/2023	MCD	Approved	
82	122	WP1 - RF1 114 - Lighting Vault UPS Receptacle	Owner	\$ (216.00)	\$ -	1	\$ 7,726.00	\$ 7,744.00	CGMP1 - Economic Price Adjustments	CGMP1 - JCI	8/4/2023	8/16/2023	MKT	Approved	Cost shown includes \$18 in bond costs. HP submitted FA as owner contingency as it was captured in ASI 02 (design). Parsons noted this is not owners contingency and should either come from Design E&O (Owner contingency) or CMAR contingency.
83	73	WP2 - Temp Construction - Add'l Plywood & Debris Netting per Phasing RFI 20	Closed	\$ -	\$ -	2	\$ -	\$ -						Closed	Merged with CE 073
84	121	WP2 - PBB Chair Lifts (Add)	Allowance	\$ -	\$ -	2	\$ -	\$ 102,353.00	CGMP3 - Allowance - Temp Construction	CGMP2 - TK Airport	8/10/2023	8/14/2023	MCD	Approved	
84	121	WP2 - PBB Chair Lifts (Add)	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 665.00	CGMP3 - Subcontractor Bonds	CGMP2 - TK Airport	8/10/2023	8/14/2023	MCD	Approved	
85	182	WP2 - CEP Stone Retaining Wall	CMAR	\$ -	\$ 74,589.00	2	\$ -	\$ 100,850.00	CGMP2 - CMAR Contingency	CGMP2 - NHM	8/7/2023	8/14/2023	SLC	Approved	Cost includes temp construction (\$25,000), econ price adjustment (\$74,589) and bonds (\$1261). HP submitted as Allowance and Economic Price Adjustments. Parsons approved FA but noted that CMAR contingency is to be used with delta tracked under Design E&O. As design was not provided at bid, this may also be AVL contingency.
86.1	177	WP3 - N Concourse Tug Ramp Asphalt Patch*	CMAR	\$ 8,550.00	\$ -	3	\$ -	\$ 8,658.00	CGMP2 - CMAR Contingency	CGMP2 - NHM	8/4/2023	8/14/2023	SLC	Approved	Cost includes \$108 in bond costs. Per approved FA, Parsons is tracking this as CMAR Contingency and not allowance.
87	193	WP2 - MBSI (CO#1) - Add'l Ramp Platforms @ TSHR (Around Lightpole)	Allowance	\$ -	\$ -	2	\$ -	\$ 8,320.00	CGMP2 - Allowance - Temp Construction	CGMP2 - MBSI	8/4/2023	8/14/2023	MCD	Approved	
87	193	WP2 - MBSI (CO#1) - Add'l Ramp Platforms @ TSHR (Around Lightpole)	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 187.00	CGMP2 - Subcontractor Bonds	CGMP2 - MBSI	8/4/2023	8/14/2023	MCD	Approved	
88	186	WP3 - Additional Foundations Q.1 for BHS	Closed	\$ -	\$ -	3	\$ -	\$ -	CGMP2 - Allowance - Temp Construction	NHM			SLC	Closed	11/13/2023 - Email sent to NHM stating that this cost was understood to be part of CGMP3 Concrete Scope for Foundations
89	166	WP3 - FAA Kitchen Level 2	Allowance	\$ -	\$ -	3	\$ -	\$ 12,536.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Shoffner	8/9/2023	8/14/2023	SLC	Approved	Includes \$124 in bond costs. FA was originally submitted as an allowance cost but per Parsons comment on the approved FA, this is to be tracked as owner contingency
90	200	WP3 - Moving Costs (Gasperson) - from Allowance	Allowance	\$ -	\$ -	3	\$ -	\$ 80,000.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Gasperson	8/8/2023	8/14/2023	MCD	Approved	
91	156	WP2 - CEP Fan Roof Mounted Disconnects	Dispute	\$ -	\$ -	2	\$ 8,919.00	\$ 9,012.00	CGMP2 - Economic Price Adjustments	CGMP2 - Fountain	8/9/2023	8/14/2023	SCS	Approved	Cost includes \$93 in bonds. Per approved FA, this is an obvious Design E&O and also could have been picked up during CMAR precon services and therefore should be tracked under CMAR contingency.
92	183	WP3 - GoForth Additional Plywood & Skirting	Allowance	\$ -	\$ -	3	\$ -	\$ 14,159.00	CGMP3 - Allowance - Temp Construction	CGMP2 - Go Forth	10/5/2023	10/11/2023	SCS	Approved	
92	183	WP3 - GoForth Additional Plywood & Skirting	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 283.00	CGMP3 - Subcontractor Bonds	CGMP2 - Go Forth	10/5/2023	10/11/2023	SCS	Approved	
93	179	WP3 - GoForth airline move	Closed	\$ -	\$ -	3	\$ -	\$ -						Closed	Merged/included in FA 105

Need to do rev BA to take this out of CMAR

Corrected BA #062

per 4/18/24 mtg, owner agreed this is out of CMAR, BA already completed correctly

Money already pulled from CGMP1 EPA in ACO 35

Corrected BA #062; per 4/18/24 mtg, this FA to be funded from CMAR, not EPA - ref BA #063

Corrected BA #062

Per 4/18/24 mtg, this is to come out of Allowance, BA previously done is correct

Money already pulled from CGMP2 EPA in ACO 33

94	196	WP3 - Phasing - Existing South Inbound Claim Mods	Allowance	\$ -	\$ -	3	\$ -	\$ 132,684.00	CGMP3 - Allowance - Temp Construction	CGMP2 - ASI CGMP3 - Fountain	12/12/2023	1/4/2024	MKT	Approved	
94	196	WP3 - Phasing - Existing South Inbound Claim Mods	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 1,315.00	CGMP3 - Subcontractor Bonds	CGMP2 - ASI CGMP3 - Fountain	12/12/2023	1/4/2024	MKT	Approved	
95	192	WP3 - CE 192 - Phasing - Secondary Power to N OPS Trailer	Allowance	\$ -	\$ -	3	\$ -	\$ 11,336.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	8/25/2023	9/13/2023	SLC	Approved	Per Parsons note on approved FA, a percentage of cost may be applied to AVL contingency if amount carried is depleted. Could be considered owner contingency.
95	192	WP3 - CE 192 - Phasing - Secondary Power to N OPS Trailer	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 69.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	8/25/2023	9/13/2023	SLC	Approved	Per Parsons note on approved FA, a percentage of cost may be applied to AVL contingency if amount carried is depleted. Could be considered owner contingency.
96	172	WP3 - CE 172 - AVL Temp Trailers (added infrastructure - 3rd trailer)	Allowance	\$ -	\$ -	3	\$ -	\$ 38,601.00	CGMP3 - Allowance - Temp Construction	CGMP2 - TP Howard, NHM, Go Forth CGMP3 - Fountain	8/25/2023	9/13/2023	MCD	Approved	Per Parsons note on approved FA, a percentage of cost may be applied to AVL contingency if amount carried is depleted due to added trailer
96	172	WP3 - CE 172 - AVL Temp Trailers (added infrastructure - 3rd trailer)	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 368.00	CGMP3 - Subcontractor Bonds	CGMP2 - TP Howard, NHM, Go Forth CGMP3 - Fountain	8/25/2023	9/13/2023	MCD	Approved	Per Parsons note on approved FA, a percentage of cost may be applied to AVL contingency if amount carried is depleted due to added trailer
97	202	Phasing - Additional Card Readers (2) for CBIS Doors 1 & 2	Dispute					\$ 5,838.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	10/10/2023		SLC	Submitted	Cost includes \$35 in bond costs. HP has followed up on this "Rejected" FA with timeline for install based on Parsons comments to FA. Need further response from Parsons
98	210	WP2 - Additional Mobilization for Epoxy on Equip Pads	CMAR	\$ 5,500.00	\$ -	2	\$ -	\$ 5,500.00	CGMP2 - CMAR Contingency	CGMP2 - Real Floors	3/14/2024	3/26/2024	WDF	Approved	No bond cost included in Approved FA (straight out of CMAR Contingency)
99	195	WP2 - Permanent Temp-In Roof Curbs	Backcharge	\$ -	\$ -	2	\$ -	\$ 2,694.00	CGMP2 - Cadence	CGMP2 - Benton	12/14/2023	12/19/2023	WDF	Approved	
100	176	WP3 - CE 176 - Phasing - AA Area B Office Painting	Allowance	\$ -	\$ -	3	\$ -	\$ 2,360.00	CGMP2 - Allowance - Temp Construction	CGMP2 - United	12/18/2023	2/8/2024	WDF	Approved	
100	176	WP3 - CE 176 - Phasing - AA Area B Office Painting	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 41.00	CGMP2 - Subcontractor Bonds	CGMP2 - United	12/18/2023	2/8/2024	WDF	Approved	
101	220	WP1 - CE 220 - Beacon Cable Relocation for 2nd Floor ALCMS	Closed	\$ -	\$ -	1	\$ -	\$ -	CGMP1 - CMAR Contingency	CGMP1 - JCI			WDF	Closed	CE Rejected, Notice sent to JCI that this was always owed per contract
102	215	CE 215 - Temp Construction - Go Forth Removal of Temp SHR Connector Wall	Allowance	\$ -	\$ -	2	\$ -	\$ 1,871.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Go Forth	8/23/2023	8/23/2023	SCS	Approved	
102	215	CE 215 - Temp Construction - Go Forth Removal of Temp SHR Connector Wall	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 37.00	CGMP2 - Subcontractor Bonds	CGMP2 - Go Forth	8/23/2023	8/23/2023	SCS	Approved	
103	159	WP2 - CE 217 - Go Forth Added Work @ SHR	Allowance	\$ -	\$ -	2	\$ -	\$ 17,032.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Go Forth/Fountain	9/27/2023	10/11/2023	SCS	Approved	
103	159	WP2 - CE 217 - Go Forth Added Work @ SHR	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 208.00	CGMP2 - Subcontractor Bonds	CGMP2 - Go Forth/Fountain	9/27/2023	10/11/2023	SCS	Approved	
104	63	WP2 - Dave Steel Crane Remobilization	CMAR	\$ 17,376.00	\$ -	2	\$ -	\$ 17,376.00	CGMP2 - CMAR contingency	CGMP2 - Dave Steel	12/28/2023	1/4/2024	EAA	Approved	due to precast sequencing
104	63	WP2 - Dave Steel Crane Remobilization	Bonds (CMAR)	\$ -	\$ -	2	\$ -	\$ 174.00	CGMP2 - Subcontractor Bonds	CGMP2 - Dave Steel	12/28/2023	1/4/2024	EAA	Approved	FA accidentally noted bond costs to be pulled from CM P&P bonds.
105	218	WP2 - GoForth Additional AA work	Allowance	\$ -	\$ -	2	\$ -	\$ 2,612.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Go Forth	10/4/2023	10/11/2023	SCS	Approved	
105	218	WP2 - GoForth Additional AA work	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ 52.00	CGMP2 - Subcontractor Bonds	CGMP2 - Go Forth	10/4/2023	10/11/2023	SCS	Approved	
106	149	WP3 - Terminal Gear Expedite	CMAR	\$ 100,000.00	\$ -	3	\$ -	\$ 100,000.00	CGMP3 - CMAR Contingency	CGMP3 - Fountain	9/9/2023	2/2/2024	MKT	Approved	Per approved FA, Parsons noted that AVL will allow only \$100,000 to come from CMAR contingency. See FA 193 for BA moving Ceiling Allowance to CMAR Contingency
107	194	WP2 - CE 194 - Additional Walkway Pads	CMAR	\$ 2,104.00	\$ -	2	\$ -	\$ 2,130.00	CGMP2 - CMAR Contingency	CGMP2 - Benton	11/17/2023	11/17/2023	WDF	Approved	
108	203	WP2 - Self Perform Ground and Megg Testing Credit	Bonds (Allowance)	\$ -	\$ -	2	\$ -	\$ (50.00)	CGMP2 - Fountain	CGMP2 - Subcontractor Bonds	10/5/2023	10/11/2023	SLC	Approved	Credit to the owner into the testing/inspections allowance.
108	203	WP2 - Self Perform Ground and Megg Testing Credit	Allowance	\$ -	\$ -	2	\$ -	\$ (4,150.00)	CGMP2 - Fountain	CGMP2 - Allowance - Testing/Inspection	10/5/2023	10/11/2023	SLC	Approved	Credit to the owner into the testing/inspections allowance.
109	227	WP3 - CE 227 - Phasing AA Area B Wall Finishing Backcharge	Closed	\$ -	\$ -	3	\$ -	\$ -	CGMP3 - Cleveland	CGMP2 - United			SCS	Closed	CE Closed, No Cost
110	247	WP3 - RAC Trailer Budget Funding (allowance)	Allowance	\$ -	\$ -	3	\$ -	\$ 124,239.00	CGMP3 - Allowance - Temp Construction	CGMP3 - WILMOT	9/6/2023	9/13/2023	MCD	Approved	
111	187	WP2 - Phasing - GT Lot AT&T Line Reroute	Owner	\$ -	\$ -	2	\$ 25,477.00	\$ 25,625.00	CGMP2 - Economic Price Adjustments	CGMP3 - Fountain	12/14/2023	1/4/2024	SLC	Approved	Includes \$148 in added bond costs.
112	232	CE 232 - WP3 - P&G Upgrade in COI (Non-Movement)	Allowance	\$ -	\$ -	3	\$ -	\$ 15,815.00	CGMP2 - Allowance - Temp Construction	CGMP3 - Insurances outside of OCIP	9/6/2023	9/13/2023	MCD	Approved	
113	228	CE 228 - Temp Construction/Phasing - First Aid Room Relocated Data Scope	Allowance	\$ -	\$ -	3	\$ -	\$ 1,367.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	10/10/2023	10/11/2023	SLC	Approved	Per Parsons comment, credit to be provided for not installing VCT. However carpeting was installed in lieu of VCT.
113	228	CE 228 - Temp Construction/Phasing - First Aid Room Relocated Data Scope	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 8.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	10/10/2023	10/11/2023	SLC	Approved	Per Parsons comment, credit to be provided for not installing VCT. However carpeting was installed in lieu of VCT.
114	119	FA 114/CE 119 - WP3 - AVL Temp Trailers Additional Changes (Added Data Outlets - OPS/Conf Trailer)*	Allowance	\$ -	\$ -	3	\$ -	\$ 8,160.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	9/14/2023	10/11/2023	MCD	Approved	Cost shown includes (\$47) in bond costs. Per Parsons note on approved FA, this should not be Owner contingency as originally submitted and needs to be pulled from the temp construction allowance until that is depleted.
115	250	FA 115 - CE 250 - Conference/Operations Trailers - Fencing Cost (NHM)*	Allowance	\$ -	\$ -	3	\$ -	\$ 10,970.00	CGMP3 - Allowance - Temp Construction	CGMP2 - NHM	9/9/2023	10/11/2023	MCD	Approved	Includes \$131 in added bond costs. Per Parsons comment on approved FA, this should be tracked under allowances, not owner contingency, until allowance has been depleted.
116	114	WP2 - Unsuitable Soils (NHM)*	CMAR	\$ 29,252.00	\$ -	2	\$ -	\$ 30,435.00	CGMP2 - CMAR Contingency	CGMP2 - NHM	11/16/2023	11/17/2023	MCD	Approved	Includes \$309 in added bond costs. Per Parsons comment on approved FA, unforeseen conditions are CMAR contingency and not AVL owner
117	225	CE 225 - WP3 - Expediting Cost CL 41.8 Anchor Bolts	Closed	\$ -	\$ -	3	\$ -	\$ -	CGMP3 - CMAR Contingency	CGMP3 - GMF			GLP	Closed	Added to Trades & Favor Log
118	191	CE 191 - CEP Duct Bank Unsuitable Soils	CMAR	\$ 12,461.00	\$ -	2	\$ -	\$ 12,580.00	CGMP2 - CMAR Contingency	CGMP2 - Fountain	9/14/2023	10/11/2023	SLC	Approved	Includes \$119 in added bond costs. Per Parsons comment on approved FA, unforeseen conditions are CMAR contingency and will be tracked as such. We sent this back to Parsons with Math Correction, BA was completed per revision
119	173	CE 173 - WP2 - CEP Duct Bank Clash with Storm	CMAR	\$ 9,579.00	\$ -	2	\$ -	\$ 9,579.00	CGMP2 - CMAR contingency	CGMP2 - Fountain, NHM	9/14/2023	10/11/2023	SLC	Approved	
119	173	CE 173 - WP2 - CEP Duct Bank Clash with Storm	Bonds (CMAR)	\$ -	\$ -	2	\$ -	\$ 117.00	CGMP2 - Subcontractor Bonds	CGMP2 - Fountain, NHM	9/14/2023	10/11/2023	SLC	Approved	
120	252	CE 252 - WP3 - Phasing - RAC Trailer Signs - Added - Email Dated 9.8.2023	Allowance	\$ -	\$ -	3	\$ -	\$ 417.00	CGMP3 - Allowance - Temp Construction	CGMP3 - GC's	9/9/2023	9/13/2023	MCD	Approved	
121	231	CE 231 - Phasing RFI 059 - Added Fiber at North OPS*	Allowance	\$ -	\$ -	3	\$ -	\$ 4,479.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	9/15/2023	10/11/2023	SLC	Approved	Cost includes \$33 in bond costs. Per Parsons comment on approved FA, this should be temp construction allowance until that allowance is depleted, not AVL contingency.
122	243	CE243 - WP3 - Phasing RFI 062 - AVL/OPS Trailer - Added Data Outlets in Second Double Wide Trailer*	Allowance	\$ -	\$ -	3	\$ -	\$ 7,336.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	9/14/2023	10/11/2023	SLC	Approved	Cost includes \$43 in bond costs. Per Parsons comment on approved FA, this should be temp construction allowance until that allowance is depleted, not AVL contingency.
123	229	CE 229 - ATO Trailer Panel Breaker Upsize	Allowance	\$ -	\$ -	3	\$ -	\$ 1,369.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	10/10/2023	10/11/2023	SLC	Approved	
123	229	CE 229 - ATO Trailer Panel Breaker Upsize	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 8.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	10/10/2023	10/11/2023	SLC	Approved	
124	304	WP3 - T&M Rework Underground Lighting Conduit*	CMAR	\$ 1,930.00	\$ -	2	\$ -	\$ 2,028.00	CGMP2 - CMAR Contingency	CGMP2 - Fountain	12/14/2023	1/4/2024	SLC	Approved	Includes \$12 in added bond costs. Per Parsons comment on approved FA, this is CMAR contingency as sanitary line was always shown. Hensel Phelps concurred and moved money as such from CMAR contingency. Look at corrective BA?
125	255	CE 255 - WP3 - Fountain - Additional Work for AVL North Ops Trailers	Closed	\$ -	\$ -	3	\$ -	\$ -	CGMP3 - CMAR Contingency	CGMP3 - Fountain			SLC	Closed	duplicate to FA 148
126	263	CE 263 - Phasing - PCI	Closed	\$ -	\$ -	2	\$ -	\$ -	CGMP2 - Temp Construction	CGMP2 - PCI			MKT	Closed	No Cost received from PCI, Closed.
127	265	WP3 - Duct Bank 3 UG Routing Credit*	Owner	\$ -	\$ (41,200.00)	3	\$ -	\$ (41,200.00)	CGMP3 - Fountain	CGMP3 - CMAR Contingency	9/28/2023	10/11/2023	SLC	Approved	This cost included a deductive \$1,200 from CMAR Margin. Double check BA went to owner contingency.
128	272	CE 272 - Escalators (KONE) - 2 to 3 steps	Allowance	\$ -	\$ -	3	\$ -	\$ 22,558.00	CGMP3 - CMAR Contingency	CGMP3 - KONE	10/13/2023	11/17/2023	GLP	Approved	Vin note: 3 step was included in the contract documents, however the delay in contractual execution caused by Buy American requirements allowed the supplier to revisit its proposed cost as their quote had expired.
128	272	CE 272 - Escalators (KONE) - 2 to 3 steps	Bonds (CMAR)	\$ -	\$ -	3	\$ -	\$ 92.00	CGMP3 - Subcontractor Bonds	CGMP3 - KONE	10/13/2023	11/17/2023	GLP	Approved	Vin note: 3 step was included in the contract documents, however the delay in contractual execution caused by Buy American requirements allowed the supplier to revisit its proposed cost as their quote had expired.
129	275	CE 275 - GOTW Sales Tax Adj	Subcontract	\$ -	\$ -	2	\$ -	\$ 3,290.00	CGMP2 - GOTW Subcontract	CGMP2 - GOTW Sales Tax	9/28/2023	9/28/2023	GLP	Approved	Move to create a budget for GOTW sales tax

Money already pulled from CGMP2 CMAR contingency and additional funds were transferred to Margin/P&P/OCIP/Contingency in ACO 44

Money already pulled from CGMP2 CMAR contingency and additional funds were transferred to Margin/P&P/OCIP/Contingency in ACO 39

Corrected BA #062

Corrected BA #062

Corrected BA #062

Corrected BA #062

BA done out of CMAR Contingency

BA funded CMAR Contingency

130	190	WP2 - CE 190 - BHS Temp Spare Parts	Allowance	\$ -	\$ -	2	\$ -	\$ 42,514.00	CGMP2 - Allowance - Temp Construction	CGMP2 - ASI	10/2/2023	10/11/2023	MKT	Approved	Included \$392 in added bond costs.
131	153	WP3 - CE 153 - Exterior Mockup	Owner	\$ -	\$ 40,901.00	3	\$ -	\$ 40,901.00	CGMP3 - CMAR Contingency	CGMP3 - GMF, AES	10/9/2023	10/11/2023	GLP	Approved	
131	153	WP3 - CE 153 - Exterior Mockup	Allowance	\$ -	\$ -	3	\$ -	\$ 20,000.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Allowance - STBP	10/9/2023	10/11/2023	GLP	Approved	
132	280	Precision Walls Backcharge to Fountain/Cadence	CMAR	\$ 2,095.00	\$ -	2	\$ -	\$ 2,117.00	CGMP2 - CMAR Contingency	CGMP2 - PWI	4/12/2024	4/30/2024	EAA	Approved	
133	197	WP2 - ASI 015 - NCDEQ Updates	Owner	\$ -	\$ -	2	\$ 42,507.00	\$ 43,015.00	CGMP2 - Economic Price Adjustments	CGMP2 - NHM	10/5/2023	11/17/2023	MCD	Approved	Cost includes \$508 in added bond costs.
134	206	WP2 - Dave Steel Screen Wall Field Modifications	CMAR	\$ 7,903.00	\$ -	2	\$ -	\$ 7,989.00	CGMP2 - CMAR Contingency	CGMP2 - Dave Steel	4/12/2024	5/15/2024	EAA	Approved	
135	293	WP3 - ATO Trailer Stairs/Ramps/Gutters	Allowance	\$ -	\$ -	3	\$ -	\$ 52,807.00	CGMP3 - Allowance - Temp Construction	CGMP3 - MBSI	3/12/2024	3/26/2024	MCD	Approved	
136	226	WP2 - AOA Retaining Wall Form Liner	Owner	\$ -	\$ -	2	\$ 14,942.00	\$ 15,123.00	CGMP2 - Economic Price Adjustments	CGMP2 - NHM	10/2/2023	10/11/2023	MCD	Approved	
137	225	WP2 - CE 225 - Chamber Test Elimination	Owner	\$ -	\$ -	2	\$ (2,475.00)	\$ (2,500.00)	CGMP2 - MSJ	CGMP2 - CMAR Contingency	6/3/2024	6/5/2024	MKT	Approved	
138	240	WP3 - CE240 - Phasing - RAC - Added 4 heaters	Allowance	\$ -	\$ -	3	\$ -	\$ 30,650.00	CGMP3 - Allowance - Temp Construction	CGMP3 - MSS, Fountain	12/11/2023	12/13/2023	SLC	Approved	Includes \$204 in bond costs.
139	303	WP3 - CE 303 - Phasing - RAC - Power Upsizing for Trailers and Bathrooms	owner	\$ -	\$ -	3	\$ -	\$ 30,650.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	10/12/2023	11/17/2023	SLC	Approved	Could be deemed Owner Contingency, but was approved as Temp Construction
140	170	WP3 - CE 170 - Phasing - Temp Construction North Apron Lighting*	Allowance	\$ -	\$ -	3	\$ -	\$ 8,806.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	10/5/2023	10/11/2023	SLC	Approved	This cost includes \$51 in bond costs. Per Parsons comment on approved FA, this should be tracked under temp allowances, not AVL contingency as noted.
141	355	WP3 - CE 246 - Phasing - CBIS Additional work	Allowance	\$ -	\$ -	3	\$ -	\$ 29,584.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cleveland, Sunesis, bonitz	12/14/2023	1/4/2024	EAA	Approved	
141	355	WP3 - CE 246 - Phasing - CBIS Additional work	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 390.00	CGMP3 - Subcontractor Bonds	CGMP3 - Cleveland, Sunesis, bonitz	12/14/2023	1/4/2024	EAA	Approved	
142	237	WP2 - CE 237 - Phasing - Relocation of CBIS Rack*	Owner	\$ -	\$ -	2	\$ -	\$ 4,775.00	CGMP2 - Allowance - Temp Construction	CGMP2 - Fountain	10/10/2023	3/26/2024	SLC	Approved	Per AAN FA, "the original location was designed in BTG and all of this is related to temporary work. Please fund from temporary construction allowance until this has been exhausted". Double check BA, where was this submitted?
143	209	WP3 - CE 209 - ASI 016	Owner	\$ 8,401.00	\$ 60,410.00	3	\$ -	\$ 71,310.00	CGMP3 - CMAR Contingency	CGMP3 - GMF, Bonitz, Fountain	2/12/2024	6/18/2024	MCD	Approved	
144	296	WP3-CE 296 - Phasing - Painting of the RAC trailers	Allowance	\$ -	\$ -	3	\$ -	\$ 3,528.00	CGMP3 - Allowance - Temp Construction	CGMP2 - United Painting	12/12/2023	12/13/2023	WDF	Approved	
144	296	WP3-CE 296 - Phasing - Painting of the RAC trailers	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 72.00	CGMP3 - Subcontractor Bonds	CGMP2 - United Painting	12/12/2023	12/13/2023	WDF	Approved	
145	251	WP3 - CE 251 - Phasing - Door Hardware Procurement and Install for RAC Trailers	Allowance	\$ -	\$ -	3	\$ -	\$ 1,510.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cook & Boardman	1/16/2024	2/8/2024	WDF	Approved	
145	251	WP3 - CE 251 - Phasing - Door Hardware Procurement and Install for RAC Trailers	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 11.00	CGMP3 - Subcontractor Bonds	CGMP3 - Cook & Boardman	1/16/2024	2/8/2024	WDF	Approved	
146	201	WP3 - CE 201 - Additional Power to Basement Data Racks	Owner/cmar	\$ (249.00)	\$ 8,874.00	3	\$ -	\$ 8,924.00	CGMP3 - CMAR Contingency	CGMP3 - Fountain	10/11/2023	1/4/2024	SLC	Approved	Includes \$50 in bond costs.
147	249	WP3 - CE 249 - Phasing - AVL Ops Trailer - Punch List T&M	Allowance	\$ -	\$ -	3	\$ -	\$ 1,943.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain, Shoffner	3/12/2024	3/6/2024	MCD	Approved	
148	255	WP3 - CE 255 - Phasing North Ops Finance Trailer Fiber Move	Allowance	\$ -	\$ -	3	\$ -	\$ 3,137.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	10/12/2023	11/17/2023	SLC	Approved	
148	255	WP3 - CE 255 - Phasing North Ops Finance Trailer Fiber Move	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 19.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	10/12/2023	11/17/2023	SLC	Approved	
149	291	WP2 - CE 291 - WP2 Phasing - Add Alarm Strobes to CBIS Doors	Closed	\$ -	\$ -	2	\$ -	\$ -	CGMP2 - CMAR Contingency	CGMP2 - Fountain	NA	NA	SLC	Closed	Merged with CE 257.
150	239	WP3 - CE 239 - Phasing - Door Hardware for FAA Doors 109/110*	Allowance	\$ -	\$ -	3	\$ -	\$ 15,155.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cook & Boardman	1/17/2024	2/8/2024	WDF	Approved	Cost includes \$106 in bond costs. Per Parsons comment, agreed this would be owner contingency, but allowance should be fully exhausted first.
151	257	WP2 - CE 257 - Phasing - SIDA Line Hardware	Allowance	\$ -	\$ -	3	\$ -	\$ 16,980.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain, Cook & Boardman	3/26/2024	3/26/2024	WDF	Approved	
152	N/A	WP2 - Apron Paving - CGMP 2 Scope to be Purchased	Allowance	\$ -	\$ -	2	\$ -	\$ 3,052,006.00	CGMP2 - Allowance - STBP	CGMP3 - HP Site Concrete	10/10/2023	10/17/2023	ASF	Approved	
153	214	WP2 - CE 214 - Phasing - Additional Tree Removal @ GT Lot*	CMAR	\$ 14,222.00	\$ -	2	\$ -	\$ 14,392.00	CGMP2 - Economic Price Adjustments	CGMP3 - NHM	10/13/2023	11/17/2023	MCD	Approved	Cost includes \$170 in bond costs. Vin Note: Since the actual limits of work was not changed in aforementioned ASI this is certainly something that should have easily been picked up by a prudent CMR during pre-construction services. Please reallocate to CMR Contingency.
154	314	WP2 - CE 314 - Temp Construction - Add SIDA Door Access Control*	Allowance	\$ -	\$ -	2	\$ -	\$ 14,462.00	CGMP2 - Economic Price Adjustments	CGMP3 - Fountain	10/12/2023	11/17/2023	SLC	Approved	This cost includes \$87 in bond costs. Vin Note: This should be moved to Temp Construction Allowance until which point this funding is exhausted.
155	349	WP3 - CE 349 - Phasing - Bonitz CBIS Floor Patching	Closed	\$ -	\$ -	3	\$ -	\$ 1,840.00		CGMP3 - Bonitz			WDF	Closed	added to trades & favor log with C&B
156	N/A	WP3 - Terminal Concrete - CGMP3 Scope to be Purchased	Allowance	\$ -	\$ -	3	\$ -	\$ 14,400,800.00	CGMP3 - Allowance - STBP	CGMP3 - NHM, HP Site Concrete	10/10/2023	10/17/2023	ASF	Approved	
156	N/A	WP3 - Terminal Concrete - CGMP3 Scope to be Purchased	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 46,908.00	CGMP3 - Subcontractor Bonds	CGMP3 - NHM, HP Site Concrete	10/10/2023	10/17/2023	ASF	Approved	
157	318	CE 318 - WP2 - Metal Canopy Light Fixture	Dispute	\$ -	\$ -		\$ -	\$ 423.00	CGMP2 - CMAR Contingency	CGMP2 - Elite Awnings			EAA	Rejected	Rejected by Parsons, documents show a wet location fixture. Submittal does not relieve CMAR of the contract requirements.
158	335	WP3 - Sunesis North ATO Canopy Demo	Allowance	\$ -	\$ -	3	\$ -	\$ 12,109.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Sunesis	11/17/2023	11/17/2023	EAA	Approved	
158	335	WP3 - Sunesis North ATO Canopy Demo	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 184.00	CGMP3 - Subcontractor Bonds	CGMP3 - Sunesis	11/17/2023	11/17/2023	EAA	Approved	
159	266	CE 266 - WP3 - Phasing - ATO Transformer Pit Pads	Allowance	\$ -	\$ -	3	\$ -	\$ 14,714.00	CGMP3 - Allowance - Temp Construction	CGMP3 - NHM	12/14/2023	1/4/2024	SLC/MCD	Approved	
159	266	CE 266 - WP3 - Phasing - ATO Transformer Pit Pads	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 186.00	CGMP3 - Subcontractor Bonds	CGMP3 - NHM	12/14/2023	1/4/2024	SLC/MCD	Approved	
160	338	CE 338 - WP3 - Phasing - Gate Counter Relocation to SHR	Allowance	\$ -	\$ -	3	\$ -	\$ 2,717.00	CGMP3 - Allowance - Temp Construction	CGMP3 - ISEC	12/12/2023	12/13/2023	WDF	Approved	
160	338	CE 338 - WP3 - Phasing - Gate Counter Relocation to SHR	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 27.00	CGMP3 - Subcontractor Bonds	CGMP3 - ISEC	12/12/2023	12/13/2023	WDF	Approved	
161	341	CE 341 - WP3 - Phasing - RAC Trailer Window Add	Allowance	\$ -	\$ -		\$ -	\$ 9,604.00	CGMP3 - Allowance - Temp Construction	CGMP3 - CMAR Contingency, MSJ			MCD	Pending Submission	
162	301	CE 301 - WP3 - Data/Power @ Bag Tag Kiosks at Old First Aid Room	Allowance	\$ -	\$ -	3	\$ -	\$ 6,066.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	12/14/2023	1/4/2024	SLC	Approved	
162	301	CE 301 - WP3 - Data/Power @ Bag Tag Kiosks at Old First Aid Room	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 37.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	12/15/2023	1/4/2024	SLC	Approved	Description is incorrect per Parsons comment.
163	351	CE 351 - WP3 - Wurster Betterground Waterline Repair Backcharge	Closed	\$ -	\$ -	3	\$ -	\$ -	NHM	CGMP3 - Wurster	NA	NA	EAA/MCD	Closed	Item handled internally between NHM/Wurster
164	359	CE 359 - WP3 - Phasing - Relocation and Reinstallation of Ticket Counter at NATO	Allowance	\$ -	\$ -	3	\$ -	\$ 2,136.00	CGMP3 - Allowance - Temp Construction	CGMP3 - ISEC	6/18/2024	6/18/2024	WDF	Approved	CE closed as contract drawings show relocation of ticket counter and ISEC owns a complete Counters/Millwork package
165	360	WP3 - BLE Testing Cost Re-Allocation	Allowance	\$ -	\$ -	3	\$ -	\$ (18,813.00)	CGMP3 - BLE	CGMP3 - Allowance - Tesisg & Inspections	11/14/2023	11/17/2023	MCD	Approved	Cost removed from BLE contract to fund back testing/inspections allowance
166	355	CE 355 - WP2 - Additional Corner Guards*	CMAR	\$ 2,049.00	\$ -	2	\$ -	\$ 2,201.00	CGMP2 - CMAR Contingency	CGMP2 - Accessories Unlimited	11/15/2023	2/8/2024	WDF	Approved	Per Parsons note on approved FA, this should be CMAR only. However, we had corner guards onsite that could not be installed due to EOR error. Asking for cost for those corner guards because they could not be installed.
167	362	CE 362 - WP3 - Pro press Fittings for Mech Piping	Owner	\$ -	\$ (23,929.00)	3	\$ -	\$ (25,284.00)	CGMP3 - MSS	CGMP3 - CMAR Contingency	11/29/2023	12/13/2023	SLC	Approved	Credit back to CMAR contingency
168	270	CE 270 - Phasing RFI 052 - RAC Trailer Concrete Barriers	Allowance	\$ -	\$ -	3	\$ -	\$ 3,851.00	CGMP3 - Allowance - Temp Construction	CGMP3 - NHM	11/16/2023	11/17/2023	MCD	Approved	
168	270	CE 270 - Phasing RFI 052 - RAC Trailer Concrete Barriers	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 49.00	CGMP3 - Subcontractor Bonds	CGMP3 - NHM	11/16/2023	11/17/2023	SLC	Approved	

BA 063 completed to move money from CMAR to Temp Allowance

Per 4/18/24 mtg, this is to come out of Allowance, Reference BA 063

Corrected BA #062

BA Completed out of Temp Construction

Corrected BA #062

Corrected BA #062

Corrected BA #062

Corrected BA #062

169	364	CE 364 - WP3 - Crosswalk Painting @ OPS Area*	Allowance	\$ -	\$ -	3	\$ -	\$ 1,332.00	CGMP3 - CMAR Contingency	CGMP3 - NHM	11/16/2023	11/17/2023	MCD	Approved	Cost includes \$16 in added bond costs. Vin Note: This is an allowance and should be applied against AVL Staff Trailers until the allowance has been exhausted.	
170	368	CE 368 - WP2 - Phasing - Backcharge to Cleveland for improper Frame Installation - CBIS/SIDA & FAA Area	Backcharge	\$ -	\$ -		\$ -	\$ 1,690.00	CGMP3 - Cleveland	CGMP3 - Cook & Boardman			WDF	Pending Submission		
171	369	CE 369 - WP2 - Benton Backcharge to Cadence for Penetrations	Backcharge	\$ -	\$ -		\$ -	\$ 7,669.00	CGMP2 - Cadence	CGMP2 - Benton			MKT	Pending Submission		
172	370	CE 370 - WP2 - Benton Backcharge to Dave Steel/Fountain for Guard Rail/Camera Mounts	Backcharge	\$ -	\$ -	2	\$ -	\$ 4,325.00	CGMP2 - Dave Steel, Fountain	CGMP2 - Benton	2/17/2024	3/7/2024	WDF	Approved		
173	380	CE 380 - WP2 - CEP Water Intrusion Investigation	Backcharge	\$ -	\$ -		\$ -	\$ 13,969.00	CGMP2 - Cadence	CGMP2 - Benton			WDF/MKT	Pending Submission		
174	261	CE 261 - Added Hdw/Access Controls to PG5 and East Door at North OPS Trailer	Allowance	\$ -	\$ -	3	\$ -	\$ 15,475.00	CGMP3 - Allowance - Temp Construction	CGMP 3 - Fountain, Cook & Boardman	12/4/2023	12/12/2023	WDF	Approved		
174	261	CE 261 - Added Hdw/Access Controls to PG5 and East Door at North OPS Trailer	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 96.00	CGMP3 - Subcontractor Bonds	CGMP 3 - Fountain, Cook & Boardman	12/4/2023	12/12/2023	WDF	Approved		
175		CGMP01 Prime Change	Owner			1		\$ -	CGMP1 - CMAR Contingency	CGMP2 - CMAR Contingency			AF	Closed	Cancelled due to rebaseline FA/ and Ammendment	
176	327	CE 327 - WP2 - Fountain Install of VFD's for Cadence	Backcharge	\$ -	\$ -	2	\$ -	\$ 5,628.00	CGMP2 - Cadence	CGMP2 - Fountain	12/14/2023	1/4/2024	SLC	Approved		
177	363	CE 363 - ATO Trailer Move Dumpster	owner	\$ -	\$ -	3	\$ -	\$ 466.00	CGMP3 - CMAR Contingency	CGMP3 - GC's	12/22/2023	1/4/2024	MCD	Approved		Per 4/18/24 mtg, FA to be funded from Allowance and not CMAR. Reference BA 063
178	317	WP3 - ASI 018	Owner/CMAR	\$ 21,582.00	\$ 37,911.00	3	\$ -	\$ 61,150.00	CGMP3 - CMAR Contingency	CGMP3 - GMF, AES, Fountain, Shoffner	12/29/2024	6/18/2024	MCD	Approved	Includes \$717 in bond costs. Returned for additional GMF back-up. Additional information sent to Parsons/GS on 2/14	CMAR value includes the offset from the 3% (funded to:)
179	344	WP3 - ASI 017	Owner/CMAR	\$ (1,656.00)	\$ -	2	\$ 55,525.00	\$ 59,322.00	CGMP2 - CMAR Contingency, CGMP2 - Fountain	CGMP2 - Cadence	12/8/2023	1/10/2024	MKT	Approved	Includes a deductive change to Fountain for \$3,252 and bond costs of \$545.	
180	322	WP2 - Added Heat Trace Circuits	CMAR	\$ 6,665.00	\$ -	2	\$ -	\$ 6,734.00	CGMP2 - CMAR Contingency	CGMP3 - Fountain	2/21/2024	3/7/2024	MKT	Approved		
181	285	CE 285 - Phasing - Relocating Jetblue Cipher Locks	Allowance	\$ -	\$ -	3	\$ -	\$ 575.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cook & Boardman	5/1/2024	5/15/2024	WDF	Approved		
182	384	WP2 - GoForth CEP Card Readers with Key Pads	Owner	\$ -	\$ -		\$ -	\$ 674.00	CGMP2 - CMAR Contingency	CGMP2 - Go Forth			EAA	Pending Submission		
183	342	CE 342 - WP3 - Phasing - PG5 @ OPS Trailer (Change in Swing)	Allowance	\$ -	\$ -	3	\$ -	\$ 6,696.00	CGMP3 - Allowance - Temp Construction	CGMP3 - NHM	12/11/2023	12/13/2023	MCD	Approved	Includes \$83 in bond costs. Per approved FA, this should be funded from allowance until that is depleted, not AVL contingency. Double Check BA	Money already moved from CGMP3 Temp Construction Allowance in ACO 49
184	313	CE 313 - WP2 - CEP Overhead Colling Door Design Change	CMAR	\$ 30,502.00	\$ -	2	\$ -	\$ 30,810.00	CGMP2 - CMAR Contingency	CGMP2 - Dave Steel	3/12/2024	3/26/2024	EAA	Approved	Bad Design - could be out of Owner Contingency	
185	405	CE 405 WP3 - Phasing - Mandrel Test AT&T Reroute	Owner	\$ (99.00)	\$ -	2	\$ 3,527.00	\$ 3,547.00	CGMP2 - Economic Price Adjustments	CGMP2 - Fountain	3/14/2024	3/26/2024	SLC	Approved		
186	408	CE 408 - WP3 Sunesis SBC Door Openings BCA 101/102	Allowance	\$ -	\$ -	3	\$ -	\$ 35,938.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Sunesis	12/22/2023	1/4/2024	EAA	Approved		
186	408	CE 408 - WP3 Sunesis SBC Door Openings BCA 101/103	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 539.00	CGMP3 - Subcontractor Bonds	CGMP3 - Sunesis	12/23/2023	1/4/2024	EAA	Approved		
187	389	CE 389 - WP3 - Roof Manufacturer Change (Suprema)	CMAR	\$ 342,950.00	\$ -	3	\$ -	\$ 342,950.00	CGMP3 - CMAR Contingency	CGMP3 - Benton	1/5/2024	2/2/2024	MKT	Approved	FA 193 moved money from ceiling coordination allowance to CMAR, this FA was funded from CMAR.	
188	175	CE 175 - WP3 - Phasing - Additional Temp Fencing (North AOA/Southside)	GR's	\$ -	\$ -	3	\$ -	\$ 87,660.00	CGMP3 - GR's	CGMP3 - NHM	12/21/2023	1/4/2024	MCD	Approved		
188	175	CE 175 - WP3 - Phasing - Additional Temp Fencing (North AOA/Southside)	Bonds (GR's)	\$ -	\$ -	3	\$ -	\$ 1,096.00	CGMP3 - Subcontractor Bonds	CGMP3 - NHM	12/22/2023	1/4/2024	MCD	Approved		
189	233	WP3 - Phasing - AVL/OPS Trailer - Scuppers Added(Permit Set of Drawings)	Allowance	\$ -	\$ -	3	\$ -	\$ 943.00	CGMP3 - Allowance - Temp Construction	CGMP3 - GC's	12/22/2023	1/4/2024	MCD	Approved		
190	328	CE 328 - WP3 - Sunesis Destructive Abatement	Owner/CMAR	\$ (2,189.00)	\$ 77,678.00	3	\$ -	\$ 78,772.00	CGMP3 - CMAR Contingency	CGMP3 - Sunesis	3/26/2024	3/26/2024	EAA	Approved		
191	442	CE 334 - WP3 - ASI 019	CMAR	\$ 5,212.00	\$ -	3	\$ -	\$ 5,280.00	CGMP3 - CMAR Contingency	CGMP3 - Wurster, HP Concrete	12/29/2023	6/18/2024	GLP	Approved	Includes \$68 in bond costs	
192	361	CE 361 - WP3 - ASI 020/020r1	Owner/CMAR	\$ 92,186.00	\$ 86,340.00	3	\$ -	\$ 190,338.00	CGMP3 - CMAR Contingency	CGMP3 - AES, Shoffner, Cleveland	2/21/2024	6/19/2024	MCD	Approved		CMAR value includes the offset from the 3% (funded to:)
193	N/A	WP3 - Ceiling Coordination Allowance Budget Shift	CMAR	\$ (442,950.00)	\$ -	3	\$ -	\$ 442,950.00	CGMP3 - Allowance - Ceiling Coordination	CGMP3 - CMAR Contingency	1/5/2024	2/9/2024	MKT	Approved	Funds moved from ceiling coordination allowance due to \$0 change from USG to armstrong.	
194	274	WP3 - Phasing - RAC Trailer Buildout	Allowance	\$ -	\$ -		\$ -	\$ 20,261.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain			SLC	Pending Submission	Will be submitted pending outcome of RAC trailer	
195	385	WP3 - Phasing - BCA 102	Allowance	\$ -	\$ -	3	\$ -	\$ 10,929.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cook & Boardman	5/9/2024	5/15/2024	MCD	Approved		
196	393	WP3 - Phasing - Painting of Hollow Metal Door Frames	Allowance	\$ -	\$ -		\$ -		CGMP3 - Allowance - Temp Construction	CGMP3 - United			WDF	Pending Submission		
197	423	WP2 - Painting IDF Room Plywood Walls CEP	CMAR	\$ -	\$ 899.00	2	\$ -	\$ 899.00	CGMP2 - CMAR Contingency	CGMP2 - United	1/31/2024	2/8/2024	WDF	Approved	FA notes that AVL would like Terminal IT backing painted as well and to provide a cost for such.	
198	388	WP2 - CEP Painting Added Door 111C	CMAR	\$ 7,600.00	\$ -	2	\$ -	\$ 7,676.00	CGMP2 - CMAR Contingency	CGMP2 - Go Forth/Poblocki/PWI/United	4/3/2024	4/10/2024	WDF	Approved		
199	425	WP3 - Framing Detail 9/AE728.P5	Owner	\$ -	\$ -		\$ -		CGMP3 - CMAR Contingency	CGMP3 - Cleveland			EAA	Pending Submission		
200	390	WP3 - ASI 21	Owner/CMAR	\$ 216,176.00	\$ 134,618.00	3	\$ -	\$ 362,112.00	CGMP3 - CMAR Contingency	CGMP3 - Cleveland, Fountain, MSS, Shoffner	4/12/2024	6/18/2024	MKT/MCD	Approved		CMAR value includes the offset from the 3% (funded to:)
201	379	WP3 - Phasing - ATO Trailer Radio Grounding	Allowance	\$ -	\$ -	3	\$ -	\$ 10,334.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	2/27/2024	3/7/2024	SLC	Approved		
201	379	WP3 - Phasing - ATO Trailer Radio Grounding	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 63.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	2/27/2024	3/7/2024	SLC	Approved		
202	325	WP3 - Phasing - ATO Trailer Transformer and panel Relocation	Allowance	\$ -	\$ -	3	\$ -	\$ 85,376.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	2/27/2024	3/7/2024	SLC	Approved		
202	325	WP3 - Phasing - ATO Trailer Transformer and panel Relocation	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 519.00	CGMP3 - Subcontractor Bonds	CGMP3 - Fountain	2/27/2024	3/7/2024	SLC	Approved		
203	400	WP3 - Phasing - ATO Door Hardware Removal	Allowance	\$ -	\$ -	3	\$ -	\$ 1,072.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cook & Boardman	5/1/2024	5/15/2024	WDF	Approved		
204	449	WP3 - Phasing - Added Hardware Access Control PG5	Allowance	\$ -	\$ -	3	\$ -	\$ 4,423.00	CGMP3 - Allowance - Temp Construction	Fountain	3/26/2024	3/26/2024	SLC	Approved		
205	427	WP2 - CEP Added Controllers/Valves	CMAR	\$ 40,634.00	\$ -	3	\$ -	\$ 40,634.00	CGMP3 - CMAR Contingency	CGMP3 - MSS	2/19/2024	3/7/2024	SLC	Approved	Coordination "gap" between MSS and Cadence	
205	427	WP2 - CEP Added Controllers/Valves	Bonds (CMAR)	\$ -	\$ -	3	\$ -	\$ 353.00	CGMP3 - CMAR Contingency	CGMP3 - MSS	2/19/2024	3/7/2024	SLC	Approved		
206	422	WP3 - Steel - Stair Shop Drawing Comments	Owner	\$ -	\$ 4,566.00	3	\$ -	\$ 4,598.00	CGMP3 - CMAR Contingency	CGMP3 - GMF		9/24/2024	GLP	Approved	Includes \$45 in added bond costs.	
207	294	WP2 - Goforth Added Bollards at BHS Scaffold	Allowance	\$ -	\$ -	2	\$ -	\$ 1,808.00	CGMP3 - Allowance - Temp Construction	CGMP2 - GoForth	2/19/2024	3/7/2024	EAA	Approved	Includes \$36 in added bond costs.	Per 4/18/24 item to be funded from Allowance, in lieu of CMAR. Ref BA 063
208	451	WP3 - Added Angle at Canopies	Owner	\$ -	\$ 22,733.00	3	\$ -	\$ 22,892.00	CGMP3 - CMAR Contingency	GMF Steel - CGMP3	8/5/2024	8/21/2024	GLP	Approved		
209	424	WP3 - South Baggage and Canopy Camera Relocate*	Allowance	\$ -	\$ -	3	\$ -	\$ 21,889.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	2/19/2024	3/7/2024	SAM	Approved	This was originally submitted as AVL contingency, but Parsons noted this needs to be funded from Temp allowance until that is depleted. Check BA	BA confirmed that this has been taken out of Temp Construction, and value is different than FA due to revised fund
210	367	WP3 - ISEC Ethernet at Bag Scale	Owner/cmar	\$ (590.00)	\$ 20,982.00	3	\$ -	\$ 21,131.00	CGMP3 - CMAR Contingency	CGMP3 - ISEC	3/14/2024	3/26/2024	WDF	Approved	Math Error on Cover Sheet (\$149)	
211	427	WP3 - Terminal Door Hardware Changes*	Allowance	\$ -	\$ -	3	\$ -	\$ 2,481.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Cook & Boardman	2/22/2024	3/7/2024	WDF	Approved	Double check BA came out of temp	
211	427	WP3 - Terminal Door Hardware Changes	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 18.00	CGMP3 - Subcontractor Bonds	CGMP3 - Cook & Boardman	2/22/2024	3/7/2024	WDF	Approved		
212	235	WP3 - Phasing - TEMP BHS mods Credit	Allowance	\$ -	\$ -	2	\$ -	\$ 39,486.00	CGMP2 - Allowance - Temp Construction	CGMP2 - ASI	2/21/2024	3/6/2024	MKT	Approved		Per 4/18/24 item funded back to Allowance, in lieu of CMAR. Ref BA 063
213	326	WP2 - Fuel Pad Increase and Added Pipe Support	CMAR	\$ 7,383.00	\$ -	2	\$ -	\$ 7,383.00	CGMP2 - CMAR Contingency	CGMP2 - NHM	2/27/2024	3/7/2024	MKT	Approved		

Corrected BA #062

Per 4/18/24 mtg, FA to be funded from Allowance and not CMAR. Reference BA 063

CMAR value includes the offset from the 3% (funded to:)

Includes \$83 in bond costs. Per approved FA, this should be funded from allowance until that is depleted, not AVL contingency. Double Check BA

Money already moved from CGMP3 Temp Construction Allowance in ACO 49

FA 193 moved money from ceiling coordination allowance to CMAR, this FA was funded from CMAR.

CMAR value includes the offset from the 3% (funded to:)

CMAR value includes the offset from the 3% (funded to:)

Per 4/18/24 item to be funded from Allowance, in lieu of CMAR. Ref BA 063

BA confirmed that this has been taken out of Temp Construction, and value is different than FA due to revised fund

Per 4/18/24 item funded back to Allowance, in lieu of CMAR. Ref BA 063

214	483	WP3 - Phasing - Modifications to IB2 Claim Unit	Allowance	\$ -	\$ -	3	\$ -	\$ 254,100.00	CGMP3 - Allowance - Temp Construction	CGMP2 - ASI	2/21/2024	3/7/2024	MKT	Approved	Per parsons comment, the credit from FA212 is to be used to offset the total amount pulled from temp construction
214	483	WP3 - Phasing - Modifications to IB2 Claim Unit	Bonds (Allowance)	\$ -	\$ -	3	\$ -	\$ 2,535.00	CGMP3 - Allowance - Temp Construction	CGMP2 - ASI	2/21/2024	3/7/2024	MKT	Approved	Per parsons comment, the credit from FA212 is to be used to offset the total amount pulled from temp construction
215	477	WP3 - Splash Labs (Restroom Counters) Scope of Work	Owner	\$ -	\$ 193,577.00	3	\$ -	\$ 401,860.00	CGMP3 - CMAR Contingency	CGMP2 - Shoffner	3/12/2024	4/2/2024	WDF	Approved	
216	273	WP3 - Slab to Accommodate UG Utilities - RFI 207	CMAR	\$ 25,292.00	\$ -	3	\$ -	\$ 25,677.00	CGMP3 - CMAR Contingency	Sunesis	3/12/2024	3/26/2024	EAA	Approved	
217	441	WP3 - Phasing - Added Heating to CBIS	Allowance	\$ -	\$ -	3	\$ -	\$ 44,680.00	CGMP3 - Allowance - Temp Construction	MSS/Fountain	3/12/2024	3/26/2024	SLC	Approved	
218	248	WP3 - Phasing - GT Lot - Utility (Sanitary & Water) Hookup to ATO trailers	Allowance	\$ -	\$ -	3	\$ -	\$ 26,082.00	CGMP3 - Allowance - Temp Construction	NHM	3/12/2024	3/26/2024	MCD	Approved	
219	474	WP3 - Phasing - RFI 386 - NCE & NATO Mechanical Phasing Questions	Allowance	\$ -	\$ -	3	\$ -	\$ 15,403.00	CGMP3 - Allowance - Temp Construction	GMF/AME	3/14/2024	3/26/2024	MCD	Approved	
220	222	WP2 - DPS Roadway Modification*	CMAR	\$ 72,691.00	\$ -	2	\$ -	\$ 73,612.00	CGMP2 - CMAR Contingency	NHM	3/12/2024	3/26/2024	MCD	Approved	Per approved FA, Parsons stated "This certainly appears to have something that should have been identified by the CMR during pre-construction. It is AVL's position this should be funded by CMR Contingency".
221	473	WP3 - Phasing - Removal of BAG 100 Card Reader*	Allowance	\$ -	\$ -	3	\$ -	\$ 963.00	CGMP3 - Allowance - Temp Construction	Fountain	3/12/2024	3/26/2024	MCD	Approved	Per approved FA, Parsons stated "please apply these type of costs to the temporary construction allowance until that allowance has been exhausted." Double check BA
222	486	WP3 - Relocation of North Transformer (WP5/WP6)	Allowance	\$ -	\$ -	3	\$ -	\$ (1,641.00)	Fountain Electric	CGMP3 - Allowance - Temp Construction	3/12/2024	3/26/2024	MCD	Approved	Parsons noted top of sheet called out Owner Contingency, however funding came from Temp.
223	329	WP2 - Phasing RFI 077 - Basement Demarc Close In for AC*	Allowance	\$ -	\$ -	2	\$ -	\$ 797.00	CGMP2 - Temp Construction	Consumables, GR, OCIP, P&P, MA	3/12/2024	3/26/2024	MCD	Approved	Per approved FA, Parsons noted "this was submitted as a phasing RFI and the work is temporary and should be charged to temp construction." Double check BA
224	345	WP3 - EVIDS Substitution Credit	Owner/CMAR	\$ 1,218.00	\$ (43,938.00)	3	\$ -	\$ (43,938.00)	Fountain Electric	CGMP3 - CMAR Contingency	3/26/2024	3/26/2024	SLC	Approved	
225	413	WP3 - ASI 022	Owner/CMAR	\$ 1,697.00	\$ 62,737.00	3	\$ -	\$ 85,329.00	CGMP3 - CMAR Contingency/Owner Contingency/Temp Construction	Fountain/GMF/HP Concrete/GRs	4/3/2024	6/18/2024	MCD	Approved	
226	511	WP2 - Elite Awnings - Canopy Light Trim Paint	CMAR	\$ -	\$ -	3	\$ -	\$ 250.00	CGMP2 - CMAR Contingency	Elite Awnings	3/25/2024		EAA	Rejected	No standard color was submitted/approved. Do not allow Elite Awnings to paint anything.
227	395	WP3 - Phasing - Add Exit Lights in United/Allegiant Offices	Allowance	\$ -	\$ -	3	\$ -	\$ 960.00	CGMP3 - Allowance - Temp Construction	CGMP2 - Fountain	3/26/2024	3/26/2024	MCD	Approved	
228	440	WP3 - VG-82 Service Road - Stone Turn-Around	Allowance	\$ -	\$ -	3	\$ -	\$ 6,078.00	CGMP3 - Allowance - Temp Construction	NHM	3/26/2024	3/26/2024	MCD	Approved	
229	274	WP3 - RAC Trailers - Fitout/Desks/Added Data Drops/Power	Allowance	\$ -	\$ -	3	\$ -	\$ 21,064.00	CGMP3 - Allowance - Temp Construction	CGMP3 - Fountain	4/3/2024	4/10/2024	MCD	Approved	
230	311	WP3 - Phasing - Crosswalk Painting						\$ 8,964.00						Pending Submission	
231	436	SS-9 Scored Solid Surface Hand Finishing	Owner	\$ -	\$ 67,600.00		\$ -	\$ 68,142.00	CGMP3 - CMAR Contingency	ISEC	8/14/2024		WDF	Submitted	
232	409	Phasing RFI 086 - Step 5 Knee Wall - to be demolished (per Phasing Mtg 11.15.2023)*	Allowance	\$ -	\$ -	3	\$ -	\$ 5,602.00	CGMP3 - Allowance - Temp Construction	Sunesis	4/3/2024	4/10/2024	EAA	Approved	
233	502	WP3 - Sunesis NATO & SBC Testing/Sampling	CMAR	\$ -	\$ -	2	\$ -	\$ 7,815.00	CGMP2 - Allowance - Testing	Sunesis	4/12/2024	4/30/2024	EAA	Approved	Submitted as CGMP 03 CMAR Contingency - AAN to be funded from Testing Allowance; CGMP 03 allowance is depleted - Pulled from CGMP 02 Testing Allowance since there was available funds
234	308	WP2 - Phasing - AVL Temp Walkway Peel & Stick	Allowance	\$ -	\$ -	2	\$ -	\$ 3,700.00	CGMP2 Temp Construction	General Conditions - CGMP2	4/12/2024	4/30/2024	MCD	Approved	
235	396	SHR Walkway Deicing & GSE Receptacles	Allowance	\$ -	\$ -	2	\$ -	\$ 16,285.00	CGMP2 - Temp Construction	Fountain Electric	4/3/2024	4/10/2024	MCD	Approved	
236	445	WP2 - FE Moran Dry Sprinkler System Failure	CMAR	\$ 1,647.00	\$ -	2	\$ -	\$ 1,655.00	CGMP2 - CMAR Contingency	FE Moran	4/3/2024	4/10/2024	EAA	Approved	
237	449	Phasing - PG5 Added Hardware												Pending Submission	
238	420	WP2 - RFI 322 - Added Water Meter at CEP	Owner	\$ 10,244.00	\$ -	2	\$ -	\$ 10,333.00	CGMP2 - CMAR Contingency	MSS	4/12/2024	5/15/2024	SLC	Approved	
239	462	WP3 - Phasing - Added Mud Ring for Card Reader at BAG-101	Allowance	\$ -	\$ -	3	\$ -	\$ 797.00	CGMP03 - Temp Construction	Fountain	4/12/2024	4/30/2024	SLC	Approved	
240	404	WP3 - Rev Telecom Phasing Drawings (Rev 6)	Allowance	\$ -	\$ -	3	\$ -	\$ 7,554.00	CGMP03 - Temp Construction	Fountain	4/19/2024	4/30/2024	MCD	Approved	
241	527	WP2 - Temp BHS Scaffolding "Doghouse"	Allowance	\$ -	\$ -	2	\$ -	\$ 71,324.00	CGMP2 - Temp Construction	PCI	4/12/2024	4/30/2024	MCD	Approved	
242	530	WP2 - Final Clean - Subcontract Award	STBP	\$ 177.00	\$ -	2	\$ -	\$ 3,987.00	CGMP2 - STBP	AVEX	4/12/2024	4/30/2024	MCD	Approved	
243	531	WP3 - Cleveland Existing Bldg Phasing Work	CMAR	\$ -	\$ -	3	\$ -	\$ 10,134.00	CGMP3 - CMAR Contingency	Cleveland	4/17/2024	4/30/2024	EAA	Approved	Submitted as CGMP 03 CMAR Contingency - AAN to be funded from CGMP 03 Temp Construction Allowance
244	532	WP3 - Cleveland NATO Temp Gutter Framing	Allowance	\$ -	\$ -	3	\$ -	\$ 18,398.00	CGMP03 - Temp Construction	Cleveland	4/17/2024	4/30/2024	EAA	Approved	
245	456	WP2 - ASI 023	CMAR	\$ 98,820.00	\$ -	2	\$ -	\$ 98,030.00	CGMP2 - CMAR Contingency	NHM	4/17/2024	6/18/2024	MCD	Approved	
246	534	WP2 - PCI - Staging Materials in laydown vs. Airside	CMAR	\$ 15,712.00	\$ -	2	\$ -	\$ 15,791.00	CGMP2 - CMAR Contingency	PCI	4/19/2024	4/30/2024	MCD	Approved	
247	391	WP2 - CEP - Existing MH #7 Replacement	Owner	\$ -	\$ -	2	\$ 7,743.00	\$ 7,840.00	Economic Price Adjustment - CGMP2	NHM	4/19/2024	4/30/2024	MCD	Approved	
248														Pending Submission	
249	505	WP3 - AVL - Queuing Overflow (Civil only)	Allowance	\$ -	\$ -	3	\$ -	\$ 39,458.00	CGMP3 - Allowance - Temp Construction	CGMP2 - NHM	5/1/2024	5/15/2024	MCD	Approved	
250	501	WP3 - ASI 024	Owner	\$ 13,818.00	\$ 226,877.00	3	\$ -	\$ 254,644.00	CGMP3 - CMAR Contingency/CGMP3 - Temp Construction	NHM/GMF/Fountain/HP/Benton/MSS/Shoffner/Premier/GRs	6/18/2024	9/24/2024	MCD	Approved	
251	540	WP3 - P&G Added Insurance (Airside)	Allowance	\$ -	\$ -	3	\$ -	\$ 20,000.00	CGMP3 - Allowance - Temp Construction	Insurances outside of OCIP	5/1/2024	5/15/2024	MCD	Approved	
252	529	WP3 - RAC Trailer Temp Walkway Scaffolding/Lights	Allowance	\$ -	\$ -	3	\$ -	\$ 181,245.00	CGMP3 - Allowance - Temp Construction	Fountain/PCI/WILMOT	5/9/2024	5/15/2024	MCD	Approved	
253	499	WP3 - Phasing - Additional work to Refeed Powerhouse (Phasing RFI 088)	Allowance	\$ -	\$ -	3	\$ -	\$ 14,745.00	CGMP3 - Allowance - Temp Construction	Fountain Electric	5/1/2024	5/15/2024	MCD	Approved	
254	516	WP3 - Phasing - Step Drawings (Mechanical) - Updated 3/19/24 & 3/26/24	Allowance	\$ -	\$ -	3	\$ -	\$ 112,689.00	CGMP3 - Allowance - Temp Construction	Fountain/MSS/Shoffner/Cleveland/GMF	9/12/2024	9/24/2024	MCD	Approved	Vin rejected, and has comments.
255	436	WP3 - Exhibit Case Display Cam Lock Change												Pending Submission	
256	550	WP2 - Real Floors Mobilization Cost Epoxy in Mech Room	CMAR	\$ -	\$ -									Pending Submission	
257	538	WP2 - PCI - 10' Tall Chain Link Fence, Additional Terminal OH Protection, TSHR Wall Access Above Connector	Allowance	\$ -	\$ -	2	\$ -	\$ 44,067.00	CGMP2 - Allowance - Temp Construction	PCI	5/9/2024	5/15/2024	MCD	Approved	
258	373	WP3 - Phasing - NHM Fencing around SBC Xfmr	Allowance	\$ -	\$ -	3	\$ -	\$ 16,788.00	CGMP3 - Allowance - Temp Construction	NHM	5/9/2024	5/15/2024	MCD	Approved	
259	470	WP2 - Water Line/Valve Investigation for Contracted Demo	Allowance	\$ -	\$ -	2	\$ -	\$ 16,063.00	CGMP2 - Allowance - Temp Construction	NHM	5/9/2024	8/21/2024	MCD	Approved	
260	528	WP3 - Phasing - Access Controls to PG5 (C&B)	Allowance	\$ -	\$ -	3	\$ -	\$ 3,286.00	CGMP3 - Allowance - Temp Construction	CGPM3 - Cook & Boardman	5/9/2024	5/15/2024	MCD	Approved	
261	565	WP2 - Light Pole Painting	CMAR	\$ 2,755.00	\$ -	2	\$ -	\$ 2,784.00	CGMP2 - CMAR Contingency	Fountain Electric	6/3/2024	6/5/2024	MCD	Approved	
262	426	WP3 - Phasing - RAC Trailer Procurement (GT Lot) & Awnings - MBSI	Allowance	\$ -	\$ -	3	\$ -	\$ 245,783.00	CGMP3 - Allowance - Temp Construction	MBSI	6/3/2024	7/25/2024	MCD	Approved	
263	428	WP3 - Phasing - ATO Trailers - Added Hand Dryers in RR's	Allowance	\$ -	\$ -	3	\$ -	\$ 2,683.00	CGMP3 - Allowance - Temp Construction	Fountain Electric/Accessories Unlimited	6/3/2024	6/5/2024	MCD	Approved	
264		TBD												Pending Submission	

BA done out of CMAR Contingency

BA done out of Temp

BA done out of Temp

Per 4/18/24 mtg, FA to be funded from Temp in lieu of CMAR

BA done out of Temp

265	507	WP3 - RFI 387 - Construction Joint Location at C4	Allowance	\$ -	\$ -	3	\$ -	\$ 10,289.00	CGMP3 - Allowance - Temp Construction	GMF Steel - CGMP3	6/3/2024	6/5/2024	MCD	Approved	
266	562	WP3 - RAC Trailer Panel Relocation (County Inspection)	Allowance	\$ -	\$ -	3	\$ -	\$ 1,564.00	CGMP3 - Allowance - Temp Construction	Fountain Electric	6/3/2024	6/5/2024	MCD	Approved	
267	428	WP3 - Phasing - IB-2 Conveyor Tugman Display Connection	Allowance	\$ -	\$ -	3	\$ -	\$ 1,276.00	CGMP3 - Allowance - Temp Construction	Fountain Electric	6/3/2024	6/5/2024	MCD	Approved	
268	448	WP2 - Add Power to BAS Control Panels RFI 362	Owner	\$ (9.00)	\$ -	2	\$ 907.00	\$ 916.00	CGMP2 - Allowance - Temp Construction	Fountain Electric	6/3/2024	6/5/2024	MCD	Approved	
269	439	WP3 - Phasing - Add Receptacle for Common Use Monitor	Allowance	\$ -	\$ -	3	\$ -	\$ 1,210.00	CGMP3 - Allowance - Temp Construction	Fountain Electric	6/3/2024	6/5/2024	MCD	Approved	
270		TBD												Pending Submission	
271	463	WP2 - Phasing - Storm Drain Temp Routing RFI 379	Allowance	\$ -	\$ -	3	\$ -	\$ 17,134.00	CGMP3 - Allowance - Temp Construction	Shoffner	6/3/2024	6/5/2024	SLC	Approved	
272	412	Sanitary Rework Associated with ASI 17	Owner	\$ -	\$ -	2	\$ 53,259.00	\$ 53,769.00	CGMP2 - Economic Price Adjustments	Shoffner	5/31/2024	9/24/2024	SLC	Approved	
273	434/594	WP3 - Insulation Under ATO Trailers	Allowance	\$ -	\$ -	2	\$ -	\$ 6,225.00	CGMP2 - Allowance - Temp Construction	Shoffner	6/18/2024	6/18/2024	SLC	Approved	
274		TBD												Pending Submission	
275	588	WP2 - Lower Screen Wall Backer Panel	Owner	\$ -	\$ -	2	\$ (11,733.00)	\$ 11,888.00	CGMP2 - Economic Price Adjustments	Carros	9/20/2024	9/24/2024	WDF	Approved	verbal given on this 9/19 to come out of Owner Contingency
276	433	WP3 - GMF RFC 9.1R2/RFC12 - ASI 16 Steel Changes	Owner	\$ -	\$ 287,923.00		\$ -	\$ 289,931.00	CGMP3 - CMAR Contingency	GMF	8/5/2024		WDF/GLP	Submitted	
277	559	WP2 - ASI 025	Owner/CMAR	\$ 30,121.00	\$ 33,504.00	2	\$ -	\$ 65,333.00	CGMP2 - CMAR Contingency	NHM	6/20/2024	6/20/2024	MCD	Approved	
278		TBD												Pending Submission	
279	472	WP2 - Additional Walkpads due to SF Overhang	CMAR	\$ 2,526.00	\$ -	2	\$ -	\$ 2,557.00	CGMP2 - CMAR Contingency	WP2 - Benton Roofing	7/19/2024	7/25/2024	MCD	Approved	
280	590	WP3 - Ticket Counter Mockup Insert	Owner	\$ -	\$ 8,869.00		\$ -	\$ 8,932.00	CGMP3 - CMAR Contingency	ISEC	8/5/2024		WDF	Pending Submission	
281	640	WP3 - RAC Trailer Costs (Misc/Electrical)	Allowance	\$ -	\$ -	3	\$ -	\$ 106,228.00	CGMP3 - Allowance - Temp Construction	Fountain/GCs	7/23/2024	7/25/2024	MCD	Approved	
282	567	WP3 - Phasing - Grip Tape (Material & Install)	Allowance	\$ -	\$ -	3	\$ -	\$ 7,434.00	CGMP3 - Allowance - Temp Construction	General Conditions - CGMP3	7/23/2024	7/25/2024	MCD	Approved	
283	625	WP3 - ASI 026	Owner	\$ -	\$ 108,307.00	3	\$ -	\$ 109,241.00	CGMP3 - CMAR Contingency	Fountain/Shoffner/ISEC/Cleveland/GCs/GRs	7/24/2024	9/24/2024	MCD	Approved	
284	551	WP3 - AVL - Queuing Overflow (all but Civil)	Allowance	\$ -	\$ -	3	\$ -	\$ 233,115.00	CGMP3 - Allowance - Temp Construction	Sunesis/Fountain/C&B/Cleveland/PCI/GCs/GRs/HP SW	7/23/2024	7/25/2024	MCD	Approved	
285	346	WP3 - South GT Lot Access Path @ AOA	Allowance	\$ -	\$ -	3	\$ -	\$ 16,797.00	CGMP3 - Allowance - Temp Construction	NHM/GCs	7/23/2024	7/25/2024	MCD	Approved	
286	467	WP3 - Temp Fencing @ Terminal Drive	GR's	\$ -	\$ -	3	\$ -	\$ 25,950.00	CGMP3 - GR's	NHM	7/24/2024	7/25/2024	MCD	Approved	
287	657	WP3 - Temp Roofing (TPO) - NCE	CMAR	\$ 14,550.00	\$ -	3	\$ -	\$ 14,727.00	CGMP3 - CMAR Contingency	Benton	8/5/2024	8/21/2024	MCD/JS	Approved	
288	686	WP3 - RAC Trailer Plumbing Costs	Allowance	\$ -	\$ -	3	\$ -	\$ 1,774.00	CGMP3 - Allowance - Temp Construction	Shoffner	8/14/2024	8/21/2024	SLC	Approved	
289	570	WP2 - Phasing - Damaged Scaffolding @ Gate 5 Walkway (Tug Hit)	Allowance	\$ -	\$ -	2	\$ -	\$ 6,424.00	CGMP2 - Allowance - Temp Construction	PCI	8/1/2024	8/21/2024	MCD	Approved	
290	638	WP3 - Perf Panel Design Change													
291	621	WP3 - Fire Protection Equip Power Additions	Owner	\$ -	\$ 30,849.00	3	\$ -	\$ 31,024.00	CGMP3 - CMAR Contingency	Fountain	8/5/2024	8/21/2024	WZB	Approved	
292	450	WP2 - Airfield Can Light Credit	Owner	\$ -	\$ (20,042.00)	2	\$ -	\$ 21,437.00	Fountain Electric	CGMP2 - CMAR Contingency	8/5/2024	8/21/2024	SAM	Approved	
293	572	WP3 - NCE - Scaffold Stair Tower	GR's	\$ -	\$ -	3	\$ -	\$ 13,172.00	CGMP3 - GR's	PCI		9/24/2024	MCD	Approved	
294	593	WP3 - Phasing - Queuing Space Trench Drain	Allowance	\$ -	\$ -	3	\$ -	\$ 17,885.00	CGMP3 - Allowance - Temp Construction	Fountain/Shoffner/Sunesis	8/14/2024	8/21/2024	MCD	Approved	
295	713	WP3 - SBC Canopy Demo Over Pedestrian Walkway	Allowance	\$ -	\$ -	3	\$ -	\$ 15,533.00	CGMP3 - Allowance - Temp Construction	Sunesis	8/14/2024	8/21/2024	EAA	Approved	
296	664	WP3 - Sunesis Shoring	Allowance	\$ -	\$ -	3	\$ -	\$ 35,078.00	CGMP3 - Allowance - Temp Construction	Sunesis		9/24/2024	EAA	Approved	
297	488	WP3 - (RFI 425/RFI 418) - Metal Pan Ceiling AT-8 Armstrong Perforation	Owner	\$ -	\$ 4,680.00	3	\$ -	\$ 4,725.00	CGMP3 - CMAR Contingency	Cleveland		9/24/2024	EAA	Approved	
298															
299	733	WP2 - Added TSA Maintenance Hoist (ASI 027)	Owner	\$ -	\$ 37,475.00	2	\$ -	\$ 37,820.00	CGMP2 - Owner Contingency	ASI/Rolling Plains	9/17/2024	9/24/2024	WZB	Approved	
300	521	WP3 - Craft Parking Area Design	Allowance	\$ -	\$ -	3	\$ -	\$ 314,469.00	CGMP3 - Allowance - Temp Construction	GCs/GRs/Patton	9/4/2024	9/12/2024	MCD	Approved	
301	509	WP3 - NATO AHU-1 Screenwall Relocation	Owner	\$ -	\$ 1,429.00	3	\$ -	\$ 1,439.00	CGMP3 - Owner Contingency	GMF Steel - CGMP3		9/24/2024	MCD	Approved	
302	454	WP3 - RFI 357 - Access Control OSDP Protocol & Signo Card Readers	Owner	\$ -	\$ 109,894.00		\$ -	\$ 110,516.00	CGMP3 - Owner Contingency	Fountain	9/13/2024		SLC	Pending Submission	
303	792	WP3 - Phasing - RAC Trailer (GT Lot) - Decks, Ramps & Steps	Allowance	\$ -	\$ -	3	\$ -	\$ 131,144.00	CGMP3 - Allowance - Temp Construction	MBSI	9/17/2024	9/24/2024	MCD	Approved	
304	798	WP2 - Gate 3 Tug Incident Pre-Repairs	Allowance	\$ -	\$ -	2	\$ -	\$ 6,535.00	CGMP2 - Allowance - Temp Construction	PCI	9/17/2024	9/24/2024	MCD	Approved	
305	513	WP3 - Structural Steel Added Framing for Folding Partition - SP 645	Owner	\$ -	\$ 5,631.00	3	\$ -	\$ 5,670.00	CGMP3 - Owner Contingency	GMF Steel - CGMP3		9/24/2024	MCD	Approved	
306	745	WP3 - NATO Hose Bib	GRs	\$ -	\$ -	3	\$ -	\$ 1,216.00	CGMP3 - GR's	Shoffner	9/23/2024	9/24/2024	MCD	Approved	
307	711	WP3 - RFI 583 - Temp Sub Panels in Area C4 Level 2	Allowance	\$ -	\$ -	3	\$ -	\$ 21,753.00	CGMP3 - Allowance - Temp Construction	Fountain	9/23/2024	9/24/2024	MCD	Approved	
308	416/643	WP3 - NHM Trench Drain Pipe Demo/Tie In & NHM Temp Column Existing Ftg Demo	Allowance	\$ -	\$ -	3	\$ -	\$ 19,918.00	CGMP3 - Allowance - Temp Construction	NHM	9/23/2024	9/24/2024	MCD	Approved	
309	580	WP2 - CEP Temp Walkway / Tree Removal	Allowance	\$ -	\$ -	2	\$ -	\$ 12,489.00	CGMP2 - Allowance - Temp Construction	NHM	9/23/2024	9/24/2024	MCD	Approved	
310	584	WP3 - Transformer Pads NATO/NCE	STBP	\$ -	\$ -	3	\$ -	\$ 14,900.00	STBP	NHM	9/23/2024	9/24/2024	MCD	Approved	
311	581	WP3 - NCE Crane Pad Prep	GRs	\$ -	\$ -	3	\$ -	\$ 10,193.00	CGMP3 - GR's	NHM	9/23/2024	9/24/2024	MCD	Approved	

 **AIA® Document G701™ – 2017****Change Order**

PROJECT: <i>(Name and address)</i> Terminal Building Modernization and Expansion Project Asheville Regional Airport, Asheville NC	CONTRACT INFORMATION: Contract For: Construction Manager at Risk Date: 12/11/2020	CHANGE ORDER INFORMATION: Change Order Number: 001 (Contract Provisions Only) Date: 02/14/2022
OWNER: <i>(Name and address)</i> Greater Asheville Regional Airport Authority 61 Terminal Dr. Suite 1, Fletcher, NC 28732	ARCHITECT: <i>(Name and address)</i> GS-NC an Affiliate of Gresham Smith 201 South College Street, Suite 1950, Charlotte, NC 28244	CONTRACTOR: <i>(Name and address)</i> Hensel Phelps Construction Company 6557 Hazeltine National Dr. Suite 1, Orlando, FL 32822

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.)

AIA Contract Document A133-2019, dated the 11th day of December 2020 is hereby amended as follows:

Section 1.1.12 Initial Information is changed to read - The Construction Manager identifies the following representative in accordance with Article 3:

Amanda Fry
Hensel Phelps Construction Company
6557 Hazeltine National Drive, Suite 1
Orlando, FL 32822

Section 11.1.8.1 Retainage is changed to read - For each progress payment made prior to Substantial Completion of the Work, the Owner may withhold the following amount, as retainage, from the payment otherwise due. Retainage amount to be withheld by the Owner prior to Substantial Completion is *five (5) percent*. The Owner shall release retainage associated with each individual phase of construction as each phase individually achieves Substantial Completion, and all other requirements are subsequently met.

Additional modifications to the contract documents are as follows:

1. The Project will be completed utilizing phased construction. Five separate work packages will be issued for the Work as follows:

- * **Work Package #1 (WP1) - Enabling Construction and Lighting Vault Relocation**
- * **Work Package #2 (WP2) - Civil, Central Energy Plant, Baggage Handling System, Passenger Boarding Bridges**
- * **Work Package #3 (WP3) - Primary Structure and Demolition**
- * **Work Package #4 (WP4) - Miscellaneous Steel and Shell**
- * **Work Package #5 (WP5) - Interior Fit-out and MEP/SS**

2. Rather than one Guaranteed Maximum Price Proposal for the entire Project, the Construction Manager shall provide three Component Guaranteed Maximum Price Proposals, for individual work packages as follows:

- * **Component Guaranteed Maximum Price Proposal #1 for WP1**
- * **Component Guaranteed Maximum Price Proposal #2 for WP2**
- * **Component Guaranteed Maximum Price Proposal #3 for WP3, WP4, and WP5 collectively.**

3. If a Component Guaranteed Maximum Price Proposal is accepted by Owner, a Component Guaranteed Maximum Price Amendment for the applicable work package (or work packages), shall be executed as follows:

- * **Component Guaranteed Maximum Price Amendment #1 for WP1**

- * Component Guaranteed Maximum Price Amendment #2 for WP2
- * Component Guaranteed Maximum Price Amendment #3 for WP3, WP4, and WP5 collectively.

4. Throughout the Contract Documents:

- * "Guaranteed Maximum Price" shall be replaced with "Component Guaranteed Maximum Price"
- * "Guaranteed Maximum Price Amendment" shall be replaced with "Component Guaranteed Maximum Price Amendment"
- * "Contract Sum" shall be replaced with "Component Contract Sum"

5. For each work package (or work packages), associated with a Guaranteed Maximum Price Amendment, there will be a separate:

- * Notice to Proceed
- * Substantial Completion
- * Retainage
- * Final Payment
- * Performance and Payment Bonds

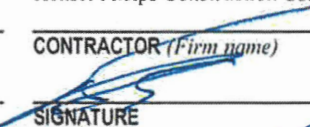
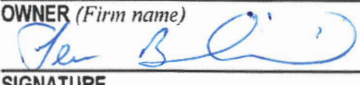
6. In the event of a conflict, inconsistency, or other discrepancy between the language in any of the Contract Documents, the Contract Documents shall be interpreted, as is necessary, to acknowledge the intention of the Owner and Construction Manager to have phased construction consisting of five separate work packages, as well as the Component Guaranteed Maximum Prices, Component Guaranteed Maximum Price Proposals, Component Guaranteed Maximum Price Amendments, and Component Contract Sums, as referenced above.

CONSTRUCTION PHASE SERVICES CONTRACT SUM:

The original Contract Sum was	\$	_____	0.00
The net change by previously authorized Change Orders	\$	_____	0.00
The Contract Sum prior to this Change Order was	\$	_____	0.00
The Contract Sum will be unchanged by this Change Order in the amount of	\$	_____	0.00
The new Contract Sum including this Change Order will be	\$	_____	0.00
The Contract Time will be unchanged by Zero (0) days.			
The new date of Substantial Completion will be			

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.

N/A for this Change Order	Hensel Phelps Construction Company	Greater Asheville Regional Airport Authority
_____ ARCHITECT (Firm name)	_____ CONTRACTOR (Firm name)	_____ OWNER (Firm name)
_____ SIGNATURE	 _____ SIGNATURE	 _____ SIGNATURE
N/A	R. SCOTT SHELBY	Lew Bleiweis, A.A.E., Executive Director
_____ PRINTED NAME AND TITLE	_____ PRINTED NAME AND TITLE	_____ PRINTED NAME AND TITLE
_____ DATE	2/14/2022	2-28-2022
_____ DATE	_____ DATE	_____ DATE


Greater Asheville Regional Airport Authority

This page has been added to this correspondence to ensure compliance with State laws.

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



Finance Officer



Date

 **AIA** Document G701™ – 2017**Change Order**

PROJECT: <i>(Name and address)</i> Terminal Building Modernization and Expansion Project Asheville Regional Airport, Asheville NC	CONTRACT INFORMATION: Contract For: Construction Manager at Risk Date: 12/11/2020	CHANGE ORDER INFORMATION: Change Order Number: 002 (Contract Provisions Only) Date: 12/09/2022
OWNER: <i>(Name and address)</i> Greater Asheville Regional Airport Authority 61 Terminal Dr. Suite 1, Fletcher, NC 28732	ARCHITECT: <i>(Name and address)</i> GS-NC an Affiliate of Gresham Smith 201 South College Street, Suite 1950, Charlotte, NC 28244	CONTRACTOR: <i>(Name and address)</i> Hensel Phelps Construction Company 6557 Hazeltine National Dr. Suite 1, Orlando, FL 32822

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.)

AIA Contract Document A133-2019, dated the 11th day of December 2020 is hereby amended as follows:

Section 11.1.8.1 Retainage is changed to read - For each progress payment made prior to Substantial Completion of the Work, the Owner may withhold the following amount, as retainage, from the payment otherwise due. Retainage amount to be withheld by the Owner prior to Substantial Completion is **five (5) percent**. The Owner shall release retainage associated with each individual phase of construction as each phase individually achieves Substantial Completion, and all other requirements are subsequently met.

Once the Project is 50% complete, the Owner, with written consent of the surety, shall not retain any further retainage from periodic payments due the Contractor if the Contractor continues to perform satisfactorily and any nonconforming work identified in writing prior to that time by the Architect, Engineer, or Owner has been corrected by the Contractor and accepted by the Architect, Engineer, or Owner. If the Owner determines the Contractor's performance is unsatisfactory, the owner may reinstate retainage for each subsequent periodic payment application as authorized up to the maximum amount of 5%. The Project shall be deemed 50% complete when the Contractor's gross Project invoices, excluding the value of materials stored off-site, equal or exceed 50% of the Contract Sum, except the value of materials stored on-site shall not exceed 20% of the Contractor's gross Project invoices for the purpose of determining whether the Project is 50% complete.

Full payment, less authorized deductions, shall also be made for those trades that have reached one hundred percent (100%) completion of their contract by or before the project is 50% complete if the Contractor has performed satisfactorily. However, payment to the early finishing trades is contingent upon the Owner's receipt of an approval or certification from the Architect or Engineer that the work performed by the subcontractor is acceptable and in accordance with the Contract Documents. At that time, the Owner shall reduce the retainage for such trades to 0.5% of the contract. Payments under this subsection shall be made no later than 60 days following receipt of the subcontractor's request or immediately upon receipt of the surety's consent, whichever occurs later. Early finishing trades under this subsection shall include structural steel, piling, caisson, and demolition. The early finishing trades for which line-item release of retained funds is required shall not be construed to prevent an Owner or an Owner's representative from identifying any other trades not listed in this subsection that are also allowed line-item release of retained funds.

Notwithstanding the foregoing, following 50% completion of the Project, the Owner is authorized to withhold additional retainage from a subsequent periodic payment, not to exceed 5% in order to allow the owner to retain 2.5% total retainage through the completion of the Project. If the Owner elects to withhold additional retainage, the Contractor may also withhold additional retainage from the subcontractors.

Nothing herein shall operate to prevent the Owner from complying with the terms of any federal contract or grant when the requirements of the federal contract or grant conflict with the foregoing.

Further, nothing in this section shall prevent the Owner from withholding payment to the Contractor in addition to the amounts authorized by this section for unsatisfactory job progress, defective construction not remedied, disputed work, or third-party claims filed against the Owner or reasonable evidence that a third-party claim will be filed.

Additional modifications to the contract documents are as follows:

1. The Project will be completed utilizing phased construction. Six separate work packages will be issued for the Work as follows:

- * Work Package #1 (WP1) - Enabling Construction and Lighting Vault Relocation
- * Work Package #2 (WP2) - Civil, Central Energy Plant, Baggage Handling System, Passenger Boarding Bridges
- * Work Package #3 (WP3) - Primary Structure and Demolition
- * Work Package #4 (WP4) - Miscellaneous Steel and Shell
- * Work Package #5 (WP5) - Interior Fit-out and MEP/SS
- * Work Package #6 (WP6) - Temporary Security Screening Check Point

2. Rather than one Guaranteed Maximum Price Proposal for the entire Project, the Construction Manager shall provide three Component Guaranteed Maximum Price Proposals, for individual work packages as follows:

- * Component Guaranteed Maximum Price Proposal #1 for WP1
- * Component Guaranteed Maximum Price Proposal #2 for WP2
- * Component Guaranteed Maximum Price Proposal #3 for WP3, WP4, WP5, and WP6 collectively.

3. If a Component Guaranteed Maximum Price Proposal is accepted by Owner, a Component Guaranteed Maximum Price Amendment for the applicable work package (or work packages), shall be executed as follows:

- * Component Guaranteed Maximum Price Amendment #1 for WP1
- * Component Guaranteed Maximum Price Amendment #2 for WP2
- * Component Guaranteed Maximum Price Amendment #3 for WP3, WP4, WP5, and WP6 collectively.

4. In the event of a conflict, inconsistency, or other discrepancy between the language in any of the Contract Documents, the Contract Documents shall be interpreted, as is necessary, to acknowledge the intention of the Owner and Construction Manager to have phased construction consisting of six separate work packages, as well as the Component Guaranteed Maximum Prices, Component Guaranteed Maximum Price Proposals, Component Guaranteed Maximum Price Amendments, and Component Contract Sums, as referenced above.

All other provisions of AIA contract A133-2019 dated the 11th day of December, 2020 and AIA Document G701-2017 dated the 14th day of February 2022 (Change Order 001), not affected by this change order, remain in full force and effect.

CONSTRUCTION PHASE SERVICES CONTRACT SUM:

The original Contract Sum was	\$	0.00
The net change by previously authorized Change Orders	\$	0.00
The Contract Sum prior to this Change Order was	\$	0.00
The Contract Sum will be unchanged by this Change Order in the amount of	\$	0.00
The new Contract Sum including this Change Order will be	\$	0.00
The Contract Time will be unchanged by Zero (0) days.		
The new date of Substantial Completion will be N/A.		

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.

N/A for this Change Order

Hensel Phelps Construction Company

Greater Asheville Regional Airport Authority

ARCHITECT (Firm name)

CONTRACTOR (Firm name)

OWNER (Firm name)

SIGNATURE

Charles S. Dair

Lew Bleiweis

N/A

Charles L. Davis, Operations Manager

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

PRINTED NAME AND TITLE

PRINTED NAME AND TITLE

PRINTED NAME AND TITLE

DATE

12/1/22

12-9-22

DATE

DATE

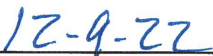
Greater Asheville Regional Airport Authority

This page has been added to this correspondence to ensure compliance with State laws.

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



Chief Financial Officer



Date



MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Vice President – Planning

DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item G

Approval of Scope of Services No. 1 with Kimley-Horn for Design of the Overlook Parking Lot and Stormwater Improvements Project

BACKGROUND

As the Board is aware, with the increase in the amounts of passengers, the airport continues to have parking shortages during peak times despite the additional South Parking Lot and overflow surface lots.

As part of the current Master Plan Update, Airport staff had the planning consultant review several parking strategies and offer recommendations for both long and short term solutions. The best long-term solution is the addition of a new parking garage. However, the location of the new parking garage will mean we will need to displace approximately 400 parking spaces. To meet the passenger and employee parking needs for the garage to be built, Airport staff have determined the best solution will be to construct a new surface lot at the Viewing Area on Wright Brothers Way to be used until future development occurs.

Airport staff have worked with Kimley-Horn to develop a scope of work and negotiate a fee to design this new parking lot. This scope of work includes design for modifications of the Viewing Area access, a new parking lot that will create approximately 1,100 spaces, design for necessary stormwater improvements to the north end of the airfield for future development of Area 1, and all associated permitting.

ISSUES

None.

New Business – Item G



ALTERNATIVES

The Board could elect to not move forward with this design. However, this will prolong the much-needed solution to the parking shortages.

FISCAL IMPACT

The total cost for this design with Kimley-Horn is \$1,778,149.00. Presently, all of this will be funded utilizing Airport Funds. It is expected a portion of this design and construction will be funded utilizing NCDOT Grant Funding.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the Scope of Services No. 1 with Kimley-Horn in the amount of \$1,778,149.00; (2) authorize the President & 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:

	<u>Decrease</u>	<u>Increase</u>
Capital Improvements		\$1,778,149.00
Totals		\$1,778,149.00

This will result in a net increase of \$1,778,149.00 in the appropriations. Revenues will be revised as follows:



REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash		\$1,778,149.00
Totals	<hr/>	<hr/> \$1,778,149.00

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 8th day of November 2024.

Brad Galbraith, Chair

Attested by:

Ellen Heywood, Clerk to the Board

Consultant Scope of Services

Greater Asheville Regional Airport Authority

Scope of Services Number 1 for Professional Consulting Services, as referenced in the Professional Consulting Agreement between the Greater Asheville Regional Airport Authority and Kimley-Horn and Associates Inc., dated November 4, 2024.

Project: Overlook Parking Lot and Northeast Drainage Outfall Improvements

AVL is moving forward with the design, bidding, and construction administration of this Project. The scope of this project includes Design, Bidding, and Construction Administration of a new parking lot and drainage outfall with stormwater control measures for the northeast portion of the airport.

The scope and fee for this scope of work is attached as Exhibit A.

Consultant Team: Kimley-Horn and Associates, JMT (Survey, SUE), S&ME (Geotechnical, Shoring, SHWT)

Schedule: The expected schedule for this project and the final report completed within 70 weeks of the Notice to Proceed (NTP). A preliminary draft report will be submitted to the Owner for review within 66 weeks of the NTP.

Fees: The Lump Sum (LS) Fee for this additional work is \$ 1,778,149.00.

Authority:
Greater Asheville Regional Airport Authority

Consultant:
Kimley-Horn and Associates, Inc.

By: _____
President + CEO President

DocuSigned by:
Chad Beck
By: _____
707F2CA69FFE4A7...
Chadwick W. Beck, PE, Vice President

Date: _____

Date: 11/4/2024

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

Chief Financial Officer

Attachment: Exhibit A - Scope of Services

Note: All exhibits referenced herein shall pertain to this scope of services and are wholly inclusive of the task order exhibit A.

SCOPE OF SERVICES NUMBER 1
FOR
DESIGN, BIDDING, AND CONSTRUCTION ADMINISTRATION OF THE
OVERLOOK PARKING LOT AND NORTHEAST DRAINAGE OUTFALL
IMPROVEMENTS



NOVEMBER 4, 2024

PREPARED FOR:

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

PREPARED BY:

Kimley»»Horn

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- ATTACHMENT E - SM&E GEOTECHNICAL SCOPE

Greater Asheville Regional
Airport Authority

Overlook Parking Lot and Northeast
Drainage Outfall Improvements

Mr. Jared Merrill
Vice President of Planning
Greater Asheville Regional Airport Authority
61 Terminal Drive, Suite 1
Fletcher, NC 28732

Re: Professional Services Agreement for the AVL Overlook Parking Area and NE Drainage Outfall Improvements

Dear: Mr. Merrill,

Kimley-Horn and Associates, Inc. (“Kimley-Horn” or “Designer”) is pleased to submit this letter agreement (the “Agreement”) to the Greater Asheville Regional Airport Authority (“Authority”) for providing design, bidding, and construction administration services for the above-named project at the Asheville Regional Airport (AVL).

GENERAL PROJECT DESCRIPTION

This project encompasses two related and interdependent projects needed to accommodate the ongoing expansion at AVL. The first project is the Overlook Parking Lot, which consists of adding approximately 1,100 spaces depending on configuration and site planning. This project is to be constructed in two phases to provide relief in phase one with an initial 500 or more spaces. Phase 2, described below, will be constructed and completed to coincide with the second project's commissioning. The second project is a new drainage outfall system that will improve outfall conditions and accommodate surface water runoff from the Overlook Parking Lot and future development from the northeastern area of the airport. It includes installation of drainage infrastructure and provides stormwater attenuation to reduce likelihood of flooding to downstream areas. Although the projects will be connected in their final stages, an interim phase with temporary measures that meet permitting requirements based on phased construction is anticipated. **Attachment A** provides a map illustrating the general division of the project areas, clearly outlined on an aerial view of the airport. The scope of this project consists of preparing plans, project manual, permitting documents, cost estimates, and Engineer's Report for the design, bidding and construction administration of the following:

Overlook Parking Lot:

A proposed parking lot that will accommodate approximately 1,100 spaces for public and employee parking. The parking lot will be East of Wright Brothers Way and North of the gravel parking lot being used for temporary overflow parking. The proposed lot will have gated entrances and exits for paying customers, employees, and shuttle buses. This parking lot will be designed and bid as three phases of construction. Anticipated Phasing is discussed in the bullets below and shown graphically in **Attachment C**.

- Phase 1 will be developed ahead of the other phases to allow at least 500 parking spaces available for public use by summer of 2025. A detention basin (that can be converted to a future stormwater control measure or more parking) located on site within the footprint of Phase 2 is anticipated during Phase 1 until the planned downstream outfall improvements are in place. This new parking lot will be important for displaced parking spaces from the terminal area parking lots as renovations and a parking garage are implemented.
- This phase will produce a gravel parking lot with a paved entrance consisting of one entry lane and one exit lane. Alternatively, this parking lot could be paved if schedule allows.
- Temporary bus shelters are anticipated.
- Temporary lighting is anticipated

- Phase 2 will provide the remainder of the approximately 1,100 parking spaces. Due to the construction of stormwater control measures, it is intended to construct this phase once the new downstream measures are in-place.
- This Phase will produce a separate entry and exit lane from Phase 1 that will be converted to dual exit lanes upon completion of phase 3
- Phase 2 will be completely paved and striped with ticketing machines, electrical, and bus shelters (if applicable).
- Alternatively Phases 1 and 2 may be completed concurrently at the direction of the Authority. The contractor shall be required to provide a construction schedule for Authority review and evaluation.
- Phase 3 will provide for the final configuration and paving of Phase 1 while traffic is shifted to the Phase 2 area.
- Upon Phase 3's completion, the entire parking area will be paved and operational to include lighting, bus shelters, and ticketing machines for dual entry and exit to expedite passenger traffic entering and exiting the parking area.

Northeast Drainage Outfall Improvements:

The NE Drainage Outfall Improvements consist of a new stormwater drainage system starting near the end of Wright Brother's way and ultimately ending at the northmost portion of the airport at the staging area (see **Attachment A**). The length of the drainage network is estimated to be 4,500 linear feet which likely will include pipe systems with multiple flow splitter boxes, potential retrofitting of existing surface ditches, and a regional detention pond at the end of the system that provides attenuation for increased stormwater runoff prior to discharging into the Northeast Outfall, which will be referred to in this document as Outfall "A" (see **Attachment B**). The purpose of this new outlet drainage system is to detain runoff from proposed Airport developments (Overlook Parking lot, etc.) and improve downstream conditions by diverting some of the surface water runoff that currently drains to the existing 60" pipe and Outfall A (See **Attachment B**). This new outfall includes installation of deep drainage infrastructure and provides stormwater attenuation to reduce likelihood of flooding to downstream areas. Stormwater modeling of the pipe networks, ditches, and regional detention pond are anticipated to calibrate flow distributions and feature sizing.

The project description, scope, and fee are based on the proposed project limits identified in **Attachment A** and the parking concept plan provided by Airport Authority.

1.0 PROGRAM SERVICES

1.1 Project Definition

Kimley-Horn and Associates, Inc. will be the prime consultant leading a team of sub consultants (together referred to as the "Designer") to complete this scope of services. The Designer will prepare for, arrange and conduct one Kick-Off meeting with the Authority staff to refine the project definition. The Designer will prepare the agenda and develop meeting minutes to be distributed to each of the meeting attendees.

Assumptions

- Resident Project Representative (RPR) services for this project are excluded and will be negotiated at a future date; this contract may be amended to include RPR services.
- Phase 1 environmental site assessment is excluded from this scope.

- The Authority shall provide available as-built, survey and geotechnical information to the Designer for use on this project. It is expected that additional survey and geotechnical investigation/analysis will be needed for the project and will include a recommendation on the pavement sections to be used for the parking lot and shoring needs for the pipe outfall project.
- The design of retaining walls are not included in this scope of services.
- The Authority will provide contact information to parking vendor so Designer can coordinate space needs for ticketing machines at the parking area entry and exits. It is assumed the Designer will be provided with details for ticketing bases and conduit needs that will be installed during construction of the parking lots. The installation and adjustment of the ticketing machines shall be the parking vendor's responsibility, contracted directly by the Authority, and not included in this scope.
- The Authority will provide bus shelter requirements to include details related to size, electrical needs, and foundations.
- Kimley-Horn will prepare the plans at a scale of 1 inch – 20 foot or greater using CADD software.
- Kimley-Horn will provide a Quality Control review of plans prior to each submittal. These reviews will be used to ensure accuracy of CAD files, quality of plans and specifications appropriate for the submittal level (60%, 90%, bidding, and construction).
- FAA specifications will be utilized as a baseline for the airside improvements associated with the Outfall project. FAA specs anticipated to include general provisions (9 sections), Contractor quality control program, mobilization, clearing and grubbing, earthwork, pipe installation, fencing, turfing, etc. NCDOT specifications will also be evaluated for use in applicable items included in the design. The more stringent/applicable specification between FAA and NCDOT will be determined and utilized for the project.

1.2 Project Administration

The Designer's Project Manager and Senior Project Engineer will complete the following Project Administration efforts:

- Prepare a Project work plan consisting of the contract scope of services, terms and conditions, schedule, organizational chart, communication protocol, and AutoCAD standards.
- Prepare agendas and sign-in sheets for and lead the Design Meetings
- Review documents prepared by the project team for compliance with project scope.
- Review team status reports and provide information to Authority about project needs.
- Review deliverables for compliance with scope of services and Authority's needs.
- Keep Authority aware of:
 - Project status
 - Action items
 - Pending decisions
 - Contract modifications
 - Need for members of design team to be on the airport property
 - Meetings to be held with outside agencies
- Provide administration of day-to-day project team activities

1.3 Design Status Meetings

The Designer will conduct design status meeting for both projects with the earlier meetings focused on parking progress. We anticipate a minimum of 6 months of design time including data gathering (Survey, Geotechnical investigation, SUE, and wetland delineation). Based on

Greater Asheville Regional
Airport Authority

Overlook Parking Lot and Northeast
Drainage Outfall Improvements

this preliminary duration we will plan for up to twelve (12) project design status meetings (semi-monthly) at a location to be provided by the Authority. Six of these meetings will be in person and the remaining six meetings will be virtual. The Designer will provide sign-in sheets, agendas, and distribute meeting minutes to the attendees.

Deliverables

- Sign-in sheets, agendas and meeting minutes will be distributed to the attendees in PDF format.

1.4 Agency/Tenant Coordination Meetings

The Designer will conduct up to three (3) meetings with permitting agencies to discuss the progress of the project and to gain information related to the project impacts. The meetings will take place at the office of the agency or at a location to be provided by the Authority. The Designer will prepare sign-in sheets, agendas, and distribute meeting minutes to the attendees.

Deliverables

- Sign-in sheets, agendas and meeting minutes will be distributed to the attendees in PDF format.

2.0 PRE-DESIGN SERVICES

2.1 Review Existing Studies, Reports, and Record Drawings

The Authority will provide copies of the following documents, if available, for the Designer's review and use throughout the project.

- Airport Master Plan and Airport Layout Plan
- Environmental Assessment and Previous Environmental Studies
- Drainage Reports
- Geotechnical Reports
- Utility Information
- Survey Control Data
- As-Builts
- Previous Construction Plans and Specifications
- Copy of the airport's storm water permit and conditions

2.2 Survey & Subsurface Utility Engineering (SUE)

Survey and Subsurface Utility Engineering (SUE) services will be needed for the defined project areas and will be provided by JMT. Their scope of services is included in **Attachment D**.

2.3 Geotechnical Engineering Services

Geotechnical services will be needed for the defined project areas and will be provided by S&ME and their scope of services is included in **Attachment E**.

2.4 Environmental

It is anticipated that the project will fall under the FAA's jurisdiction and a Categorical Exclusion will be required.

Assumptions

The assumptions made in support of this proposal include:

- The Federal Aviation Administration (FAA) is the lead federal agency.
- A Documented CatEx is accepted by FAA as the appropriate level of environmental review and it will be prepared pursuant to FAA Order 1050.1F and FAA Order 5050.4B.
- The environmental analysis will be conducted for the preferred alternative only; analysis of additional alternatives are not required.
- An Airport Layout Plan (ALP) modification will not be required.
- This project is not anticipated to increase or change plane movements and Buncombe County is in attainment for all air quality criteria pollutants. No air quality or noise analysis will be conducted as a part of this project.
- No tenants will be displaced or affected by the construction of the project.
- No technical analyses will be conducted at other airports.
- The Client will provide copies of reports, drawings, memos, and other documents from previously performed designs, studies, investigations, and surveys which may be useful in the preparation of the CatEx.
- Lopa Naik at the Memphis Airports District Office (ADO) will serve as the primary contact for the CatEx document. Graham Coffelt and Jamal Stovall will be copied on all correspondence with FAA.
- No public outreach is required.
- The Northeast drainage outfall improvements will likely impact a jurisdictional stream in two locations. If wetlands are present around the stream in these areas, the wetlands will also be impacted.

Work required outside of the project understanding and assumptions will be completed as additional services to be scoped, priced, and authorized by the Client.

Scope of NEPA Services

2.4.1 Inventory/Data Consolidation

The purpose of this task is to identify, assess, and document facilities, land uses, operational data, and other information necessary for the CatEx. Data gathering and documentation will be at a planning level of detail that are relevant to the CatEx requirements. Under this task, the Designer will:

- Request facility, operational, and construction data from the Client
- Summarize relevant environmental data pertaining to existing conditions associated with the FAA environmental impact categories within the resource-appropriate study area
- Develop GIS exhibits illustrating the existing resources

2.4.2 Categorical Exclusion

This task includes preparation of the CatEx, including the following:

Project Overview:

- Description of proposed action: Summarize the proposed action (major elements and supporting/enabling elements).
- Study area: Study areas will be developed for each project, illustrated on a figure and described in the document.
- Purpose and need: Use input from the Client to describe the purpose and need for the project and implementation phasing.

Affected Environment and Environmental Consequences:

- This task includes completing the existing conditions and impact categories section of the CatEx as included in FAA Order 1050.1F. The level of detail needed to address

the FAA environmental impact categories depends on the nature of the resource and the potential for impacts.

- Additional analyses would constitute additional services to be scoped in a different task order, not in this contract.

Preparation of CatEx:

- Draft CatEx: Develop a draft CatEx for submittal to the Client for review. Following review, the document will be revised and resubmitted to the Client for a second review.
- Revised CatEx: The CatEx will be revised and submitted to FAA for review. Following review, the document will be revised and resubmitted to FAA for a second review.
- Final CatEx: The Designer will coordinate with the Client and FAA to resolve comments and will finalize the CatEx and submit to the Client and FAA for approval.

Assumptions and Limitations:

- Information on Waters of the U.S. and protected species will be gathered as part of Task 2.4.3.
- No development of operations forecasts, passenger enplanements forecasts, or fleet mix data will be conducted, and no noise analysis is required.
- This project will not change fleet mix, and no air quality or noise analyses are required.
- The area has been previously disturbed, and a cultural resources survey (historic architecture and archaeology) and consultation with the State Historic Preservation Office (SHPO) will not be required by FAA. If a cultural resources survey is required, it will be additional services to be scoped in a different task order.
- Permitting, application, and similar project fees will be paid directly by the Client.

2.4.3 Field Delineation and Documentation

Designer will prepare field mapping and conduct a field assessment for the project areas identified in the general project description above to determine the absence or presence of waters of the U.S., including wetlands. **Locations that may have wetlands include the jurisdictional stream east of Wright Brothers Way adjacent to the proposed parking lot and pipe outfall location (Outfall A) from the proposed regional detention pond.** Wetlands and open waters within the project area will be identified utilizing the three-parameter approach for wetland delineation as described in the *US Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual*. The jurisdictional limits for wetlands will be flagged following the guidelines presented in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0)*. Stream and wetland data forms required for certification by the USACE will be completed with the data obtained during field reviews. The documentation of site conditions will include GPS data collection of wetland boundary flags and stream centerlines to illustrate features on site plans and on figures to provide to the USACE for verification.

USACE Coordination and Site Review

It is anticipated that a Preliminary Jurisdictional Determination (PJD) will be required to meet the Client's objectives for the Project. The Designer will prepare a PJD request package for submittal to the USACE. The Designer will seek to obtain concurrence from the USACE on the wetland and stream delineation within the project study area. An application will be made to the USACE consisting of a letter, the required PJD forms, figures, and supporting data forms. It is anticipated that one site inspection will be required with the USACE where the Designer will review the final delineation in the field with applicable agency representative. The Designer will

perform minor modifications to the jurisdictional feature boundaries that may be deemed necessary by the USACE in order to obtain concurrence.

Environmental Screening Memo

Based on field data collected, the Designer will prepare an Environmental Screening Memorandum (ESM) to document findings and relevant project data from various federal and state agencies. The ESM will aid in the preparation of the FAA Categorical Exclusion. The ESM will include important environmental resources that may be found in the project area, including jurisdictional Waters of the U.S. and protected species information.

The Endangered Species Act of 1973 mandates that federal agencies ensure that any actions authorized, funded, or carried out by that agency do not jeopardize the "continued existence" of federally protected species or result in the destruction or adverse modification of critical habitat. As part of this task, Kimley-Horn will review the US Fish and Wildlife Service (USFWS) list of federally protected species known to occur in the project vicinity and will conduct habitat assessments for these federally protected species. If suitable habitat is identified, pedestrian surveys will be conducted for protected plant, avian, and terrestrial wildlife species within the appropriate survey window. It is assumed that aquatic species surveys and bat surveys will not be necessary. If it is determined that aquatic species or bat surveys are necessary, these efforts will be considered as an additional service. The Designer will document the results of this species investigation in the ESM for inclusion in the FAA CatEx.

Section 404/401 Permit Application

It is assumed that the project, including both the proposed parking lot and stormwater outfall improvements, will qualify for authorization under Nationwide Permit #39 criteria. The Designer will calculate stream and wetland impacts resulting from the proposed projects and prepare a draft Section 404/401 Nationwide Permit application package for review by the Client. Following Client review, the Designer will hold a pre-application meeting if warranted with the USACE and the NCDWR to present the permit approach, avoidance and minimization measures, and discuss potential compensatory mitigation needs.

If the regulatory agencies determine that compensatory mitigation is required for impacts to streams or wetlands, Designer will coordinate with private mitigation banks or the NC Division of Mitigation Services as necessary to secure mitigation credits for the project. On-site mitigation design services are not included in this proposal but can be provided as an additional service if required.

The Designer will submit the final Section 404/401 Nationwide Permit application package to the USACE and NCDWR on the Client's behalf via the online ePCN system. Following submittal, Designer will track the application through the regulatory review process. This will include addressing up to one (1) additional information request made by the permitting agencies. If the regulatory agencies determine that the project does not qualify for authorization under the Nationwide Permit program and an Individual Section 404/401 Permit is required, these efforts will be considered as an additional service.

SCOPE NOTE: *The USACE has the ultimate discretionary authority for permit decisions. In the event of the USACE declining use of the NWP process, either due to cumulative project impacts or their discretionary authority, the project may then need to proceed through the more rigorous Individual Permit (IP) process. Under this scenario, we can prepare a detailed scope, associated costs and timeline if required.*

Permitting fees will be paid directly to permitting agency by the Authority. Any services not specifically provided for in the above scope will be billed as additional services and performed at

our then current hourly rates. Additional services we can provide include, but are not limited to, the following:

- Permittee Responsible Mitigation Coordination
- Mitigation Design
- Monitoring
- Individual Permit Application

2.5 Parking Functional Planning

The Designer will prepare up to three (3) concepts for refined siting and functional circulation within the employee parking lot and passenger parking lot areas. Each concept will include variations in site access, parking vehicle circulation, shuttle stop locations, and shuttle circulation. The concepts will consider existing and proposed utilities as well as existing site constraints identified from survey control data provided by others. The Designer will prepare a presentation of the concepts that includes the advantages and disadvantages of each concept for review with the Authority to facilitate identification of a preferred concept to be used as the basis of design. The Designer will address one (1) round of comments from the Authority based on the presentation.

Deliverables

- One (1) presentation of parking functional concepts in electronic PDF format to the Authority.

3.0 OVERLOOK PARKING LOT DESIGN SERVICES

The base design includes a passenger parking lot with a designated employee section along Wright Brothers Way.

Assumptions:

- Authority shall provide information for bus shelters and ticketing machine foundations for incorporation into the design.
- Authority shall assist Designer with contacting Duke power representative to determine conduit sizes and lighting requirements.
- Utility extensions along Wright Brothers Way are excluded from this scope of work. It is anticipated these extensions may be needed in the future when Wrights Way is extended for future development.
- Ticketing machines and barriers for entry and exit into the parking lot will be installed by the airport vendor under a separate contract. Designer will only be responsible for pads and conduit
- The Designer will provide stormwater design for all facilities in accordance with the NCDEMLR Stormwater Rules and Regulations.
- The Designer will establish a phased construction plan for the initial 500 or more parking spaces.
- Phase One shall require a new Sediment and Erosion Control permit from NCDEQ. The initial permit shall be for onsite erosion and sediment control utilizing the appropriate Best Management Practices.
- Phase Two and Three shall be constructed once the outfall improvements have been completed and are functioning under a separate permit.

3.1 Conceptual Design Submittal

This phase of work shall consist of preliminary engineering design of 3 conceptual layouts for consideration by the Authority. The intent of the Conceptual design submittal is to gain Authority

input and approval of the general layout of the project before proceeding further with design services. Thus, this design will be limited to horizontal and conceptual vertical alignment and identification of drainage flows. It is not anticipated that final geotechnical and survey information will be available during this phase. Preliminary design of all other elements of the design will commence during the 60% design phase once consensus is reached on the selected concept.

The preliminary design phase shall consist of the following items of work:

Site Visit

The Designer's team shall require access to the site for evaluation of the existing conditions, and concept planning.

Horizontal Geometry

The Designer will prepare the preliminary horizontal geometry for the parking lot, entrance and exit lanes, bus shelter, and employee section.

The Designer will perform turning movement analysis using Autoturn software the vehicles entering and using the parking lots, turn movements onto GSP Drive, turn movements along the roundabout, and turn movements onto the Economy Lot C access road.

The Designer will prepare drawings representing the design at the conceptual level for Authority review and comment. The anticipated sheet descriptions are as follows:

- Coversheet
- Phasing Plan
- Geometric Layout (3 Concepts)

The Designer will submit the 30% Conceptual drawings to the Authority for review.

Deliverables:

- One (1) copy each of the conceptual half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- One (1) copy of the Engineer's Report in electronic PDF format to the Authority
- Printed copies, if requested by Authority.

3.2 60% Design Submittal

The 60% design phase consists of draft engineering design and completion of base sheets in connection with the civil design. The intent of the 60% design is to continue the full design process for the project in accordance with the general project layout defined and approved by the Authority in the 30% Conceptual design submittal. The Designer will revise the design documents to address comments received from the Authority at the conceptual review meeting and produce preliminary design of the other elements of the project, and will consist of the following activities:

The Draft Design phase shall consist of the following items of work

- Prepare existing conditions plans to use the topographic survey information.
- The Designer will further define preliminary horizontal pavement geometric layouts provided in the Conceptual submittal. The Designer will further develop the horizontal geometry and will provide notes, a legend, horizontal curve information, and graphical definition of the various types of pavement utilized.
- The Designer will further define preliminary pavement profiles and elevations provided in the Conceptual submittal. The Designer will further develop the vertical geometry and will provide notes, a legend, and profile information. This information will be shown in the format of a plan & profile sheet.

- Develop design plans to reflect permanent access facilities for parking lot entrances and exits, fencing and security control, phasing, and pavement markings.
- Prepare draft design demolition plans for the Project.
- Prepare draft design grading and drainage plans.
- Prepare erosion control measures and develop plans to accommodate the proposed grading and drainage design
- The Designer will coordinate the proposed draft design for the civil, and electrical with existing and proposed utilities.
- Prepare draft design utility plans for relocation or reconstruction of utilities in the project limits affected by the proposed parking lot design. A maximum of 5 water and sewer conflicts are anticipated and will be designed and permitted by Kimley-Horn. Design of gas, electrical, and fiber optic lines will be provided by the utility owning the service in the form of utility by others (UBO) plans. Kimley-Horn will coordinate these efforts directly with the utility providers. In the event easements are required, this will be provided under separate agreement. NCDOT encroachment agreements are not included in the scope for the airport owned roadway.
- Coordinate with Duke Power to determine light fixtures and perform electrical photometric calculations based on the draft design to be provided in the 60% submittal to the Authority.
- Develop draft design drawings depicting the general requirements of the project, consisting of sheet notes, index of symbols, and related general notes describing the requirements for electrical elements of work.
- Develop draft signing plans for the project.
- Prepare Landscape plans and details that will include tree and ground cover plantings (sod, stabilization mixes) for the perimeter of the parking lot. No planted islands are anticipated.
- Prepare draft design pavement marking plans showing the layout of pavement markings. The Designer will coordinate the pavement marking locations with signage layout plans.
- Stormwater Control Measure (SCM) – defined in section 3.2.1 below
- Entry and exit plazas with equipment layouts.
- Designer will provide details for the placement of ticketing machines and bus shelters.
- Designer shall perform drainage and erosion control calculations for submission to NCDEQ. Two submittals are anticipated.
- Designer shall prepare the Construction Safety and Phasing Plan for submission to FAA via the OE/AAA portal.
- Designer shall prepare FAA form 7560-1 permanent case for submission to the FAA via the OE/AAA portal.
- Designer shall prepare FAA form 7460-1 temporary case for submission to the FAA via the OE/AAA portal

The Designer will prepare drawings representing the design at the 60% level for Owner review and comment. The anticipated sheet descriptions are as follows:

- | | |
|--------------------------------------|-------------------------------|
| ● Cover Sheet | ● Erosion Control Plan |
| ● Index of Drawings | ● Utilities Plan |
| ● Symbols, Legends and Abbreviations | ● Entry and Exit Plans |
| ● Existing Conditions | ● Lighting Layout |
| ● Demolition Plans | ● Lighting Photometric Levels |
| ● Typical Sections | ● Signage Layout |
| ● Geometric Layout | ● Sign Installation Details |
| ● Vertical Layout (Profiles) | ● Landscape Planting Layout |
| ● Grading and Drainage Plan | ● Landscape Planting Details |
| | ● Bus shelter canopy details. |

Note: All exhibits referenced herein shall pertain to this scope of services and are wholly inclusive of the task order exhibit A.

Deliverables:

- One (1) copy each of the 60% half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- One (1) copy of the updated 60% Engineer's Report in electronic PDF format to the Authority
- One (1) copy of the 60% project manual in electronic PDF format to the Authority.
- Printed copies, if requested by Authority.

3.2.1 Stormwater Control Measure Design

A drainage plan for the Overlook Lot will be completed as part of the design plans including a stormwater control measure (SCM) anticipated on-site, downstream of the parking lot to provide peak flow attenuation for anticipated development for Phase One. As stated per session law below, Designer will utilize methods that present reduced impact to the airport with regards to standing water and wildlife attractants.

It is the Designer's understanding that the airport is under the jurisdiction of the North Carolina Department of Environmental Quality for stormwater permitting purposes. Per session law 2012-200 Senate Bill 229, Section 6, special exemptions for SCMs apply to public airports that support commercial air carriers or general aviation services. However, the airport also qualifies as a high-density development under which SCMs are generally required in some manner. Regardless of whether the Authority is exempt from certain requirements, the understanding is that the preference is to detain stormwater to offset increased peak flows during Phase 1, with subsequent phase peak flow attenuation (for Phase 2 and Phase 3) being accomplished via the proposed pond discussed in Section 4.0. Design of treatment measures for water quality treatment to remove TSS and nutrients is excluded from this Scope of Services.

Assumptions

- During the first phase of the Overlook Lot (500 spaces), a temporary dry detention basin will be designed downstream of the lot. A potential location for the basin is shown in **Attachment A**.
- The temporary basin will likely be demolished, and parking spaces built in its place
- The runoff from the fully built-out Overlook lot will be sent to the newly built north pond at the staging area, however, depending on the phasing and construction progress, the temporary pond will be sized to contain the fully built-out lot until the new outfall pond is complete.
- Bioretention will not be required due to the exemptions as mentioned above.

Design

The following design information will be considered as part of this design process:

- Establish overall drainage area and soil characteristics to develop runoff calculations.
- Size outlet structure and storm pipe network using hydraulic software to determine pipe configuration.
- Review available site area and surface hydraulics to determine suitable location for SCM and adjust pipe layout as necessary to work within site constraints.
- Provide calculations and design details for use by NCDEQ and contractor.

3.3 90% Design Submittal

The 90% design phase consists of final engineering design and completion of base sheets for the civil, design. The intent of the 90% design is to finish the full design process for the project in accordance with the plans prepared in the 60% submittal. The Designer will revise the design to

address the comments received from the Authority at the 60% review meeting and will perform the following activities:

- Refine existing conditions plans to use the topographic survey information.
- The Designer will further define horizontal pavement geometric layouts provided in the 60% submittal. The Designer will provide final horizontal geometry and will provide notes, a legend, horizontal curve information, and graphical definition of the various types of pavement utilized.
- The Designer will provide final design of draft pavement profiles and elevations provided in the 60% submittal. The Designer will provide final design of draft vertical geometry and will provide notes, a legend, and profile information. This information will be shown in the format of a plan & profile sheet.
- Develop design plans to reflect permanent access facilities for parking lot entrances and exits, fencing and security control, phasing, and pavement markings.
- Refine design demolition plans for the Project.
- Refine design grading and drainage plans.
- Refine design of erosion control measures and develop plans to accommodate the proposed grading and drainage design.
- The Designer will coordinate the proposed final design for existing and proposed utilities.
- Refine design utility plans (water and Sewer) for relocation or reconstruction of utilities in the parking lot project limits affected by the proposed design.
- The Designer will refine design of the lighting and signage layout and details provided in the 60% submittal. The Designer will modify electrical items locations to be in accordance with the revised horizontal and vertical design information. The Designer will coordinate proposed electrical items with existing utilities.
- Develop final design drawings depicting the general requirements of the project, consisting of sheet notes, index of symbols, and related general notes describing the requirements for electrical elements of work.
- Develop final design for signing plans for the project.
- Prepare final design pavement marking plans showing the design layout of pavement markings. The Designer will coordinate the pavement marking locations with signage layout plans.
- Prepare layouts for entry and exit plazas.
- Designer will provide final location of bus canopies.

The Designer will prepare drawings representing the design at the 95% level for Owner review and comment. The anticipated sheet descriptions are as follows:

- | | |
|--------------------------------------|-------------------------------|
| ● Cover Sheet | ● Traffic Control Plan |
| ● Index of Drawings | ● Erosion Control Plan |
| ● Symbols, Legends and Abbreviations | ● Utilities Plan |
| ● Existing Conditions | ● Lighting Layout |
| ● Demolition Plans | ● Lighting Photometric Levels |
| ● Typical Sections | ● Signage Plan |
| ● Geometric Layout | ● Sign Installation Details |
| ● Vertical Layout (Profiles) | ● Landscape Planting Plans |
| ● Grading and Drainage Plan | ● Landscape Planting Details |
| ● Pavement Cross-Sections | ● Canopy Details Plan |

Deliverables:

- One (1) copy each of the 90% half-size and full-size plan sets drawings in electronic PDF format to the Authority.

- One (1) copy of the updated 60% Engineer's Report in electronic PDF format to the Authority
- One (1) copy of the 60% project manual in electronic PDF format to the Authority.
- One (1) copy of the Construction Safety and Phasing Plan in electronic PDF format to the Authority
- Printed copies, if requested by Authority.

3.4 100% Design Submittal

The 100% design phase consists of incorporation of comments from Authority, FAA, and permitting agencies and the preparation of the Issued for Bid plans for the civil design. The 100% submittal shall consist of the anticipated sheets listed in Task 4.3.

Deliverables:

- One (1) copy each of the 100% half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- One (1) copy of the updated Final Engineer's Report in electronic PDF format to the Authority
- One (1) copy of the 100% project manual in electronic PDF format to the Authority.
- Printed copies, if requested by Authority.

3.5 Permitting & Project Coordination

We will submit documents or assist with submittals to the appropriate government review agencies listed below.

Kimley-Horn will submit to the Authority for review. Kimley-Horn will administer this process and lead the review with coordination with the Authority. The submittal will include the following department reviews:

- Planning & Zoning (Authority lead)
- Kimley-Horn will submit to NCDEQ for Sediment and Erosion Control
- Engineering
- Kimley-Horn will submit to NCDEQ for Stormwater
- Kimley-Horn will submit to the Public Works for review of water/sewer extensions.

Based on experience with this submittal procedure, we anticipate up to two (2) rounds of review at each agency. Permitting fees will be paid directly to permitting agency by the Authority.

Designer has no control over the actions of jurisdictional agencies or other parties. Accordingly, professional opinions as to the status of permits and professional opinions as to the probability and timeframe for approvals are made solely on the basis of professional experience and available data.

4.0 NORTHEAST DRAINAGE OUTFALL DESIGN SERVICES

The base design services for the drainage outfall improvements include storm sewer analysis and design, overland ditch analysis and design, pond routing and design and custom drainage structure (splitter box & special depth) design. The work performed in this section will start during Phase 1 of the parking lot design and continue as part of Phase 2/3 parking lot design.

It is the Designer's understanding that the proposed stormwater system and the pond at the staging area will serve two purposes:

- Reroute and divert some of the runoff that currently utilizes the existing 54- and 60-inch pipe (Northeast Outfall - Outfall A), allowing for future development within the airport property and meet NCDEQ standards.
- Provide peak flow attenuation to account for flow increases associated with proposed parking lot and estimated future development within airport property.

Assumptions:

- The Designer will provide stormwater design for facilities in accordance with NCDEQ and the FAA's Advisory Circular No. 150/5320-5D guidelines.
- Stormwater design will be reviewed by NCDEQ only and is exempt from City of Asheville stormwater guidelines, review, and permitting.
- Water quality treatment for nutrient and TSS removal will not be required
- The construction of the Northeast drainage outfall design will occur after Phase 1 and before/during Phase 2/3 of the Overlook Lot.
- The Sediment and Erosion Control permit for all improvements associated with this Task (Task 4.0) will be obtained as a separate permit from the Overlook Lot.
- It is anticipated that the project, including both the parking lot and stormwater improvements, will be viewed as a single and complete undertaking by the USACE and NCDWR, and Section 404/401 Permits for improvements associated with this Task will be prepared and submitted as part of Task 2.4.3 above.
- Utility relocations are not anticipated for the proposed outfall and if identified can be performed as Additional Services.
- One (1) pond and outlet structure will be designed and constructed at the north staging area (identified in **Attachment A**).
- Even though the City of Asheville is assumed to not be part of the stormwater permitting process, their standard for peak flow attenuation will be adopted for this project (at a minimum): post-developed peak flow shall not exceed pre-developed (existing condition) peak flow for the 2- and 10-year events.

4.1 Conceptual Design Submittal

This phase of work shall consist of the preliminary engineering and design of 3 conceptual layouts/scenarios (listed below) for consideration by the Authority. The intent of the Conceptual design submittal is to gain Authority input and approval of the general layout of the project before proceeding further with design services. Thus, this design will be limited to horizontal and conceptual vertical alignments, and estimated pond size, and identification of pros/cons for the scenarios. It is not anticipated that final geotechnical and survey information will be available during this phase. Preliminary design of other elements of the design will commence during the 60% design phase once Authority approval is provided for the preferred concept.

Outfall Pipe & Pond Scenarios

Designer analysis of the proposed outfall pipe system and pond will evaluate of the following scenarios:

Scenario 1: Size the proposed outfall pipe and pond to only account for increases in peak flow and attenuation for the subject Overlook parking lot improvements. This will provide a reduction in existing peak flows in the existing 60" pipe outlet and downstream.

Scenario 2: Size the proposed outfall pipe and pond to account for increases in peak flow and attenuation for subject parking lot improvements **and** future development within other developable areas within the same watershed and within airport property. This will provide additional reduction in peak flows (greater than scenario 1) in the existing 60" pipe outlet and downstream.

Scenario 3: size the proposed outfall pipe system and pond for Scenario 2 **and** divert additional existing onsite/offsite developed runoff from the 60-inch pipe to the proposed pond. This scenario will produce **the largest** reductions in peak flows in the existing 60" pipe outlet and downstream.

The three (3) proposed outfall/pond scenarios will also include up to three (3) alternative analyses each to evaluate varying horizontal and vertical alignments of the proposed pipe system. The horizontal locations that will be studied are not yet determined but will be based on existing constraints including taxiway fill, fueling center, geotechnical information, and general topography. See **Attachment B** for the conceptual pipe alignment (locations for alternate pipe alignments will fall within the purple shaded area of **Attachment B**).

The proposed pipe system will include up to two (2) flow split locations that will maintain base flow to jurisdictional features and allow for rerouting of existing and future runoff.

- Primary Flow Split at the intersection of the existing 54" RCP under the hangar apron
- Secondary Flow Split (if needed) downstream of Primary.

For each of the three (3) scenarios outlined above, Task 4.1 will include the following:

Site Visit

The Designer's team includes JMT for field survey and SUE data collection however, not all the stormwater infrastructure in the area that drains to the northeast outfall will be gathered in the detailed survey limits of the project. A single hydraulic site visit will be performed (one total for all 3 scenarios) to verify drainage boundaries, overall topography of pipe outfall alignment, and system connectivity in areas within the drainage area but outside the project's limits (such as the commercial development across I-26 which drains to the airport). Additionally, stormwater survey information will be verified and supplemented with drainage pattern notes and missing information which can be collected via site visit.

Preliminary Hydrologic Modeling

After the field visit and reconnaissance, hydrologic modeling of the system drainage can begin. Hydrologic calculations will be conducted for the 2-, 10-, 25-, and 100-year, 24-hour event. The overall drainage area has been delineated from previous work performed at the airport by Kimley-Horn. This drainage area will be broken into subcatchments and used to estimate flow values for the Conceptual Design submittal. Detailed hydraulic calculations will not be submitted for the Conceptual Design plans.

Initial pipe sizes will be estimated based on previously established drainage boundaries. Piping systems and channels outside the Project Area (shown in **Attachment A**) will not be individually modeled or analyzed for their level of service unless deemed necessary by the designer; their drainage areas will be aggregated into single drainage subcatchments. The preliminary modeling will aggregate the subcatchments into large areas which will then be sub-divided even further during the detailed 60% modeling.

The project area consists of two distinct watersheds. The Outfall "A" watershed mentioned earlier and another outfall stream near the northeast access road. This outfall area is shown in

Attachment B and will be referred to throughout this project as Outfall "B". As outlined above, there are two flow splits. The secondary flow split is necessary for splitting water between the Outfall A and Outfall B. In addition to the Outfall A watershed subcatchments, the Outfall B subcatchments will also be delineated.

Runoff discharges from subbasins will be developed using EPA-SWMM runoff methodology as described in the EPA-SWMM manual. In summary, SWMM computes runoff from a Sub-watershed by treating each sub-watershed surface as a non-linear reservoir that receives rainfall and fills up estimated surface storage within the sub-watershed, resulting in both runoff and infiltration. Sub-watershed infiltration will be estimated based on the Curve Number methodology. Average watershed slope will be based on public LiDAR data and/or survey data. PCSWMM software incorporates EPA-SWMM methodology and will be used to develop subbasin runoff hydrographs.

Preliminary Hydraulic Modeling

Designer will utilize PCSWMM to perform preliminary hydraulic modeling. PCSWMM is an interface built on the EPA-SWMM hydraulic model platform. Initial flow splits and estimated pipe sizes will be input into the model and run to determine initial pipe size estimates.

The initial results will guide design decisions through an initial estimate of pipe, swale and pond sizes. Estimated proposed pipes and flow splits will be input into the preliminary model. A detailed design report and calculations of the model results will not be submitted as part of the Conceptual Design plans.

Horizontal Geometry

- The Designer will prepare the preliminary horizontal geometry for the pipe system for up to 3 layouts, estimated surface drainage expansions, and pond footprint. Horizontal geometry will be shown and call-outs for estimated pipe sizes and associated items will be provided.

Vertical Geometry

- The Designer will prepare preliminary pipe profiles for up to 3 layouts of the drainage system. Included will be a preliminary grading of the pond.

The Designer will prepare drawings and documents representing the design at the conceptual level for Authority review and comment. The anticipated drawings and documents are as follows:

- Coversheet
- Plan View Layout (up to 3 alternatives)
- Approximate Vertical Layout (Profiles and preliminary pond grading)
- Constructability analysis (including Geotechnical considerations for deep construction and shoring)
- Opinion of Probable Construction Cost (OPCC) (3 Scenarios)

The Designer will submit the Conceptual Design drawings and documents to the Authority for review.

Deliverables:

- One (1) copy each of the conceptual drawings half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- Printed copies, if requested by Authority.

Conceptual Design Meeting

Upon submittal of the Conceptual Design plans, a meeting will be held to receive the Authority's input on the design options presented and choose a preferred option to move into 60% design.

4.2 60% Design Submittal

The 60% design phase consists of draft engineering design and completion of base sheets in connection with the civil design. The intent of the 60% design is to continue the full design process for the project in accordance with the general project layout defined and approved by the Authority in the Conceptual Design submittal. The Designer will revise the design documents to address comments received from the Authority at the Conceptual Design review meeting and produce preliminary design of the other elements of the project, and will consist of the following activities:

Hydrologic Modeling

Hydrologic modeling will be continued from §4.1 and completed in more detail to establish the final runoff hydrographs for the for the 2-, 10-, 25-, and 100-year, 24-hour event. Using drainage boundaries established as part of conceptual design, the overall drainage basin will be subdivided strategically to allow for analysis at specific points of interest within the watershed. Drainage sub catchments will be of sufficient size to allow for analysis of the proposed piping, ditches, pond.

Hydraulic Modeling

Designer will utilize PCSWMM to continue modeling the system hydraulics as outlined in §4.1. Within the Project Area, each pipe will be evaluated and sized to contain flow from the 25-year storm such that HGL's do not surcharge the pipes. Pipe condition/pipe video will not be analyzed as it is assumed the few existing pipes in the project area are undersized and will be replaced. Other pipes and inlets outside the Project Area will not be individually analyzed however, large features such as upstream detention ponds will be modeled if they are believed to be hydrologically significant, permanent, and enough information can be gathered during the site visit. Hydraulic analysis will terminate at the pond discharge just north of the proposed pond at the staging area before Outfall A.

Peak flow changes along the open channel stream to Outfall A will be evaluated by including that section of stream (dimension estimated based on available information) within the PCSWMM model down to the discharge from the proposed pond. By including the stream, the model can be utilized to design improvements with the goal of avoiding runoff increases in any of the evaluated storm events. As stated above, all analyses will terminate at the discharge from the proposed pond.

Outfall Technical Memorandum

Designer shall assemble results of the modeling study into a technical memorandum (TM) that will document the methodologies and results of the study. The technical memorandum will be approximately 20-30 pages, including maps and appendices.

Design Elements

The results of the hydraulic modeling will be used in final design of the proposed pipe system, surface swale improvements, and detention pond. The design criteria for the pond will follow NCDEQ design guidance for dry ponds on airport sites, and when applicable (or preferred higher standards are requested from the Authority), an agreed upon criteria between the Authority and the Designer (i.e. berm widths, smaller rainstorm designs, maintenance access, etc.).

For construction close to buildings, structures, and taxiways/runways, foundation protection or shoring for construction will be called out on the plans, but design of these systems will be the responsibility of the Contractor. Preliminary geotechnical recommendations to aid the Contractor with these shoring conditions will be provided in the areas identified in plan. Retaining wall design or construction is not included in this scope of services.

This Scope of Services assumes that pipes, system drainage structures, end walls, wing walls, etc. will be based on standard available sizes and standard construction details, with no custom detailing required except for the following:

- Two (2) flow splitting junction boxes or devices with associated flow control features (concrete weirs, orifices, etc.).
- Up to eight (8) custom junction boxes or drainage structures deeper than NCDOT standard roadway detail drawings will allow or that need to be aircraft rated based on future development. The design depth for two of these structures near the NE development area will be designed to accommodate future depths associated with a new taxiway connection based on the existing runway centerline.
- One (1) pond riser structure with removable trash rack and orifices/underdrains for drawdown control.

The above non-standard items will be shown in schematic format with rough dimensions in this phase to clarify intent, but structural design will occur during the 90% plan phase.

Concrete pipe material and structural pipe design will not be included and will be based on standard classes of concrete strength per FAA or NCDOT Specifications. Pipes under fill of over 40 feet will be dimensions by the Designer with associated performance specification, with the Contractor providing structural design as part of construction.

Other design phase items of work for the 60% plans are listed below.

- Prepare existing conditions plans to use the topographic survey information.
- The Designer will further define Authority preferred horizontal layouts selected during the Conceptual Design milestone.
- The Designer will further develop pipe profiles and elevations provided in the Conceptual Design submittal. The Designer will further develop the vertical geometry and will provide notes, a legend, and profile information. This information will be shown in the format of a plan & profile sheet(s).
- Prepare draft design grading plans.
- Develop draft custom details for riser structure and flow splits (3 details).
- Prepare erosion control measures and develop plans to accommodate the proposed grading and drainage design
- Designer shall perform drainage and erosion control calculations for submission to NCDEQ.
- Designer shall prepare the Construction Safety and Phasing Plan for submission to FAA via the OE/AAA portal.
- Designer will develop up to ten (10) project special provisions (PSPs) in addition to FAA/NCDOT specifications for items not covered in standard documents. The Bidding and Contract Requirements, combined with the PSPs, are referred to collectively herein as the "Project Manual."

The Designer will prepare drawings representing the design at the 60% level for Owner review and comment. A demolition plan is not anticipated related to the proposed drainage outfall. The anticipated sheet descriptions are as follows:

- | | |
|--------------------------------------|------------------------------|
| ● Cover Sheet | ● Detail Sheets |
| ● Index of Drawings | ● Plan View Layout |
| ● Symbols, Legends and Abbreviations | ● Vertical Layout (Profiles) |
| ● Existing Conditions | ● Grading Plan |
| | ● Erosion Control Plan |

Deliverables:

- One (1) copy each of the 60% half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- One (1) copy of the updated 60% Outfall Technical Memorandum in electronic PDF format to the Authority
- One (1) copy of the 60% project manual and TM in electronic PDF format to the Authority.
- Opinion of Probable Construction Cost (OPCC)
- Printed copies, if requested by Authority.

4.3 90% Design Submittal

The 90% design phase consists of final engineering design and completion of base sheets for the civil design. The intent of the 90% design is to finish the full design process for the project in accordance with the plans prepared in the 60% submittal. The Designer will revise the design to address the comments received from the Authority at the 60% review meeting and will perform the following activities:

- Refine existing conditions plans to use the topographic survey information.
- The Designer will finalize the PCSWMM model.
- The Designer will finalize horizontal geometric of the outfall.
- The Designer will finalize pipe profiles and elevations, including notes, a legend, and profile vertical information. This information will be shown in the format of a plan & profile sheet.
- Prepare refined design grading and drainage plans.
- Prepare refined design of erosion control measures and develop plans to accommodate the proposed grading and drainage design.
- Develop structural design drawings to include plan views, elevations, sections, and reinforcing details for up to eight (8) custom junction boxes or drainage structures deeper than NCDOT standard roadway detail drawings will allow or that need to be aircraft rated based on future development. The design depth for two of these structures near the NE development area will be designed to accommodate future depths associated with a new taxiway connection based on the existing runway centerline. The custom junction boxes or drainage structures will be designed to resist earth pressure based on their installation elevation and will be designed to support aircraft and/or vehicular loading based on their location with respect to runways, taxiways, and safety area, as required.
- Develop refined design drawings depicting the general requirements of the project, consisting of sheet notes, index of symbols, and related general notes describing the requirements for electrical elements of work.
- Develop refined specifications and project special provisions
- Develop refined custom details for riser structure, flow splits, and deep structures.

The Designer will prepare drawings representing the design at the 90% level for Owner review and comment. A demolition plan is not anticipated related to the proposed drainage outfall. The anticipated sheet descriptions are as follows:

- Cover Sheet
- Index of Drawings
- Symbols, Legends and Abbreviations
- Existing Conditions
- Plan View Layout
- Vertical Layout (Profiles)
- Grading Plan
- Standard detail sheets
- Structural Design of deep non-standard drainage structures
- Standard drainage structure detail sheets
- Erosion Control Plan

Deliverables:

- One (1) copy each of the 90% half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- One (1) copy of the updated 90% Outfall Technical Memorandum in electronic PDF format to the Authority
- One (1) copy of the 90% project manual in electronic PDF format to the Authority.
- One (1) copy of the Construction Safety and Phasing Plan in electronic PDF format to the Authority
- Opinion of Probable Construction Cost (OPCC)
- Printed copies, if requested by Authority.

4.4 100% Design Submittal

The 100% design phase consists of incorporation of comments from Authority, FAA, and permitting agencies and the preparation of the Issued for Bid plans for the civil design. The 100% submittal shall consist of the anticipated sheets listed in Task 4.3.

Deliverables:

- One (1) copy each of the 100% half-size and full-size plan sets drawings in electronic PDF format to the Authority.
- One (1) copy of the updated Final Outfall Technical Memorandum in electronic PDF format to the Authority
- One (1) copy of the 100% project manual in electronic PDF format to the Authority.
- Printed copies, if requested by Authority.

4.5 Permitting & Project Coordination

In addition to permits listed elsewhere in this Scope of Services, Designer will submit documents or assist with submittals to the government review agencies listed below.

- Kimley-Horn will submit to the Authority for client review. The Authority will distribute internally to appropriate review personnel.
- Kimley-Horn will submit to NCDEQ for Sediment and Erosion Control
- Kimley-Horn will submit to NCDEQ for Stormwater Management Plan (if required)

We anticipate up to two (2) rounds of review at each agency. Permitting fees will be paid directly to permitting agency by the Authority.

Designer has no control over the actions of jurisdictional agencies or other parties. Accordingly, professional opinions as to the status of permits and professional opinions as to the probability and timeframe for approvals are made solely on the basis of professional experience and available data.

5.0 BID PHASE SERVICES

The Designer will perform Bid Phase Services as follows:

Assumptions

- There will be two bidding phases conducted as follows:
- Bid Phase 1 is for work associated with the Overlook Parking Lot
- Bid Phase 2 is for work associated with the Northeast Drainage Outfall
- Each bid phase includes One (1) additional re-bid in the event that less than three (3) bids are received during the initial bid solicitation. The re-bid phase does not include a second pre-bid meeting.
- Kimley-Horn will provide document management, maintain a list of plan holders, and assist the Authority with advertisement of the projects.

5.1 Attend the Pre-Bid Meeting

- The Project Manager and Task Manager will coordinate and attend the Pre-Bid Meetings to assist Authority. A Pre-Bid Meeting is anticipated for both bid phases.
- Kimley-Horn will prepare a sign in sheet and meeting agenda for potential bidders.
- Kimley horn will provide a project overview and document questions asked during the meeting.
- Meeting minutes will be distributed by addendum.

5.2 Respond to Questions from Bidders (RFI's)

- Contractor RFI's will be responded to in an addendum to clarify the intent of the documents. Up to 4 addendums will be issued per bid phase. Kimley-Horn will distribute addenda to documented plan holders.

Deliverables:

- The Designer response for RFI's and addenda will be in PDF format.

5.3 Bid Opening

- The Project Manager and Task Manager will attend up to 4 bid openings (initial bid phase 1 & 2, re-bid for phase 1 & 2).
- Bids will be opened in accordance with State and Federal law and read aloud.
- Kimley-Horn will provide a sign-in sheet for attendees and a bid summary sheet for recording of the bid prices.

5.4 Bid Tabulation

- A bid tabulation prepared by the Designer will be provided to the Authority for each bid phase. The tabulation will include a review that will incorporate checks to identify unbalanced items and to check bidders' arithmetic.
- The bid tabulation will include the DBE percentages to determine if goals are met or a Good Faith Effort will be required from the apparent low bidder.

Deliverables:

- One (1) bid tabulation will be provided in PDF format to the Authority for each bid phase.

6.0 CONSTRUCTION ADMINISTRATION SERVICES

Upon completion of bid phase services as outlined in section 5, Kimley-Horn will provide construction phase services as outlined below:

6.1 Preconstruction Phase Services

Consultant shall assist the Authority with identification of the lowest responsive bidder through a detailed review of the bids submitted. Irregularities noted during review of the bid documents will be reported to the Authority for determination on responsiveness. Authority will have final determination on lowest responsive bidder and selection of contractor for the projects.

Upon discussion with the Authority, Kimley-Horn will:

- Prepare and issue a Notice of Award to the selected contractor on behalf of the Authority
- Prepare and issue Construction Documents consisting of Issued for Construction Plans and Project Manual for contract execution
- Upon execution of the contract between the Authority and the Contractor and receipt of all bonds, Kimley Horn will issue a Partial Notice to Proceed that will allow surveying and mobilization while awaiting required preconstruction submittals.
- Once the Contractor schedule and required preconstruction submittal are received, a preconstruction conference will be held at the Airport.
- Upon completion of the preconstruction requirements, a Full Notice to Proceed will be issued.

6.2 Construction Phase Services

Once the full notice to proceed has been issued, Consultant will begin construction phase services at outlined below:

- Monitor and review contractor schedules
- Prepare for and attend construction progress meetings (18 in-person meetings including both projects, 2 people per meeting). Assumes 1 per month for the first 12 months and 2 per month in the last 3 months. 12 additional one-hour virtual meetings are also included as needed during construction.
- Provide meeting minutes to document each meeting
- Structural observation visits for custom junction boxes (2 people for 2 visits)
- Review and respond to Contractor Requests for Information (RFI) (24 RFI total)
- Review weekly certified payrolls in accordance with Davis-Bacon wage rates
- Monitor DBE usage and conduct random wage rate interviews
- Review Shop Drawings (40 items) Review Structural Shop Drawings (32 items)
- Conduct Punch List Inspection and issue written list of items to be addressed
- Conduct Final Inspection and review repairs
- Note Resident Construction Phase Services (RPR) is not included in this scope of work
- Note Geotechnical Testing is not included in this scope of work.

Additional detail on construction phase services items summarized above is defined below:

Site Visits and Construction Observation. Consultant will make visits as defined in bullets above to observe the progress of the work. Observations will not be exhaustive or extend to every aspect of Contractor's work, but will be limited to spot checking, and similar methods of general observation. Based on the site visits, Consultant will evaluate whether Contractor's work is generally proceeding in accordance with the Contract Document and keep Client informed of the general progress of the work.

Consultant will not supervise, direct, or control Contractor's work, and will not have authority to stop the Work or responsibility for the means, methods, techniques, equipment choice and use, schedules, or procedures of construction selected by Contractor, for safety programs incident to Contractor's work, or for failure of Contractor to comply with laws. Consultant does not guarantee Contractor's performance and has no responsibility for Contractor's failure to perform in accordance with the Contract Documents.

Recommendations with Respect to Defective Work. Consultant will recommend to Client that Contractor's work be disapproved and rejected while it is in progress if Consultant believes that such work will not produce a completed Project that generally conforms to the Contract Documents.

Clarifications and Interpretations. Consultant will respond to reasonable and appropriate Contractor requests for information (up to 24 RFI's) made in accordance with the Contract Documents and issue necessary clarifications and interpretations. Any orders authorizing variations from the Contract Documents will be made only by Client.

Change Orders. Consultant may recommend Change Orders to the Client and will review and make recommendations related to Change Orders submitted or proposed by the Contractor.

Shop Drawings and Samples. Consultant will review and take appropriate action in respect to Shop Drawings and Samples and other data which Contractor is required to submit, but only for general conformance with the Contract Documents. Such review and action will not extend to means, methods, techniques, equipment choice and usage, schedules, or procedures of construction or to related safety programs. Any action in response to a shop drawing will not constitute a change in the Contract Documents, which can be changed only through the Change Orders.

Substitutes and "or-equal/equivalent." Consultant will evaluate and determine the acceptability of substitute or "or-equal/equivalent" materials and equipment proposed by Contractor in accordance with the Contract Documents.

Inspections and Tests. Consultant may require special inspections or tests of Contractor's work, and may receive and review certificates of inspections within Consultant's area of responsibility. Consultant's review will be solely to determine that the results indicate compliance with the Contract Documents and will not be an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the Contract Documents. Consultant is entitled to rely on the results of such tests. Geotechnical materials testing during construction is not a part of this scope of work and will be provided by the Authority or under a separate contract.

Disputes between Client and Contractor. Consultant will, if requested by Client, render written opinion on all claims of Client and Contractor relating to the acceptability of Contractor's work or the interpretation of the requirements of the Contract Documents. In rendering decisions, Consultant shall be fair and not show partiality to Client or Contractor and shall not be liable in connection with any decision made by Client.

Applications for Payment. Based on its observations and on review of applications for payment and supporting documentation, Consultant will recommend amounts that Contractor be paid. Recommendations will be based on Consultant's knowledge, information and belief, and will state whether in Consultant's opinion Contractor's work has progressed to the point indicated, subject to any qualifications stated in the recommendation. Consultant's recommendations will not be a representation that its observations to check Contractor's work have been exhaustive, extended to every aspect of Contractor's work, or involved detailed inspections. Consultant will coordinate with Authority's Resident Project Representative (RPR) to verify quantities measured in the field and work performed when reviewing and approving contractor payment applications. Authority's RPR shall provide written verification of quantities to Consultant.

Substantial Completion. When requested by Contractor and Client, Consultant will conduct a site visit to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list.

Final Notice of Acceptability of the Work. Consultant will conduct a final site visit to determine if the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that Consultant may recommend final payment to Contractor.

6.3 Post Construction Phase Services

Upon completion of the construction phase, Kimley-Horn will assist the Authority with collecting closeout documents, as-built survey, and O&M manuals from the Contractor.

Kimley-Horn will use the Contractor provided survey to prepare 2 sets of as-built drawings and prepare the project closeout manual. As-built drawings are intended to show variance between design documents and actual constructed conditions as reported by the contractor or made to the design by Consultant. Contractor shall provide certified surveys of as-built conditions to Consultant who will prepare as-built drawings that will be signed and sealed to confirm that the constructed conditions reported by contractor generally conform to the design intent.

Prior to the one-year warranty expiration, Consultant shall attend a warranty inspection with the Authority to assess any warranty related repairs needed.

7.0 SCHEDULE

Kimley-Horn has prepared the following schedule based on the assumptions below. We will provide our services as expeditiously as practicable with the goal of meeting the following schedule:

Assumptions

- Survey and geotechnical investigations will be completed within a timely manner in accordance with Subconsultant scopes (**Attachment D & E**).
- NCDEQ erosion control permit reviews will not last more than 30 days
- Design concepts will be completed prior to survey and geotechnical investigations and will be based on the best available information provided by the Authority,
- Dates are based on the issuance of the Notice to Proceed during the next scheduled Authority meeting
- Schedule adjustments may be necessary based on Authority meetings dates for 2025.

(See next page for draft project schedule)

8.0 FEE AND EXPENSES

Kimley-Horn will perform the services in Tasks 1–6 for the total lump sum labor fee below. Individual task amounts are informational only. In addition to the lump sum labor fee, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at cost. Except for permitting included above, additional permitting, application, and similar project fees will be paid directly by the Authority.

Basic Services

Task 3 – Overlook Parking Lot Design	\$ 494,490
Task 4 – Northeast Outfall Improvements Design	\$ 440,925

Specialty Services

Task 1 – Project Management	\$ 57,485
Task 2 – Predesign Services	\$ 72,580
Task 5 – Bid Phase Services (2 separate bids & re-bid)	\$ 67,350
Task 6 – Construction Administration (15 months)	\$ 410,115

Total Lump Sum Labor Fee	<u>\$ 1,542,945</u>
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Other Non-Salary reimbursable Expenses

Overlook Parking Lot Tasks

Survey & SUE Services (JMT)	\$ 39,065
SUE Services Test Holes (5) (JMT)	\$ 7,500
Geotechnical Services (S&ME)	\$ 26,700

Northeast Drainage Outfall Improvements Tasks

Survey & SUE Services (JMT)	\$ 62,910
SUE Services Test Holes (5) (JMT)	\$ 7,500
Geotechnical Services (S&ME)	\$ 37,100
Geotechnical Rock Coring and Testing (S&ME)	\$ 11,900

Printing/Shipping Budget	\$ 1,650
Travel Expenses (Mileage, Lodging, Meals)	\$40,327

Total Project Budget

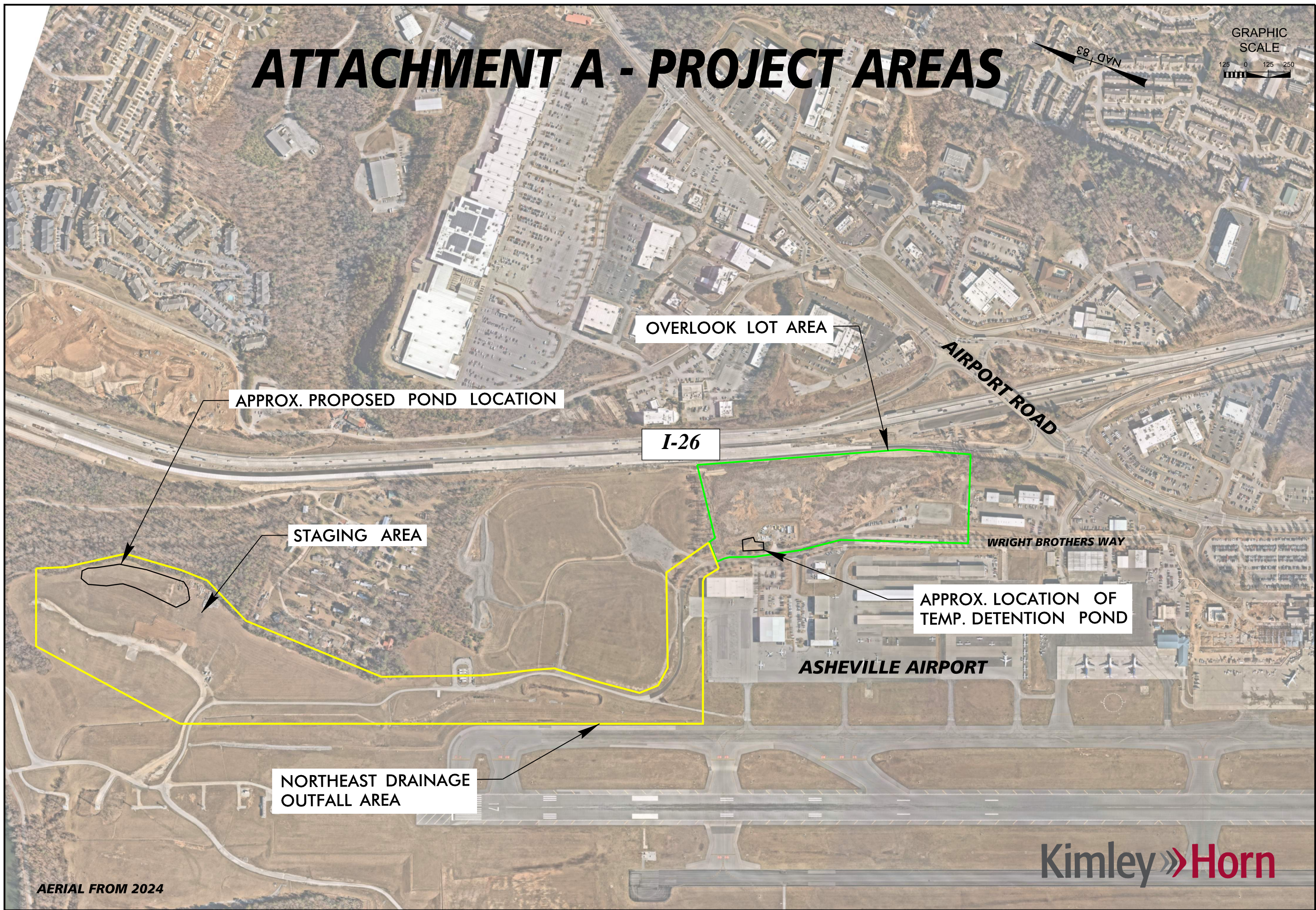
The total project budget for the identified scope of services.	<u>\$1,778,149</u>
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Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Reimbursable expenses will be invoiced based upon expenses incurred. Payment will be due in accordance with the Master Contract dated 8-16-2023 and should include the invoice number and Kimley-Horn project number.

ATTACHMENT A

(See Next Page)

ATTACHMENT A - PROJECT AREAS



OVERLOOK LOT AREA

APPROX. PROPOSED POND LOCATION

STAGING AREA

NORTHEAST DRAINAGE OUTFALL AREA

I-26

AIRPORT ROAD

WRIGHT BROTHERS WAY

APPROX. LOCATION OF TEMP. DETENTION POND

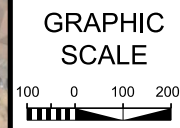
ASHEVILLE AIRPORT

ATTACHMENT B

(See Next Page)

ATTACHMENT B - SURVEY & SUE AREAS

PLANS PREPARED BY:
Kimley»Horn
421 FAYETTEVILLE ST.
SUITE 600
RALEIGH, NC 27601
PHONE 919 877-2000
FAX 919 877-2050
NC LICENSE #F-002
©2022



SEAL

SEAL

NO.	DATE	REVISIONS

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PLANS PREPARED FOR:
Asheville REGIONAL AIRPORT

PROJECT: OVERLOOK LOT AND NE OUTFALL DRAINAGE IMPROVEMENTS
TITLE: SURVEY LIMITS

DATE: 8/29/2024

OVERLOOK LOT SURVEY AREA

OUTFALL A

I-26

STORMDRAINAGE
OUTFALL
SURVEY AREA

60-INCH OUTLET

ASHEVILLE AIRPORT

Collect SUE in purple shaded areas

POND DEPTH AT NORTH END APPROX. 8-10 FT DEEP

POND DEPTH AT SOUTH END APPROX 16-20 FT

APPROX 15 FT. DEEP

APPROX 13 FT. DEEP

APPROX 10 FT. DEEP

APPROX 12 FT. DEEP

APPROX 15 FT. DEEP

APPROX 25 FT. DEEP

APPROX 15 FT. DEEP

APPROX 20 FT. DEEP

APPROX 30 FT. DEEP

APPROX 30 FT. DEEP

GRAB 3 POINTS AT CL TAXWAY

PRELIMINARY PROPOSED PIPE ALIGNMENT

OUTFALL B

AIRPORT ROAD

FENCE LINE

WRIGHT BROTHERS WAY

FENCE LINE

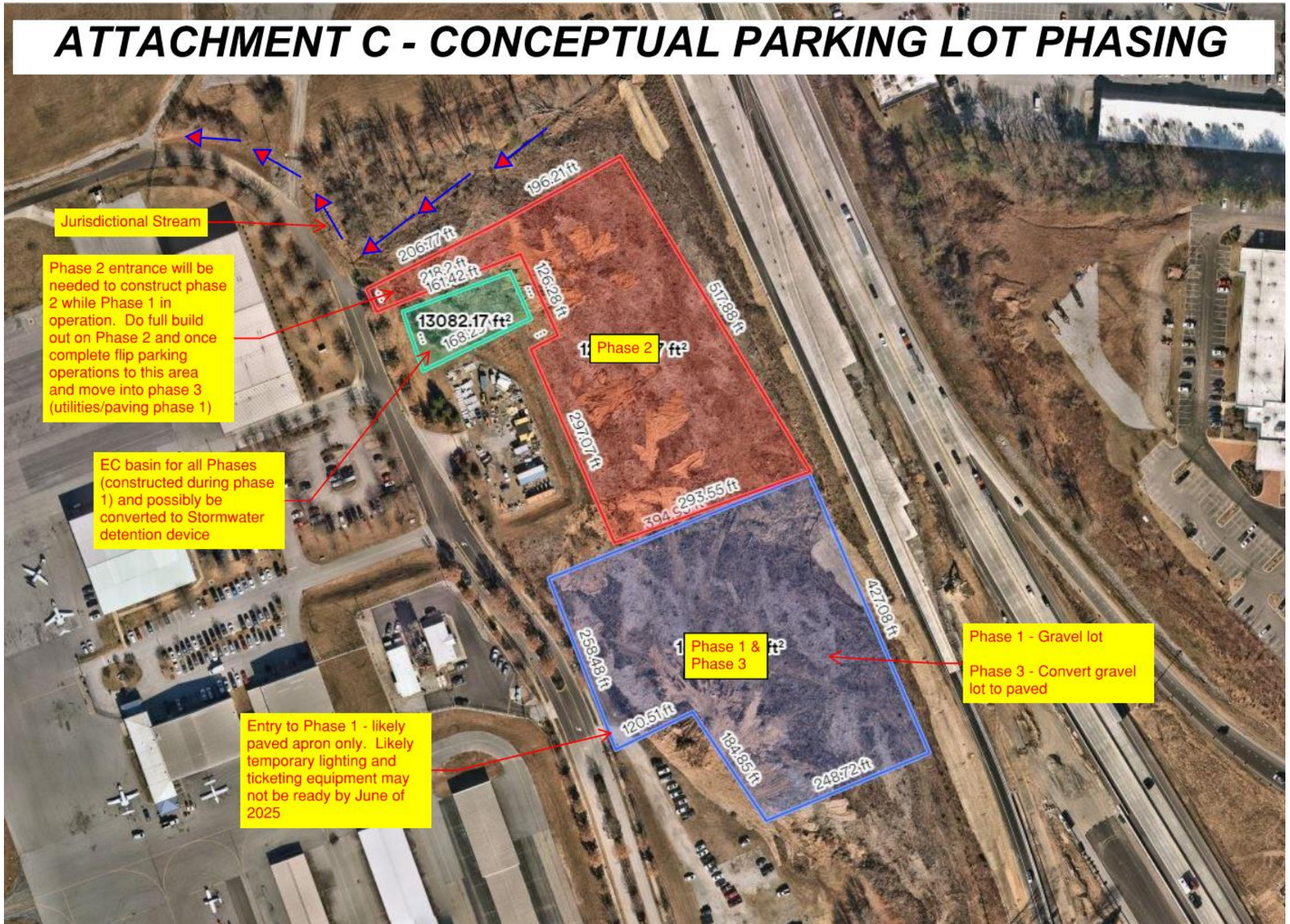
AERIAL FROM 2024

8/29/2024

ATTACHMENT C

(See Next Page)

ATTACHMENT C - CONCEPTUAL PARKING LOT PHASING



ATTACHMENT D

(See Next Page)



September 12, 2024

Dan Robinson, PE, CFM
Kimley-Horn | 421 Fayetteville St. Suite 600, Raleigh, NC 27601
Direct: 919 677 2178
Email: Dan.Robinson@kimley-horn.com

Proposal for providing Professional Land Surveying Services for the AVL Overlook Parking and Pipe Outfall Project at the Asheville Regional Airport in Fletcher, North Carolina.

Dear Mr. Robinson,
Thank you for considering JMT to provide Professional Services for this important project. JMT is well suited to provide you with the highest level of services available on this project. JMT understands that Kimley-Horn has requested Surveying and SUE services in the areas shown below in Figure 1. The Scope of services and fee are outlined below and in the subsequent pages.

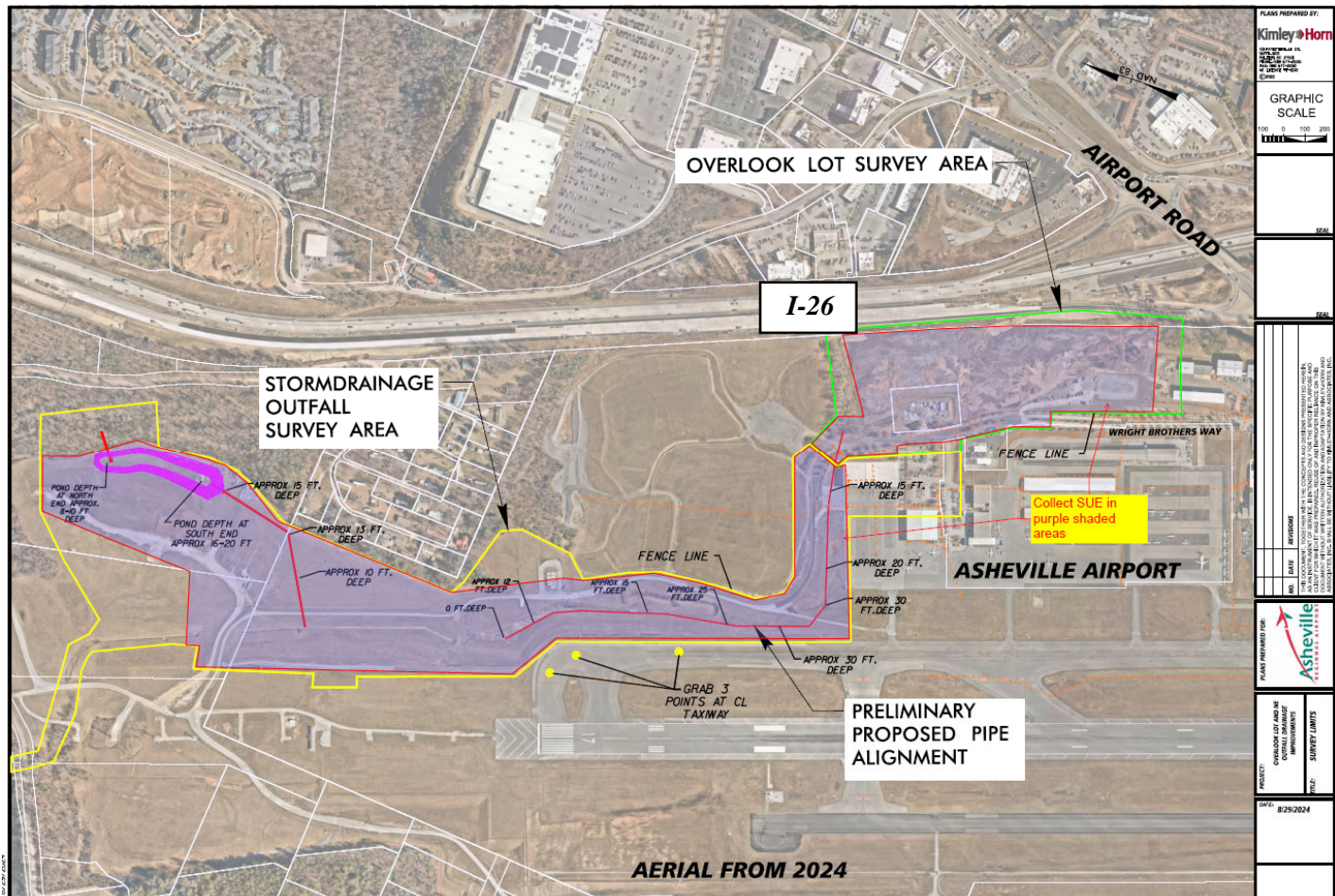


Figure 1. Provided by Kimley-Horn.



Scope of Survey

JMT will provide a full topographic survey for the two areas as shown above in Figure 1. This will include the areas outlined in green "Overlook Parking Area" (+/-21 acres) and yellow "Pipe Outfall Area" (+/- 60 acres) and is more clearly defined by phone and email correspondence starting 8/28 and PDF emailed 9/04/2024. The survey shall be prepared, stamped, and sealed by a current North Carolina State Licensed Land Surveyor, and shall be provided in the manner defined under section "Deliverables". The survey shall include, but not be limited to, the following requirements:

1. Survey shall meet 21 NCAC 56.1606 and NCGS 47-30 mapping standards.
2. Horizontal control shall be based on NC State Plane Coordinate System NAD 83 (NA2011). Vertical control shall be based on NGS NAVD 88 Datum. JMT will tie to local control point from terminal project if requested.
3. Topographic Survey which shall include: The location, dimensions, and material (as appropriate) of any physical improvements within the project limits including concrete, pavement, driveways, above ground utilities, drainage structures & pipes, gravity sanitary sewer, walls, fences, signs and buildings. One drainage structure out of limits will be located. Ground elevations, Break lines, ditches, creeks, and other bodies of water will be located within limits
4. Ground elevations will be shown with 1-foot contours.
5. Staking and clearing of 17 Geotechnical Borings in Overlook Parking Area. Coordinates for staking to be provided by Kimley-Horn or S&ME.
 - a. Due to complexity of the terrain and vegetation, some bore locations may not be able to be cleared with GPR (Ground Penetrating Radar). A Geophysical locator will be used to sweep these.
6. Property corners and NCDOT R/W and Easements intersecting Overlook Parking Project area will be located. Property in the Pipe Outfall Area will not be part of this scope.
7. SUE Level B inside the purple limits of each area as shown in Figure 1 above. This shall include the following:
 - a. JMT will Locate, paint/flag, and Survey any underground utility found using Geophysical locators and GPR Technology in project limits shown above to Level B standards. Level B does NOT include depth of utilities. Utility location services will be provided in a manner consistent with standards of the subsurface utility mapping industry. A reasonable effort will be made to locate all systems of interest. However, it cannot be guaranteed that all existing utility systems can or will be detected. It may not be possible to detect utilities without prior knowledge, such as systems that are not depicted on as-built drawing records that are made available. Non-utility structures such as, but not limited to: foundations, irrigation systems, septic systems, wells, tunnels, concrete or metal structures, sizes and limits of subsurface utility vaults and manholes will not be located.
 - b. JMT will contact the various utility owners, as deemed appropriate, to request and acquire records of the existing underground facilities. Utility record information will be used as an aid in the identification of the number, identity, size and material of utilities located in the field. Records will not be used as a substitute for actual geophysical location unless the system cannot be verified electronically using industry standard techniques for this level of investigation. If this is the case, those utilities will be designated in the submitted drawing as "Level D" location only.



- c. JMT will map surveyed utility marks and appurtenances of gravity and non-gravity utilities.
8. JMT as an add-alternate, can perform up to 10 (ten), ASCE 38-02 "Quality Level A" vacuum excavation test holes along the project corridor as directed by Client. The "soft digs" will be used to obtain information on existing underground utilities such as location, depth, size, and material type of the pipe.
 - a. Normal Test Hole size is approximately 2'x2' and up to 3 to 12 feet deep, depending on soil conditions.
 - b. Level A test holes to be a separate mobilization and completed at desired location of client.
 - c. Level A test hole standard rates are assumed to be in soil conditions and not in asphalt, concrete, or road locations. Additional fees for asphalt or concrete locations will be assessed.
9. JMT will verify and utilize portions of prior survey completed by JMT in 2021 that overlap the Overlook Parking Project area.

DELIVERABLES

1. Two PDF stamped and sealed maps showing topographic data of two areas as described above.
2. Digital copy of each survey in AutoCAD Civil 3D 2021 or higher shall be provided electronically.
3. If requested: Signed and Sealed PDF 1-page Test Hole Report summarizing information obtained at each "soft dig" site.Jmt

Not Requested nor included in Scope of Services

1. Boundary Survey
2. Tree Survey
3. Construction staking



Overlook Parking Fee: \$39,065
Pipe Outfall Survey Fee: \$62,910
Total Fee: \$101,975

Add-Alternate Test Hole (\$1500 per hole) Fee: \$15,000
Total with Add-Alternate Fee: \$116,975

SCHEDULE

Access is to be coordinated and scheduled with Asheville Regional Airport prior to any work on site.

Overlook Parking Area: JMT will begin field work on the Overlook Parking Area within 3 weeks of NTP. JMT anticipates 3-4 weeks of field work followed by 3 weeks of processing and mapping. JMT will send deliverables within 3 weeks of completed field work if not before.

Pipe Outfall Area: JMT anticipates 4-5 weeks of field work followed by 3-4 weeks of processing and mapping.

Delays due to weather conditions and air traffic conditions could extend the proposed schedule.

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

Thank you,

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

JOHNSON, MIRMIRAN & THOMPSON, INC.

Karsten Sluder, PLS (NC,GA,KY,VA)
Senior Associate
Project Manager, Survey/SUE
1318-F Patton Ave. Asheville, NC 28806
O: 828.253.2796 D: 828.221.1340
kssluder@jmt.com
jmt.com

ATTACHMENT E

(See Next Page)



September 12, 2024

Kimley-Horn
421 Fayetteville Street, Suite 600
Raleigh, North Carolina 27601

Attention: Mr. Dan Robinson, PE, CFM

Reference: **Proposal for Geotechnical and SHWT Services**
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
Fletcher, North Carolina
S&ME Proposal No. 24410133

Dear Mr. Robinson:

S&ME, Inc. (S&ME) appreciates the opportunity to provide this proposal for geotechnical and environmental services for the above referenced project. This proposal describes our understanding of the project, discusses the intended scope of services, outlines the project schedule, and presents the associated lump sum compensation for our services. Our Agreement for Services (AS-071) is attached and incorporated as part of this proposal.

◆ Project Description

Our understanding of the project is based on the following:

- An email and phone call from Mr. Dan Robinson with Kimley-Horn to Mr. Matt McCurdy with S&ME on August 28, 2024. Included in this email was a project plan with the same date (Overlook Lot and NE Outfall Drainage Improvements).
- Subsequent emails from Mr. Robinson including the email on September 4, 2024 that included an updated version of the plan (dated August 29, 2024) and a draft schedule of the parking lot project.
- A review of historic aerial photographs on Google Earth and the Buncombe County GIS website.
- Site visit to the proposed Overlook Parking Lot site by Mr. McCurdy on August 23, 2024.

Overlook Parking Lot

We understand that a new parking area is to be constructed at the northeast end of the existing Asheville Regional Airport property. This proposed parking area is bound to the east by Interstate 26, to the west by Wright Brothers Way, to the north by an existing stream, and to the south by the Asheville Regional Airport Viewing Area and Maintenance buildings.

The total site area is about 20 acres and was previously wooded until about 2023 (based on historical aerial imagery and our recollection). At the time of this proposal, most of the previously cleared area has vegetation growing back, with some growth about 4 to 8 feet tall. The site generally slopes upward from a low elevation of approximately 2140 feet at the existing stream in the northwestern corner to a high elevation of approximately 2190 feet (elevations are based on GIS contours and are very approximate). We understand the proposed



Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
 Fletcher, North Carolina
 S&ME Proposal No. 24410133

development will include an asphalt parking area and we anticipate the parking area will be accessed through the existing driveway entrance for the airport's viewing area from Wright Brothers Way to the west.

Detailed grading information was not provided, but we anticipate that cuts and fills during mass grading will be less than about 5 feet. Mr. Robinson requested we prepare a proposal for geotechnical exploration (17 suggested borings). Seasonal high water table estimation and soil infiltration testing will be needed at an eighteenth test location in the proposed stormwater pond location (which will be determined at a later date by Kimley-Horn).

Northeast Outfall Drainage Improvements

Storm drainage improvements will be planned from the new parking lot west and north to the northeast corner of the airport property. The drainage improvements include new storm lines will include about 3200 linear feet of piping and a new pond in the northeast. The storm lines will vary in depths up to about 30 feet deep. The pond will be about 550 feet long, 50 feet wide, and about 10 to 20 feet deep. Mr. Robinson requested we include in our proposal 10 geotechnical borings along the proposed pipe alignment and pond and seasonal high water table estimation and soil infiltration testing in the proposed stormwater pond location.

◆ Scope of Services

Area 1 – Overlook Parking Lot

Task 1 – Geotechnical Exploration

The geotechnical exploration will consist of drilling 17 soil test borings and engineering analysis and reporting. S&ME offers the following Scope of Services as part of this task:

1. Contact North Carolina 811 (NC811) to request a locate of public utilities within proximity to the boring locations.
2. Perform a site reconnaissance and locate the borings using aerial photographs, measuring from existing site structures, and/or our handheld commercial GPS unit.
3. Perform clearing of trails for drill rig access through the areas with new tree and shrub growth and tall underbrush;
4. Mobilize a truck-, track-, or ATV-mounted drill rig to the site;
5. Perform 17 soil test borings to depths of 10 to 25 feet or shallower auger refusal; whichever occurs first. A total of 250 feet of drilling is budgeted for this project. Advance the borings with a conventional rotary drilling process using hollow stem augers. Standard penetration resistance tests (SPT) and split-spoon sampling will be performed at 2.5-foot intervals to a depth of 10 feet and at 5-foot intervals thereafter.
6. Obtain several bulk samples of borehole cuttings for use in laboratory testing.
7. Attempt water level measurements at termination of boring (TOB) and end of the day (EOD). If safe to do so, and water is encountered, several borings will be left open overnight for more stabilized water level measurements. Following water measurements, we will backfill the borings with soil cuttings and install a mechanical hole plug within the upper few feet of each boring;



Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
 Fletcher, North Carolina
 S&ME Proposal No. 24410133

8. Laboratory testing on split-spoon samples consisting of moisture content, grain size, Atterberg limits, standard Proctor, and California bearing ratio (CBR).
9. Stratification of the soil samples by a geotechnical professional and preparation of boring logs; and
10. Prepare an engineering report summarizing our understanding of the proposed construction, the exploration, site and subsurface conditions, and our conclusions and recommendations. Geotechnical recommendations will address:
 - ◆ General characterization of the existing surface materials, soils, and subsurface profile conditions (including subsurface water, PWR, and rock levels, if encountered),
 - ◆ Suitability of existing subgrade soils for supporting new pavements and for use as structural fill,
 - ◆ Recommendations for remedial measures and/or site preparation for pavement subgrades,
 - ◆ Earth slope recommendations,
 - ◆ Earthwork recommendations including compaction requirements,
 - ◆ Pavement recommendations.

Task 2 - Stormwater Soil Evaluation Services

Task 2a - Seasonal High Water Table Estimation

S&ME will evaluate the soil conditions and estimate the seasonal high-water table (SHWT) at one or two locations within the proposal stormwater basin (location to be determined at a later date by AVCON). Hand auger borings will extend to a depth of a maximum of 8 feet, to hand auger refusal, or until SHWT conditions are encountered (whichever is first encountered) as determined by a Licensed Soil Scientist (LSS) and soil profile descriptions will be recorded. Profile descriptions will include soil morphological conditions such as: texture, color, structure, consistency, and estimated United States Department of Agriculture (USDA) permeability and estimated USDA saturated hydraulic conductivity for the different soil horizons found on-site.

As mentioned above, the SHWT will be estimated by advancing hand auger borings and evaluating the soil for evidence of SHWT influence. This evaluation involves examining the actual moisture content in the soil and observing the matrix and mottle colors. Depending on the soil texture, the soil color will indicate processes that are driven by SHWT fluctuations, such as iron reduction and oxidation and organic matter staining. Please note that these SHWT estimations by soil indicators are based on secondary evidence and not on direct groundwater level measurements. The apparent (observed) water table and depth to hand auger refusal will also be recorded if encountered. **If due to shallow auger refusal with the hand tools, a backhoe or drill rig is necessary, a request for a change order can be provided.**

Task 2b – In-situ Saturated Hydraulic Conductivity (K_{sat}) Testing Services

In-situ K_{sat} measurement will be conducted at one or two locations and depths provided by the civil engineer if conditions allow. The constant-head well permeameter technique (also known as shallow well pump-in technique and bore hole permeameter method) will be used. This procedure is described in Methods of Soil Analysis, Part 1., Chapter 29 – Hydraulic Conductivity of Saturated Soils: Field Methods, 29 – 3.2 Shallow Well Pump In Method, pp. 758-763 and in the Soil Science Society of America Journal, Vol. 53, no. 5, Sept. – Oct. 1989, “A Constant-head Permeameter for Measuring Saturated Hydraulic Conductivity of the Vadose Zone” and “Comparison of the Glover



**Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall**

Fletcher, North Carolina
S&ME Proposal No. 24410133

Solution with the Simultaneous – Equations Approach for Measuring Hydraulic Conductivity.” In brief, this method involves allowing a measured volume of water to percolate through the soil until a steady rate of flow is achieved. This final rate is used to calculate the saturated hydraulic conductivity of the subsoil horizon by the Glover equation. The results of our soil evaluation and K_{sat} testing services will be presented in a letter report and map.

Area 2 – Northeast Outfall Drainage Improvements

Task 1 – Geotechnical Exploration

The geotechnical exploration will consist of drilling 10 soil test borings and engineering analysis and reporting. S&ME offers the following Scope of Services as part of this task:

- Contact North Carolina 811 (NC811) to request a locate of public utilities within proximity to the boring locations.
- Subcontract a private utility locator to check for underground utilities near the boring locations.
- Perform a site reconnaissance and locate the borings using aerial photographs, measuring from existing site structures, and/or our handheld commercial GPS unit.
- Mobilize a truck-, track-, or ATV-mounted drill rig to the site;
- Since some of this work is inside the airfield fence, we assume we will need to provide a badged representative to accompany and assist the drill crew during the work;
- Perform 10 soil test borings to depths of 20 to 55 feet or shallower auger refusal; whichever occurs first. It appears about three of the borings will need to be offset from the existing channel to higher ground due to existing slopes. We are planning to extend the borings about 10 feet below the depths shown on the provided drawing. A total of 340 feet of drilling is budgeted for this project.
- Advance the borings with a conventional rotary drilling process using hollow stem augers. Standard penetration resistance tests (SPT) and split-spoon sampling will be performed at 2.5-foot intervals to a depth of 10 feet and at 5-foot intervals thereafter.
- If auger refusal (probable rock) is encountered, we can core the refusal material to help determine if it is a boulder or continuous rock and evaluate the quality of the rock. If rock is encountered above planned invert, we will perform compressive strength testing on the rock. We suggest a contingency budget for up to 10 feet of rock cored from up to 5 borings, if needed.
- Obtain several bulk samples of borehole cuttings for use in laboratory testing.
- Attempt water level measurements at termination of boring (TOB) and end of the day (EOD). If safe to do so, and water is encountered, select borings will be left open overnight for more stabilized water level measurements. Following water measurements, we will backfill the borings with soil cuttings and install a mechanical hole plug within the upper few feet of each boring;
- Laboratory testing on split-spoon samples consisting of moisture content, grain size, Atterberg limits, and standard Proctor.
- Stratification of the soil (and possibly rock) samples by a geotechnical professional and preparation of boring logs; and
- Prepare an engineering report summarizing our understanding of the proposed construction, the exploration, site and subsurface conditions, and our conclusions and recommendations. Geotechnical recommendations will address:



Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
 Fletcher, North Carolina
 S&ME Proposal No. 24410133

- ◆ General characterization of the existing surface materials, soils, and subsurface profile conditions (including subsurface water, PWR, and rock levels, if encountered),
- ◆ Suitability of existing soils for use as structural backfill,
- ◆ Earthwork recommendations including compaction requirements,
- ◆ Excavation conditions,
- ◆ General shoring considerations and recommended lateral earth pressures.

Task 2 - Stormwater Soil Evaluation Services

This will generally follow the same work scope as for the Overlook Parking Lot. However, we assume two locations in the proposed pond will be required. Also, since the south end of the pond will be excavated up to 20 feet deep, our Licensed Soil Scientist (LSS) will need to observe drilling of the soil test borings to attempt to determine the seasonal high water table. A maximum depth of 12 feet is the deepest the hydraulic conductivity (Ksat) testing can be performed due to the limits of the equipment. Also, the last one foot must be drilled with a 2-inch diameter hand auger; therefore, if the material is too dense to be penetrated with the hand tools, the Ksat testing will not be possible.

◆ **Excluded Services**

Without attempting to provide a complete list of all or potential services performed by S&ME that will be excluded from this proposal and not performed by S&ME, the following services are specifically excluded. S&ME can provide these services; however, a separate proposal would be required.

- ◆ Surveying of boring locations, underground utilities, or jurisdictional boundary by a land surveyor.
- ◆ Haul-off of borehole cuttings (cuttings will be backfilled in holes and excess soil spread around the boring locations).
- ◆ Night work (we assume our work can be done during normal working hours).
- ◆ Shoring design.
- ◆ Attendance at project team meetings.
- ◆ Construction-phase services.
- ◆ The SHWT scope does not constitute or imply approval of permits by regulatory agencies. Soil evaluations are done based on interpretations of the rules governing stormwater management systems and are not guarantees for site approval. The proper regulatory agencies will need to evaluate and permit each stormwater management system.
- ◆ Jurisdictional Determination (JD) of wetlands and streams.
- ◆ Cultural Resources.
- ◆ Threatened and endangered species assessment.

◆ **Client Responsibilities**

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

- ◆ Execute our Agreement for Services (attached Form AS-071) or provide other written authorization.



Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
 Fletcher, North Carolina
 S&ME Proposal No. 24410133

- ◆ Provide access to the property and permission to perform the borings.
- ◆ Provide information regarding underground utilities if available; and
- ◆ Provide the latest site/grading plans (if available).
- ◆ Provide an AVL escort for field activities (assumed only needed for the borings inside airfield fence).

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

◆ **Fee**

We will perform the outlined scope of services described above for the lump sum fees shown below in **Table 1**. We will not perform any additional work or exceed these costs without your prior authorization.

Table 1 – Task Fee Breakdown

Task Description	Lump Sum Fee
Area 1 – Overlook Parking Lot - Geotechnical Exploration (17 borings/250 linear feet, lab testing, engineering report)	\$19,800
Area 1 – Clearing for Drill Rig Access	\$2,500
Area 1 – Seasonal High Water Table and In-Situ K _{sat} testing (in one hand auger boring location)	\$4,400
Subtotal for Overlook Parking Lot	\$26,700
Area 2 – Outfall Improvements - Geotechnical Exploration (10 borings/340 linear feet - day work only, badged oversight, lab testing, engineering report)	\$30,500
Area 2 – Private Utility Locating	\$1,200
Area 2 – Rock Coring and Compressive Strength Testing (if needed, up to 5 borings)	\$11,900
Area 2 – Seasonal High Water Table and In-Situ K _{sat} testing (in two locations)	\$5,400
Subtotal for Outfall Improvements	\$37,100 to 49,000
Total	\$63,800 to \$75,700*

*Total depends on if/how much rock coring is required.



Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
Fletcher, North Carolina
S&ME Proposal No. 24410133

◆ Schedule

Task Schedule Breakdown

- **Area 1 – Overlook Parking Lot** – We can typically mobilize a drill rig within 2 to 3 weeks of authorization. This will depend on drill rig availability in the region at the time of authorization. The drilling should take 2 to 3 days to be completed (weather permitting). Laboratory testing should be complete 3 weeks after completion of drilling. We anticipate the formal report will be completed within 1 to 2 weeks thereafter. However, we can verbally discuss the results with you as soon as they are available.
- **Area 2 – Outfall Improvements** – We understand this will probably require a later drill rig mobilization. Again, mobilization timing will depend on drill rig availability at the time of authorization. The drilling should take 3 days to be completed (weather permitting). Laboratory testing should be complete 2 to 3 weeks after completion of drilling. We anticipate the formal report will be completed within 1 to 2 weeks thereafter. However, we can verbally discuss the results with you as soon as they are available.

◆ Authorization

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

This proposal was sent to you via email. If you elect to accept our proposal by return email, then your email acceptance will serve as representation to S&ME that you have reviewed the proposal and associated Agreement for Services (AS-071) and hereby accept both as written.

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



Proposal for Geotechnical and SHWT Services
Asheville Regional Airport - Overlook Parking Lot and New Stormwater Outfall
Fletcher, North Carolina
S&ME Proposal No. 24410133

◆ **Closure**

S&ME appreciates the opportunity to submit this proposal for your consideration. If you have any questions regarding the outlined scope of work, our fee, or if we may be of any further assistance, please call.

Sincerely,

S&ME, Inc.

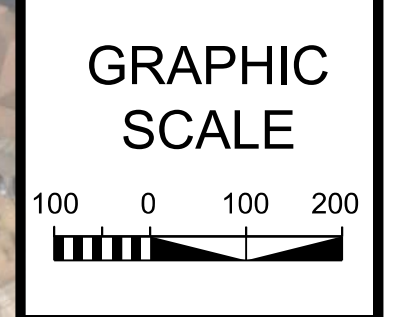
Handwritten signature of Christopher Fujita-Mentch in blue ink.

Christopher Fujita-Mentch, PE
Associate Project Manager

Handwritten signature of Matthew H. McCurdy in blue ink.

Matthew H. McCurdy, PE
Principal Engineer/Project Manager

Attachments – Agreement for Services (Form AS-071)



SEAL

SEAL

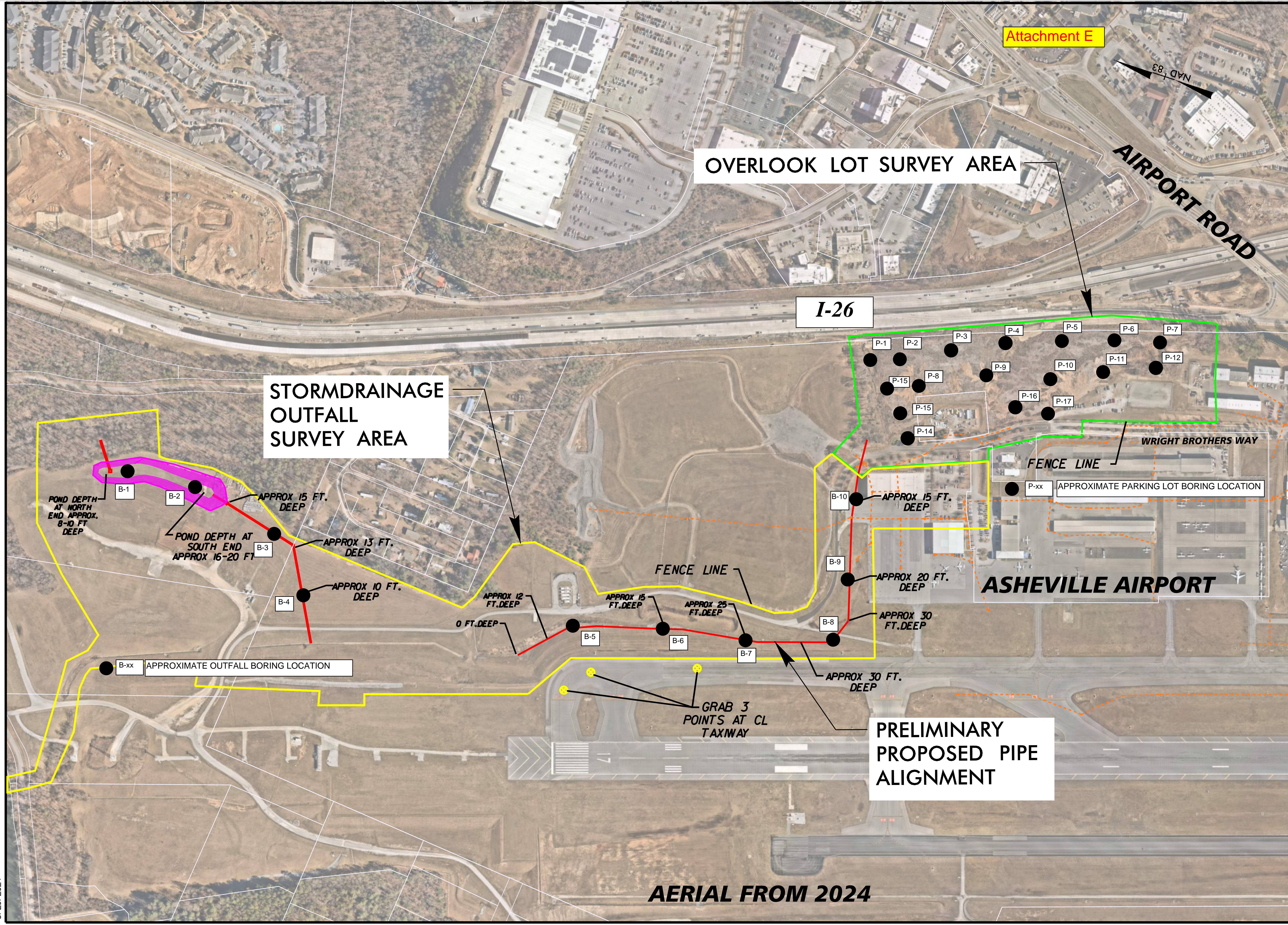
NO.	DATE	REVISIONS

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PLANS PREPARED FOR:
Asheville REGIONAL AIRPORT

PROJECT: OVERLOOK LOT AND NE OUTFALL DRAINAGE IMPROVEMENTS
 TITLE: SURVEY LIMITS

DATE: 8/29/2024



Attachment E

OVERLOOK LOT SURVEY AREA

STORMDRAINAGE OUTFALL SURVEY AREA

I-26

AIRPORT ROAD

ASHEVILLE AIRPORT

PRELIMINARY PROPOSED PIPE ALIGNMENT

AERIAL FROM 2024

8/29/2024



MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Vice President – Planning

DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item H

Approval of Scope of Services No. 1 with McFarland Johnson, Inc. for the Remain Over-Night (RON) Parking Apron Design and Construction Administration Services

BACKGROUND

As the Board is aware, with the increase in the amounts of passengers and flights, the airport continues to have commercial services aircraft parking shortages during peak times despite the three additional RON Parking positions created on the South General Aviation Ramp last year.

Airport Staff determined the best area to add RON parking would be on the General Aviation ramp east of the new parking positions. This is currently known as the South Fixed Base Operator (FBO) ramp. This project would require demolition of an existing hanger and asphalt and the installation of a stronger asphalt pavement section to handle the larger aircraft. There will also be new striping and some minor fence modifications. Staff engaged McFarland Johnson to review this area and provide phasing options to complete the necessary work.

Airport staff has worked with McFarland Johnson to develop a scope of work and negotiated a fee to design this RON Parking Apron. This scope of work includes design and construction administration services for modifications to the South FBO Ramp to accommodate 3-4 aircraft parking positions. Staff also engaged an Independent Fee Estimate (IFE) consultant to compare the fee proposal from McFarland Johnson. Upon review and necessary adjustments on both the estimate and fee proposal, McFarland Johnson's fee was 1% less than the IFE. This is well under the FAA required 10% difference and is acceptable to staff.

New Business – Item H



This scope of work does not include Resident Project Representative (RPR) services. Consistent with the Airport Planning process, these services will need to be contracted with a third-party consultant prior to the start of construction.

ISSUES

None.

ALTERNATIVES

The Board could elect to not move forward with this design. However, this will prolong the much-needed solution to the RON parking shortages.

FISCAL IMPACT

The total cost for this design with McFarland Johnson is \$408,380.00. Presently, all of this will be funded utilizing Airport Funds. However, this work will be eligible for FAA funding.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the Scope of Services No. 1 with McFarland Johnson, Inc. in the amount of \$408,380.00; (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:

	<u>Decrease</u>	<u>Increase</u>
Capital Improvements		\$408,380
Totals		\$408,380



This will result in a net increase of \$408,380 in the appropriations. Revenues will be revised as follows:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash		\$408,380
Totals	<hr/>	<hr/> \$408,380

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 8th day of November 2024.

Brad Galbraith, Chair

Attested by:

Ellen Heywood, Clerk to the Board

MASTER AGREEMENT FOR PROFESSIONAL SERVICES

TASK ORDER FORM

Effective Date _____ Task Order No. _____.

Client Project No. _____ Engineer Project No. 19227.01.

This Task Order is entered into on the effective date noted above pursuant to the “Master Agreement for Professional Services” between Greater Asheville Regional Airport Authority (“Client”) and McFarland Johnson Inc. (“Consultant”), dated August 16, 2023 (“Agreement”). The Agreement is incorporated herein and forms an integral part of this Task Order.

Services Authorized: This project will provide design, bidding and construction phase services for the RON apron, and associated demolition and site work. Project components include:

- Review and analysis of previous RON options developed by AVCON, Inc. The intent of the analysis will be to verify the previously developed option(s) conform to existing FAA design criteria and to confirm adequacy of aircraft movements utilizing PathPlanner aircraft movement software.
- Develop design documents. A 60% and 100%/Bid Document submittal process is assumed.
- Bidding and recommendation of award
- Construction phase services

Client authorizes Consultant to perform the Engineering Services described above and incorporated herein.

Pricing

N/A Time and Expense per Agreement and Appendix B to the Agreement.

X Firm Fixed Price of: \$408,380.00

N/A Other (Describe):

Schedule

Services may commence on Execution.

Services will cease by 24 months.

SCOPE OF SERVICES

ASHEVILLE REGIONAL AIRPORT (AVL) REMAIN OVER-NIGHT (RON) APRON DESIGN AND CONSTRUCTION PHASE SERVICES

PROJECT OVERVIEW

Asheville Regional Airport (AVL) has experienced significant growth in commercial operations in recent years. In conjunction with the on-going New Terminal Construction in addition to the anticipated further increase in demand, AVL is proposing additional Remain Over-Night (RON) parking positions to be designed and constructed.

This project will provide design, bidding and construction phase services for the RON apron, and associated demolition and site work. Project components include:

- Review and analysis of previous RON options developed by AVCON, Inc. The intent of the analysis will be to verify the previously developed option(s) conform to existing FAA design criteria and to confirm adequacy of aircraft movements utilizing PathPlanner aircraft movement software.
- Develop design documents. A 60% and 100%/Bid Document submittal process is assumed.
- Bidding and recommendation of award
- Construction phase services

The project will be evaluated and designed to the following FAA Advisory Circulars, as applicable, including (but not limited to):

- FAA AC 150/5300-13A – Change 1 Airport Design (Draft AC 150/5300-13B to be reviewed and incorporated, as determined by the FAA, Airport and Consultant).
- FAA AC 150/5340-1M Standards for Airport Markings
- FAA AC 150/5370-2G Operation Safety on Airports during Construction
- FAA AC 150/5370-12A Quality Control of Construction for Airport Grant Projects
- FAA AC 150/5320-6E Airport Pavement Design and Evaluation

Exhibit No. 1 illustrates the project limits and components.

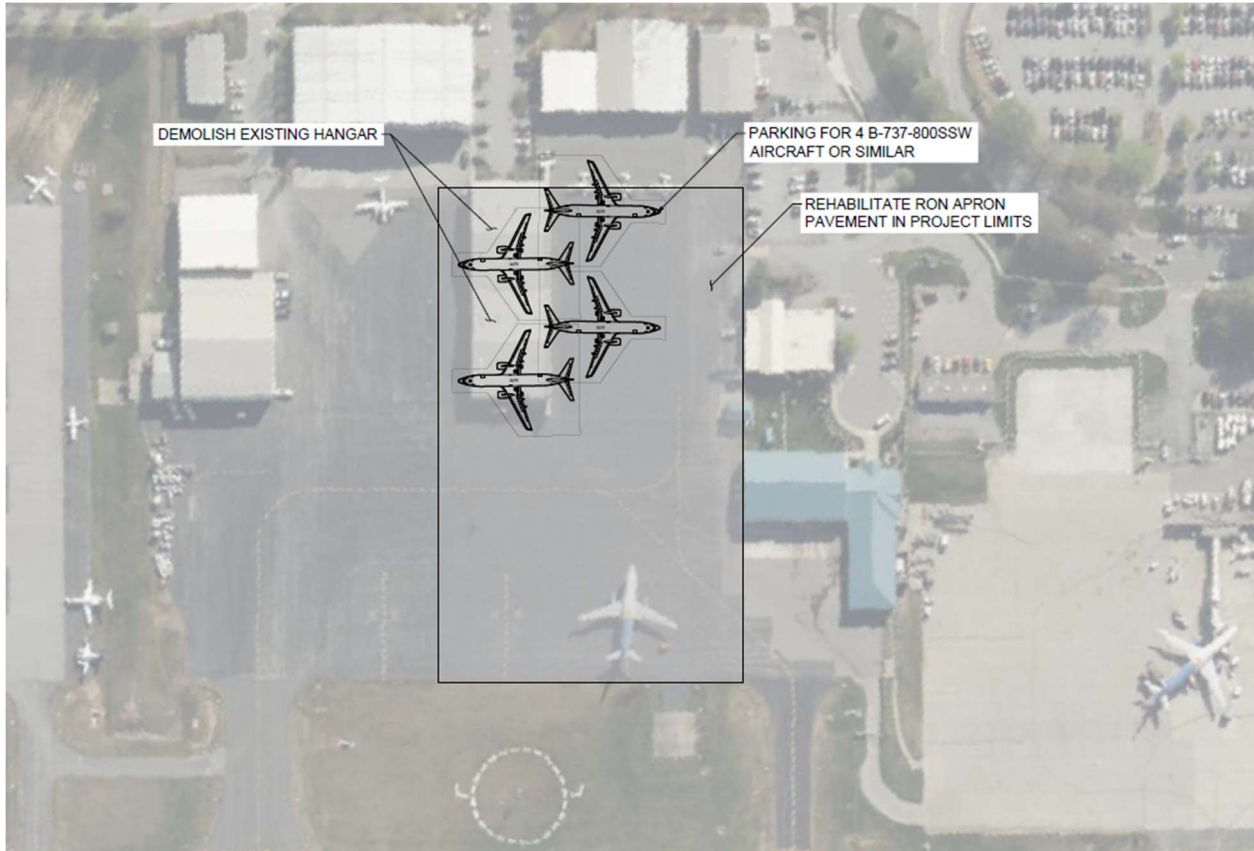


EXHIBIT NO. 1

PROJECT TEAM

The Project Team includes the following firms and their responsibilities:

- **McFarland Johnson (MJ)** will be the prime firm responsible for overall management and delivery of the Project. Additional responsibilities will include:
 - Program management and administration.
 - Airfield planning and design
 - Construction phase services

- **Aulick Engineering (AE)** will provide stormwater drainage design review.

- **S&ME** will provide geotechnical investigation, report and design recommendations and construction material acceptance testing.

- **Johnson, Mirmiran & Thompson, inc. (JMT)** will provide topographical and physical features survey.

SCOPE OF WORK

Task 1: Project Kickoff and Initial Stakeholder Consultation

The Project Team will meet with AVL to verify, confirm, and define the goals and scope elements required for the Project.

Task 2: Document Existing Conditions

2.1 Data Collection/Existing Conditions

Prior to commencing planning and design activities for the Project, the Project team will visit and view the project site to document current conditions. The following are included in this task:

- A. Attend a field visit to document existing conditions of the site.
- B. Obtain and review record drawings in the vicinity of the proposed project improvements to determine approximate subsurface conditions. It is anticipated that AVL will provide all required record drawings and CAD files.
- C. Evaluate proposed RON layout developed by AVCON, Inc.
- D. Develop existing site plans of the project area through record drawings and CAD files to be provided by AVL.
- E. Take photographs and make written documentation, sketches, notes or reports to confirm and record the general condition of the existing site.

2.2 Topographic/Physical Feature Survey

- A. See attached scope and fee proposal from JMT.

2.3 Geotechnical Coordination

- A. See attached scope and fee proposal from S&ME.

2.4 Environmental Coordination

- A. Not applicable.

Task 3: Design Phase Services

3.1 60% Preliminary

- A. Remain Over-Night Apron Geometry Evaluation – Consultant will review and evaluate proposed options developed by AVCON, Inc. based on FAA design criteria and AviPlan aircraft movement software for compliance with the latest FAA Advisory Circular(s) for Airport Design. Consultant will recommend any further adjustments or refinements to RON geometry.
- B. Stormwater Design – Consultant will perform stormwater design calculations/modeling necessary for the proposed changes in geometry and any additional pavement needed for the RON Apron.
- C. Engineering Design Drawings – Consultant shall prepare 60% plans (based on preferred option selected by AVL), specifications, estimate of probable construction cost, and Engineer's Report. The development of the 60% design documents will be in coordination with the AVL's authorized representative(s) for their input and to conform to the latest FAA Advisory Circular(s) and other applicable standards. 60% plans are anticipated include the following

sheets:

- Cover Sheet
- Index of Drawings
- General Plan and Airfield Survey Control
- Existing Conditions Plan
- Construction Safety and Phasing Plans
- Geotechnical Boring Logs
- Demolition Plan
- Geometry Plan
- Marking Plans
- Typical Sections and Pavement Details
- Erosion and Sedimentation Control Plan
- Grading and Drainage Plan
- Erosion Control Notes and Details
- Airfield Lighting and Signage Plan
- Airfield Electrical Vault Plan

- D. Prepare Engineer’s Opinion of Probable Construction Cost (EOPCC) / Budget Validation – The detailed project EOPCC for the RON Apron. The EOPCC will continue to be analyzed for confirmation of the current project budget and will include contingencies as appropriate for the level of design accomplished. The Consultant will utilize past bid results from similar work and other published construction cost data. The Consultant has no control over market conditions, or the pricing contractors choose to use in their bids, and therefore cannot guarantee the bids will be below or above the EOPCC.
- E. Prepare Draft Technical Specifications – Consultant will develop and submit a draft set of technical specifications and the “front-end” (nontechnical) section of the project manual. The technical specifications will be based on the most current FAA Advisory Circular 150/5370-10 “Standards for Specifying Construction of Airports” or other applicable site development specifications.
- F. Construction Schedule – Consultant will develop a preliminary construction schedule, construction phasing/sequencing plan, and permitting schedule commensurate with the preliminary level of design and project phasing development at this stage of plan development. The schedule will be a bar chart schedule with significant construction activities identified and associated durations.
- G. Construction Safety and Phasing Plan (CSPP) - Consultant will develop a preliminary CSPP along with a written narrative. The CSPP will be prepared in accordance with AC 150/5370-2G Operational Safety on Airports During Construction.
- H. Quality Control - Consultant shall conduct an in-house quality control review of the 60% design plans, specifications, estimate of probable construction cost, and Engineer’s Report prior to submittal to AVL.
- I. Deliverables - Consultant shall submit and distribute deliverables based on the proposed project design schedule (provided at the end of this Scope of Work):
- Consultant shall submit and distribute to AVL three (3) full size sets of the 60% plans, draft technical specifications, estimate of probable construction cost and Engineer’s Report.
 - Updated Project Schedule
 - Design Review Meeting - Consultant shall coordinate and attend one (1) meeting at AVL to review the 60% design submittal. Consultant will provide written minutes of the meeting and

distribute to all attendees within five (5) working days of the meeting. AVL's authorized representative(s) will provide any additional written comments to Consultant within two weeks of the design review meeting. Up to two (2) Consultant members will attend in person.

3.2 100%/Bid Documents

- A. Review Comment Incorporation – Consultant shall review all comments received from the AVL's authorized representative(s) from 60% design submittal review and incorporate applicable comments into plans, specifications, estimate of probable construction cost. Consultant shall address comments received from the CSPP, 7460 and applicable permit submittals.
- B. Engineering Design Drawings – Consultant shall prepare Bid Set plans and technical specifications in accordance with latest FAA Advisory Circular(s) and other applicable standards. FAA standards. Specifications shall be based on a unit price total cost construction contract. Front-end specification requirements and format shall be provided by AVL, but not limited to, the advertisement to bid, legal requirements, proposal, contract, bond forms, general provisions, labor rates, minority participation requirements, special conditions, insurance requirements, and any other pertinent and or required information. 100% (Bid Set) will include the following sheets:
- Cover Sheet
 - Index of Drawings
 - General Plan and Airfield Survey Control
 - Existing Conditions Plan
 - Phasing Plan
 - Geotechnical Boring Logs
 - Demolition Plan
 - Geometry Plan
 - Typical Pavement Sections
 - Marking Plans
 - Pavement Marking Details
 - Erosion and Sedimentation Control Plan
 - Grading and Drainage Plan
 - Spot Elevations Plan
 - Stormwater Pollution Prevention Plan
 - Drainage Profiles
 - Drainage Details
 - Airfield Lighting and Signage Plan
 - Airfield Electrical Vault Plan
 - Airfield Lighting and Signage Details
 - Cross Sections
- C. Engineering Report - Consultant shall prepare Bid Set Engineer's Report and estimate of probable construction costs.
- D. Construction Safety and Phasing Plan (CSPP) - Consultant will revise the CSPP plans and written narrative and submit CSPP for FAA review under the OEAAA website.
- E. Quality Control - Consultant shall conduct an in-house quality control review of the Bid Set design plans, specifications, estimate of probable construction cost, Engineer's Report, and related documentation prior to submittal to AVL.
- F. Meetings
- Design Review Meeting - Consultant shall coordinate and attend one (1) meeting at AVL to review the 100% design submittal. Consultant will provide written minutes of the meeting and distribute to all attendees within five (5) working days of the meeting. AVL's authorized representative(s) will provide any additional written comments to Consultant within two weeks of the design review meeting.
- G. Deliverables: Consultant will prepare and assemble documents for a formal electronic submittal to AVL for plan and specification distribution. The schedule of Deliverables are listed below:

- Updated Project Schedule
- Three (3) full size copies of the design drawings, final reports, specifications, engineers report, CSPP, and final versions of other documents previously submitted and required for bidding.
- Updated Engineer’s Opinion of Probable Cost

3.3 Environmental Permit Coordination and Preparation

- A. Not applicable.

3.4 Bidding and Award Assistance – based upon previous bid experience by AVL, it is anticipated that the project may include two bidding efforts.

- A. Attend and facilitate a project pre-bid meeting to discuss specific project requirements with prospective bidders and answer any questions. Document the meeting proceedings in a formal set of meeting minutes.
- B. Provide responses to questions received from potential bidders through AVL, and issue formal contract addendums as required.
- C. Prepare and compile bid results, submit recommendation of award to AVL, contact the selected contractor, and draft award letters prior to the start of construction. The project Team will also assist AVL in reviewing and forwarding contracts for execution by the selected construction contractor.

3.5 Construction Administration Services

The CONSULTANT shall provide the following professional services including administration/project management, and construction administration during the construction of the PROJECT.

- A. Consultation: CONSULTANT shall provide advice to AVL during construction, including the holding of a pre-construction conference and final inspection conference as required.
- B. Weekly Meetings: For the duration of the project, a weekly meeting will be conducted by the CONSULTANT with anticipated participation by AVL, the Resident Project Representative (RPR) and the construction contractor. The RPR is not part of this agreement. The meetings will be held in-person at a location designated AVL. Other invitees may participate by audio conference.
- C. Site Visits: CONSULTANTS shall make visits to the site at intervals appropriate to the various stages of construction, as CONSULTANT deems necessary, in order to observe the progress and adherence to the Contract Documents of the various aspects of the CONTRACTOR(s)’ work. It is anticipated that the Project Manager or Construction Supervisor will visit the site nine (9) times during construction for a period of two (2) days per visit.
- D. Shop Drawing and Requests for Information (RFIs): CONSULTANT shall review and take other appropriate action with respect to Shop Drawings, RFIs, Material Submittals, Samples and other data which the CONTRACTOR(s) are required to submit, but only for conformance with the information given in the Contract Documents and compatibility with the design concept of the completed Project as a function of the whole as indicated in the Contract Documents. Such reviews and approvals or other action shall not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incidental thereto.

Construction Materials Testing and Inspection Services will be obtained under a separate agreement by AVL.

3.6 Project Closeout

- A. Record Plans: Prepare and furnish two (2) copies of the Record Plans for the completed project to AVL. The record plans must be supplied as a requirement of the contract. These plans will show the completed construction per the inspector's and contractor's records. They are, however, not to be construed as being 100 percent accurate.
- B. Update Airport Layout Plan to reflect new RON Apron.
- C. Construction Testing Report: Provide a summary construction testing report of all applicable tests.
- D. Airport GIS As-built Survey: An as-built survey in accordance with FAA AC 150/5300-18B is not required for this project, nor included in this scope of work.

BASIC ASSUMPTIONS

The following assumptions form the basis of this scope of work. Any changes to the following assumptions will be considered a change in project scope and may require a change in the project budget:

1. The estimated project budget (design and construction) is \$5,200,000.00.
2. Application, review, and permit fees will be the responsibility of the AVL.
3. Design, review and permitting through the Army Corp of Engineer's is not included/anticipated.
4. No wetland impacts or associated permitting are anticipated in this program.
5. This contract provides services only through the bidding, award, and Construction Administration. Construction duration is estimated to be 270 calendar days.
6. Resident Project Representation (RPR) and Special Inspections are not included.
7. AVL shall provide previous CAD files developed by AVCON, inc. depicting previous developed options.
8. AVL shall provide available record drawings of existing site.
9. Environmental review and remediation is not anticipated.

DELIVERABLES

1. Task 3.1 thru Task 3.5: Design Phase Services
 - 60% (Schematic) Design Documents
 - 100% (Bid) Documents
2. Task 3.6: Construction Administration Services
 - Conformed Construction Documents
 - Construction meeting agendas and meeting minutes
3. Task 3.7: Project Closeout
 - Record Drawings
 - Applicable closeout documentation

SCHEDULE

1. Task 3.1 thru Task 3.5: Design Phase Services
 - 60% (Schematic) Design – 90 calendar days
 - 100% (Bid) Documents – 60 calendar days
2. Task 3.6: Construction Administration Services
 - Construction – 270 calendar days
3. Task 3.7: Project Closeout
 - Closeout documents – 60 calendar days

EXHIBIT 'B' FEE SUMMARY

Remain Over-Night (RON) Apron, Design and CA Services

Greater Asheville Regional Airport Authority

October 2024



FEE SUMMARY

	DESIGN / PLANNING SERVICES
1. DIRECT TECHNICAL LABOR	\$302,540.00
2. DIRECT EXPENSES	\$11,219.00
3. SUBCONSULTANT COSTS	\$94,620.00
Aulick Engineering (AE)	\$ 7,520.00
S&ME (Design)	\$ 24,500.00
S&ME (QA Allowance)	\$ 50,000.00
JMT	\$ 12,600.00
4. TOTAL FEE ESTIMATE	\$408,379.00

\$408,380

NOTE: Authorized hours worked in excess of forty per week are subject to a premium time charge



AULICK ENGINEERING, LLC

ASHEVILLE REGIONAL AIRPORT (AVL)
ASHEVILLE / BUNCOMBE COUNTY, NORTH CAROLINA

RON APRON
QUALITY CONTROL REVIEW

SCOPE AND FEE PROPOSAL
PREPARED FOR MCFARLAND JOHNSON - JULY 2024

SCOPE

The scope of work for the project is to provide quality control (QC) review comments during plan preparation by McFarland Johnson. Deliverables include a PDF and/or memorandum detailing Aulick's QC feedback. The individual tasks included in this scope of work are as detailed below with the associated man-hours.

The Prime Consultant shall provide the following: local permitting coordination, project design files in AutoCAD format, grading, survey, geotechnical investigation, and environmental support including delineation of any state waters and determination of waters within 200ft of project limits, and any associated environmental permitting. Prime Consultant or the Owner shall pay all plan review fees and costs associated with reproduction and permitting fees.

MANHOURS - QUALITY CONTROL REVIEW

Task	Total Hours	Senior Engineer Hours	Project Engineer Hours	Engineer Hours	Project Admin Hours
QC Review		32	0	0	4
60% QC Review	18	16			2
100% QC Review	18	16			2
Sub-Total Manhours - QC Review =	36	32	0	0	4

FEES - QUALITY CONTROL

Rates	Senior Engineer Hours	Project Engineer Hours	Engineer Hours	Project Admin Hours
Burdened Hourly Rates	\$ 220.00	\$ 170.00	\$ 135.00	\$ 120.00
Subtotal Fees	\$ 7,040.00	\$ -	\$ -	\$ 480.00

TOTAL FEE - QUALITY CONTROL= \$ 7,520.00

TOTAL FEE - QUALITY CONTROL	=	\$	7,520.00
TOTAL FEE - OTHER DIRECT COSTS	=	\$	-
TOTAL FEE - QUALITY CONTROL + ODCs	=	\$	7,520.00



July 17, 2024

Robert Overby, PE
Aviation Design Manager
McFARLAND JOHNSON, INC
Cell: 904-945-2233

RE: Asheville Regional Airport/Remain Over-Night Apron survey

Dear Mr. Overby

Johnson, Mirmiran & Thompson (JMT) is pleased to provide this proposal for professional land surveying for the Over-night apron project.

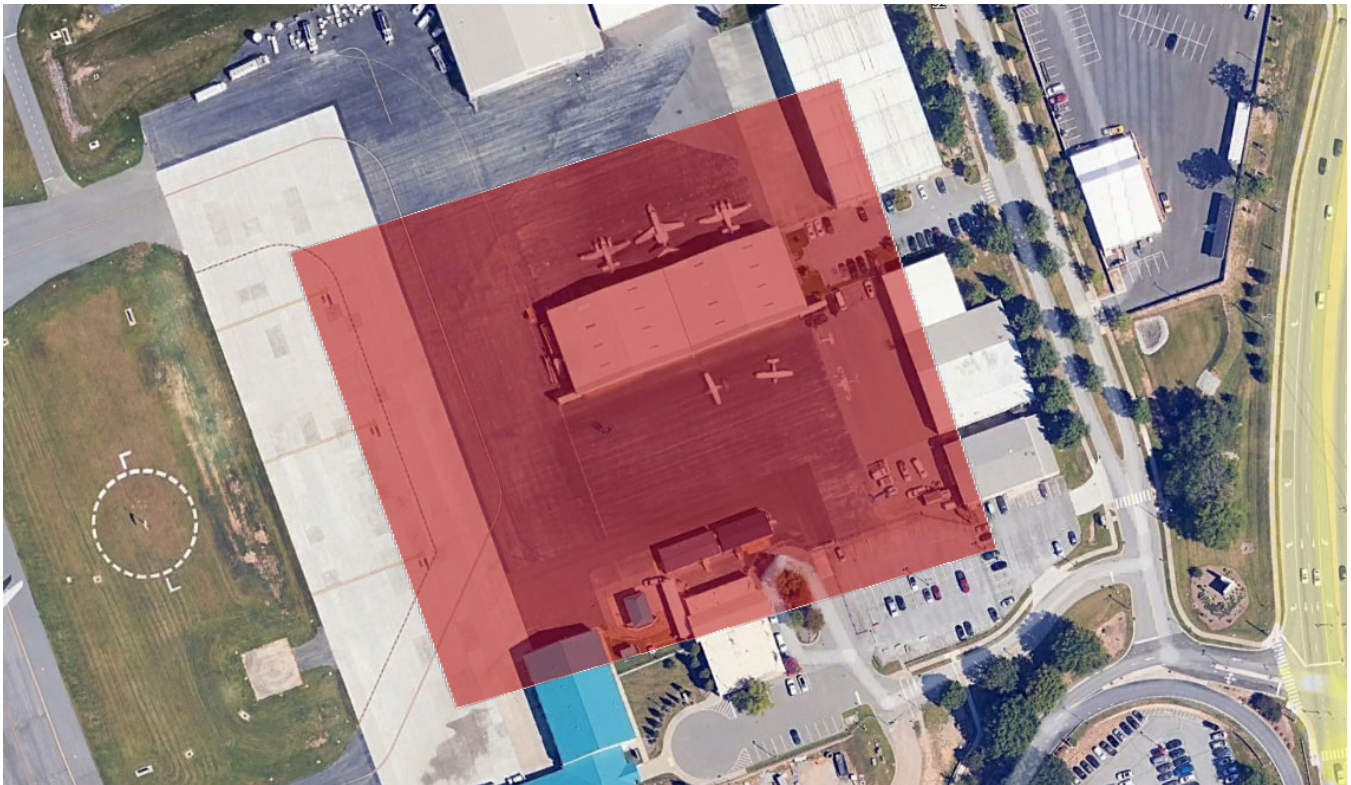


Figure 1. Survey limits shown in transparent red box

Project approach:

JMT will use conventional survey techniques to establish control and collect any invert information as needed. Location of the topographic and planimetric features will be conducted using high-density laser scanning techniques. Laser scanning will reduce our crews' time on the ground and limit their movement while collecting large sets of point cloud survey data. No survey flagging or paint of colors yellow or white will be used in this survey.

Scope of Work:

JMT will use survey personnel that have been recently badged and aware of airport procedures.

JMT will establish control by extending our control used for the taxiway "A" project that we are projected to start mid-July. Conventional survey crews will set control and coordinate with robotic total stations/digital levels

Limits of Survey: JMT will locate all topographic and planimetric features inside survey limits including any existing paint striping that may be present.

Topographic Survey: JMT will extract the appropriate amount of topographic survey data to produce a 0.5' contour surface inside survey limits. JMT will collect invert data sewer manholes and drainage structures inside limits and attempt to located upstream and downstream structures outside of limits, please note we may not be allowed to access structures in FAA controlled areas.

Planimetric survey: JMT will locate existing manhole structures inside limits, Inverts and pipe sizes and type will be collected where possible. JMT will locate other features inside survey limits such as any structures, fences, walls, paint strips, paving, and drainage structures.

SUE: No SUE services have been included in this scope and associated fee.

Deliverables- JMT will provide deliverables in AutoCAD Civil 3D

Assumptions: JMT's fee is based on the following assumptions: No interior of building and Hangers will be scanned. JMT crews will be allowed to work during the day in this area.

Exceptions: JMT will be happy to modify this scope and associated fee to include or exclude any service we provide. Not included in this estimate: any item not specified in scope above, any survey limits or design changes that result in changes to survey or additional work of any kind, boundary/property survey, construction staking. SUE.

McFarland Johnson, INC

Estimated fee:

CONTROL SURVEY: \$3000.00

LASER SCANNING: \$5000.00

Registration/extraction

Of data: \$2500.00

CAD Production \$2100.00


Total Estimated FEE: \$12,600.00

Please see attached our Standard Terms and Conditions. Once signed and returned we can consider this our Notice to Proceed.

If you have any questions or need further information, please do not hesitate to contact me at 828-253-2796 or maparris@jmt.com.

Thank you

Mark Parris, PLS



JOHNSON, MIRMIRAN & THOMPSON, INC.



July 22, 2024

McFarland Johnson
330 East Coffee Street, Suite 5000
Greenville, South Carolina 29601

Attention: Mr. Robert Overby, PE

Reference: **Proposal for Geotechnical Exploration**
Asheville Regional Airport – 737 Overnight Aircraft Apron
Fletcher, North Carolina
S&ME Proposal No. 24410108

Dear Mr. Overby:

S&ME, Inc. (S&ME) appreciates the opportunity to provide this proposal for geotechnical exploration services for the above referenced project. This proposal describes our understanding of the project, discusses the intended scope of services, outlines the project schedule, and presents the associated lump sum compensation for our services. Our Agreement for Services (AS-071) is attached and incorporated as part of this proposal.

◆ Project Description

Information regarding the project was provided during a phone call with Mr. Robert Overby with McFarland Johnson and Mr. Matt McCurdy with S&ME on July 19, 2024. We received an email with a site sketch from Mr. Overby via email on July 18, 2024.

We understand that Asheville Regional Airport plans to rehabilitate an existing asphalt apron for overnight parking of 737 airplanes. An existing hangar will be demolished during the project and will be replaced with a portion of the new apron. We anticipate the area within the existing hangar will not be accessible by our drill rig during our exploration. The proposed final grades are not known at this time, but we expect the grades will be similar to existing. The new pavement will likely be asphalt although a final decision will be made at a later date. The new pavement will extend to a relatively new concrete apron to the west that was constructed a few years ago.

Mr. Overby requested a total of 8 soil test borings to 10 feet below the surface (specific locations to be determined by McFarland Johnson at a later date). The field work can be performed during normal daylight hours (no night-time work needed). We assume S&ME personnel and subcontractors will be escorted full-time by airport personnel while on airport property.



◆ Scope of Services

S&ME proposes to provide the following services.

- Coordinate with airport personnel to gain site access to S&ME and subcontractor personnel. We anticipate AVL will provide an escort for the work and site specific clearance / badging will not be required.
- Contact NC 811 to field mark member underground utilities in the vicinity of the planned test locations. (this is required by law, although we anticipate the private utilities at this site will require location and marking by a private utility locator).
- Field layout of 8 requested boring locations using Global Positioning System (GPS) equipment and/or measuring from existing site features based on the provided documents. Some locations may be adjusted based on observations in the field. During the layout portion of the project, we will subcontract a private utility locator to identify private utilities not marked by NC 811 or airport personnel in the general vicinity of the planned boring locations.
- We will subcontract with a pavement coring contractor or utilize S&ME personnel to core the pavement at each test location. This service allows for a neater patch when complete and reduces the chance that an area will be raised up a few inches around the borehole (although there is still a chance this could occur). Cores will be obtained using an approximately 8-inch diameter cylindrical core barrel.
- We will measure the thicknesses of the asphalt and underlying subbase and/or crushed stone base course (if present). Cores will be brought back to S&ME's laboratory for thickness measurements and to take pictures.
- Mobilization of a truck-, ATV-, or track- mounted drill rig to the site.
- Performance of soil test borings with Standard Penetration Tests (SPT) to depths of 10 feet, or auger refusal, whichever occurs first. The test borings will be advanced with a conventional rotary drilling process using hollow stem auger techniques. At 2½-foot intervals, standard penetration tests will be performed, and soil samples will be obtained with a standard 1.4 inch I.D., 2.0-inch O.D., split barrel sampler.
- Bulk samples will be obtained at least half of the boring locations for use in laboratory testing.
- After checking for the presence of subsurface water, we will backfill the boreholes with soil, gravel, and/or bentonite, and we will install mechanical hole closure devices near the surface to help reduce borehole settlement. The pavement at all coring locations will be patched with low-shrink grout. We will dispose of excess soil cuttings and the immediate area around the borings will be broom-cleaned.
- Representative samples of soils encountered within the soil test borings will be collected and transported to our laboratory for classification and testing. The recovered soil samples will be visually and manually classified in general accordance with the Unified Soil Classification System (USCS) and our experience with similar soil conditions.
- Laboratory testing on selected bulk and split-spoon samples will consist of index tests (moisture content, grain size, Atterberg limits), modified Proctor compaction testing, and California Bearing Ratio testing to aid in determining the engineering properties of the soils, soil classification, and for pavement section thickness design (by McFarland Johnson).
- Following completion of the field work, we will prepare a formal report to document our findings of the exploration, the laboratory testing results, and our geotechnical conclusions and recommendations. The report will include:



- ◆ Presence, character, and consistency of existing fill, alluvium, and residual soils, where encountered.
- ◆ Presence and depth of partially weathered rock, mass rock, and/or subsurface water in the borings (if encountered).
- ◆ Existing asphalt, concrete, and crushed stone thicknesses at the boring locations.
- ◆ Suitability of existing subgrade soils for supporting the pavements and recommended CBR values for design of pavements.
- ◆ Suitability of on-site soils for use as structural fill.
- ◆ Site grading recommendations, including subgrade preparation and compaction requirements.
- ◆ Excavation conditions.

◆ Excluded Services

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

- Providing airport badged personnel.
- Surveying of as-drilled boring locations.
- Pavement design.
- Rock coring.
- Site-specific seismic evaluation or shear wave velocity testing.
- Environmental site assessment (i.e., the assessment of site environmental conditions or testing for the presence of contaminants in the soil, surface water or groundwater).
- Construction-phase services (i.e., monitoring of construction or testing of construction materials).

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

◆ Client Responsibilities

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

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

◆ Schedule

Based on current drill rig availability in the region, we anticipate we can mobilize a drill rig to the project site within 3 weeks. During this time, we would contact NC 811, mark the boring locations, and perform private utility location. Field work is anticipated to require 2 days. We anticipate laboratory testing will require 3 weeks, and report preparation will require 2 weeks after completion of the laboratory testing. Please note that geotechnical



findings and our recommendations can be discussed within 3 days after the completion of the field work, if requested.

◆ **Compensation**

We will provide the Scope of Services outlined in this proposal for a lump sum fee of \$24,500.

◆ **Authorization**

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

This proposal was sent to you via email. If you elect to accept our proposal by return email, then your email acceptance will serve as representation to S&ME that you have reviewed the proposal and associated Agreement for Services (AS-071) and hereby accept both as written.


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

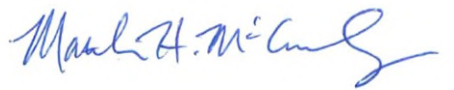
◆ **Closing**

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

Sincerely,

S&ME, Inc.


Christopher Fujita-Mentch, PE
Associate Project Manager


Matthew H. McCurdy, PE
Principal Engineer/Project Manager

Attachments: Agreement for Services (AS-071)



MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Vice President – Planning

DATE: November 8, 2024

ITEM DESCRIPTION - New Business Item I

Approval for the Terminal Project South Bag Claim Expansion

BACKGROUND

Due to the delay on the Air Traffic Control Tower Project and its impact on the Terminal, this additional work will offset and possibly eliminate the additional cost needed for Hensel Phelps to delay/re-phase the construction of the South Concourse. The project team expected this delay to impact the Terminal project for several months and make the retention of trade partners very difficult. However, with the Airport's record growth over the past several years the team has been reviewing the current designed baggage claim expansion. Airport staff believes it will be best to increase this expansion to handle a third baggage carousel in the future as well as add restrooms in this area.

The design team has prepared some schematic designs and the team agrees this additional work is needed to better prepare the Airport for the future. The design team and contractor will be working together to finalize design and bid this additional work with the trade partners.

ISSUES

None.

ALTERNATIVES

The Board could elect not to move forward with this. However, the baggage claim area may need to increase in size much sooner than previously anticipated.

New Business – Item I



FISCAL IMPACT

The design team, Gresham Smith, will need an amendment to their contract in order to complete this design change that will be submitted at a later date for the Board's review and approval. Once the design is completed, the contractor, Hensel Phelps, will bid the additional work and that cost will be presented to the Board as a change order to their contract.

RECOMMENDED ACTION

It is respectfully requested that the Authority Board resolve to allow the project team to move forward with the preliminary design of this additional square footage to the Baggage Claim.



MEMORANDUM

TO: Members of the Airport Authority

FROM: John Coon, A.A.E., Vice President Operations & Maintenance

DATE: November 8, 2024

ITEM DESCRIPTION – New Business Item J

Amend Parking Management Shuttle Budget

BACKGROUND

In August 2024, two additional shuttle buses were placed in the shuttle fleet to assist with transporting passengers and employees from the remote parking lots. The additional buses required LAZ Parking to hire more drivers, from 14 to 18, and increase insurance costs as LAZ insures the shuttles. LAZ Parking has requested an additional \$171,814.00 for employee costs and \$90,138.00 for the increased insurance cost for a total amended budget of \$261,952.00.

ISSUES

None

ALTERNATIVES

None

FISCAL IMPACT

The total expense of \$261,952.00 will be funded from the Parking Management Shuttle account.



RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to amend the FY2024/2025 budget in the amount of \$261,952.00 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:

	<u>Decrease</u>	<u>Increase</u>
Parking Management Shuttle	_____	\$261,952.00
Total	_____	\$261,952.00

This will result in a net increase of \$261,952.00 in the appropriations. Revenues will be revised as follows:

REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash	_____	\$261,952.00
Totals	_____	\$261,952.00

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 8th day of November 2024.

 Brad Galbraith, Chair

Attested by:

 Ellen Heywood, Clerk to the Board



Alcohol-To-Go Program

Implementation Date: November 5, 2024

ALCOHOL TO GO

- April 14, 2023 - GARAA Board approved ATG program, proceed with Ordinance changes.
- July 8, 2024 - NC General Assembly approved alcohol changes at NC airports serving over 150,000 annual passengers:
 - 1) Alcohol may be served during the hours of airport operations
 - 2) Alcohol may be carried throughout the TSA screen areas of the airport, with rules



Alcohol-To-Go Rules

- Possession & Consumption of alcoholic beverages in the TSA security-screened area of airport only
- Served in a non-glass container, less than 16 ounces
- Container must have the logo provided by the GARAA with verbiage required by NC GS
 - Must be 12 point font – “Drink Responsibly – Be 21”
- Concessionaire must have authorization from GARAA and required NC-ABC permits
- No alcohol to be brought on-board aircraft



**ENJOY A DRINK AT
YOUR GATE!**

SIT&SIP

**NOW
AVAILABLE**

**BLUE RIDGE TAVERN
& ALETITUDE**

Rules Apply

LIQUID DISPOSAL

**DISCARD SIT & SIP
ALCOHOL/LIQUID
BEFORE EXITING**



Inform Customers

No Alcohol-To-Go may be carried on-board the aircraft or past boarding doors/gates.

Signs and liquid garbage receptacles will be located at the terminal boarding doors.

GARAA may revoke privilege to concessionaire if violations occur.

Educated airlines, TSA, and employees about the Alcohol-To-Go program.

Evaluate, monitor, and continuously improve

**NO
ALCOHOL
BEYOND THIS
POINT**

NC G.S. 18B-102(a)



Thank you

Questions?



MEMORANDUM

TO: Members of the Airport Authority

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

DATE: November 8, 2024

ITEM DESCRIPTION – Information Section Item A

September 2024 Traffic Report – Asheville Regional Airport

SUMMARY

September 2024 overall passenger traffic numbers were down 6.1% compared to the same period last year. Passenger traffic numbers reflect a 4.1% decrease in passenger enplanements from September 2023. Enplanements for Fiscal Year to Date total 345,871 which is a 3.8% increase over the same period last year.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in September 2024 were down by 13.9%. There were 36 flight cancellations for the month.

American Airlines: American's September 2024 passenger enplanements represent a 2.4% decrease over the same period last year. There were 60 flight cancellations for the month.

Delta Airlines: Enplanements for Delta in September 2024 decreased by 4.3% compared to September 2023. There were no flight cancellations for the month.

JetBlue Airways: Passenger enplanements for JetBlue decreased by 4.7% over the same period last year. There were no flight cancellations for the month.

Sun Country: Sun Country's enplanements were flat compared to September, 2024. There were no flight cancellations for the month.

United Airlines: In September 2024, United Airlines saw an increase in enplanements by 32.5% over the same period last year. There were 11 flight cancellations for the month.

Information Section – Item A

Monthly Traffic Report

Asheville Regional Airport

September, 2024



Category	Sep 2024	Sep 2023	Percentage Change	*CYTD-2024	*CYTD-2023	Percentage Change	*MOV12-2024	*MOV12-2023	Percentage Change
Passenger Traffic									
Enplaned	96,274	100,405	-4.1%	884,167	817,545	8.2%	1,192,857	1,072,035	11.3%
Deplaned	92,307	100,354	-8.0%	873,039	811,118	7.6%	1,182,097	1,065,049	11.0%
Total	188,581	200,759	-6.1 %	1,757,206	1,628,663	7.9 %	2,374,954	2,137,084	11.1 %
Aircraft Operations									
Airlines	1,931	2,008	-3.8%	17,086	15,094	13.2%	23,230	19,665	18.1%
Commuter/AirTaxi	890	912	-2.4%	7,497	7,681	-2.4%	9,847	10,244	-3.9%
Subtotal	2,821	2,920	-3.4 %	24,583	22,775	7.9 %	33,077	29,909	10.6 %
GeneralAviation	2,923	3,840	-23.9%	33,695	34,905	-3.5%	44,702	45,637	-2.1%
Military	278	290	-4.1%	2,486	2,808	-11.5%	3,553	4,061	-12.5%
Subtotal	3,201	4,130	-22.5 %	36,181	37,713	-4.1 %	48,255	49,698	-2.9 %
Total	6,022	7,050	-14.6 %	60,764	60,488	0.5 %	81,332	79,607	2.2 %
Fuel Gallons									
FF-100LL	6,971	14,819	-53.0%	124,773	149,311	-16.4%	177,490	191,637	-7.4%
FF-JETA-GA	141,167	178,093	-20.7%	1,348,159	1,429,112	-5.7%	1,833,808	1,922,150	-4.6%
Subtotal	148,138	192,912	-23.2 %	1,472,932	1,578,423	-6.7 %	2,011,298	2,113,787	-4.8 %
FF-JETA-AL	1,012,318	1,028,214	-1.6%	9,268,945	7,941,699	16.7%	12,469,825	10,307,182	21.0%
Subtotal	1,012,318	1,028,214	-1.5 %	9,268,945	7,941,699	16.7 %	12,469,825	10,307,182	21.0 %
Total	1,160,456	1,221,126	-5.0 %	10,741,877	9,520,122	12.8 %	14,481,123	12,420,969	16.6 %

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

Airline Enplanements, Seats, and Load Factors

Asheville Regional Airport

September, 2024



	Sep 2024	Sep 2023	Percentage Change	*CYTD-2024	*CYTD-2023	Percentage Change
Allegiant Air						
Enplanements	33,043	38,409	-13.97%	365,506	344,071	6.23%
Seats	41,010	48,717	-15.82%	447,591	401,178	11.57%
Load Factor	80.6%	78.8%	2.20%	81.66%	85.77%	-4.79%
American Airlines						
Enplanements	28,723	29,442	-2.44%	225,595	218,868	3.07%
Seats	37,199	39,569	-5.99%	288,319	283,305	1.77%
Load Factor	77.21%	74.41%	3.77%	78.24%	77.26%	1.28%
Delta Air Lines						
Enplanements	20,757	21,694	-4.32%	191,011	173,316	10.21%
Seats	24,950	26,712	-6.60%	241,501	206,997	16.67%
Load Factor	83.19%	81.21%	2.44%	79.09%	83.73%	-5.54%
JetBlue Airways						
Enplanements	401	421	-4.75%	8,705	7,409	17.49%
Seats	420	600	-30.00%	11,090	8,450	31.24%
Load Factor	95.48%	70.17%	36.07%	78.49%	87.68%	-10.48%
Sun Country						
Enplanements	1,443	1,459	-1.10%	9,096	13,093	-30.53%
Seats	2,232	2,046	9.09%	12,648	17,856	-29.17%
Load Factor	64.65%	71.31%	-9.34%	71.92%	73.33%	-1.92%
United Airlines						
Enplanements	11,907	8,980	32.59%	84,254	60,788	38.60%
Seats	14,568	10,450	39.41%	96,182	70,614	36.21%
Load Factor	81.73%	85.93%	-4.89%	87.60%	86.08%	1.76%
Totals						
Enplanements	96,274	100,405	-4.11%	884,167	817,545	8.15%
Seats	120,379	128,094	-6.02%	1,097,331	988,400	11.02%
Load Factor	79.98%	78.38%	2.03%	80.57%	82.71%	-2.59%

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

Airline Flight Completions Asheville Regional Airport September, 2024

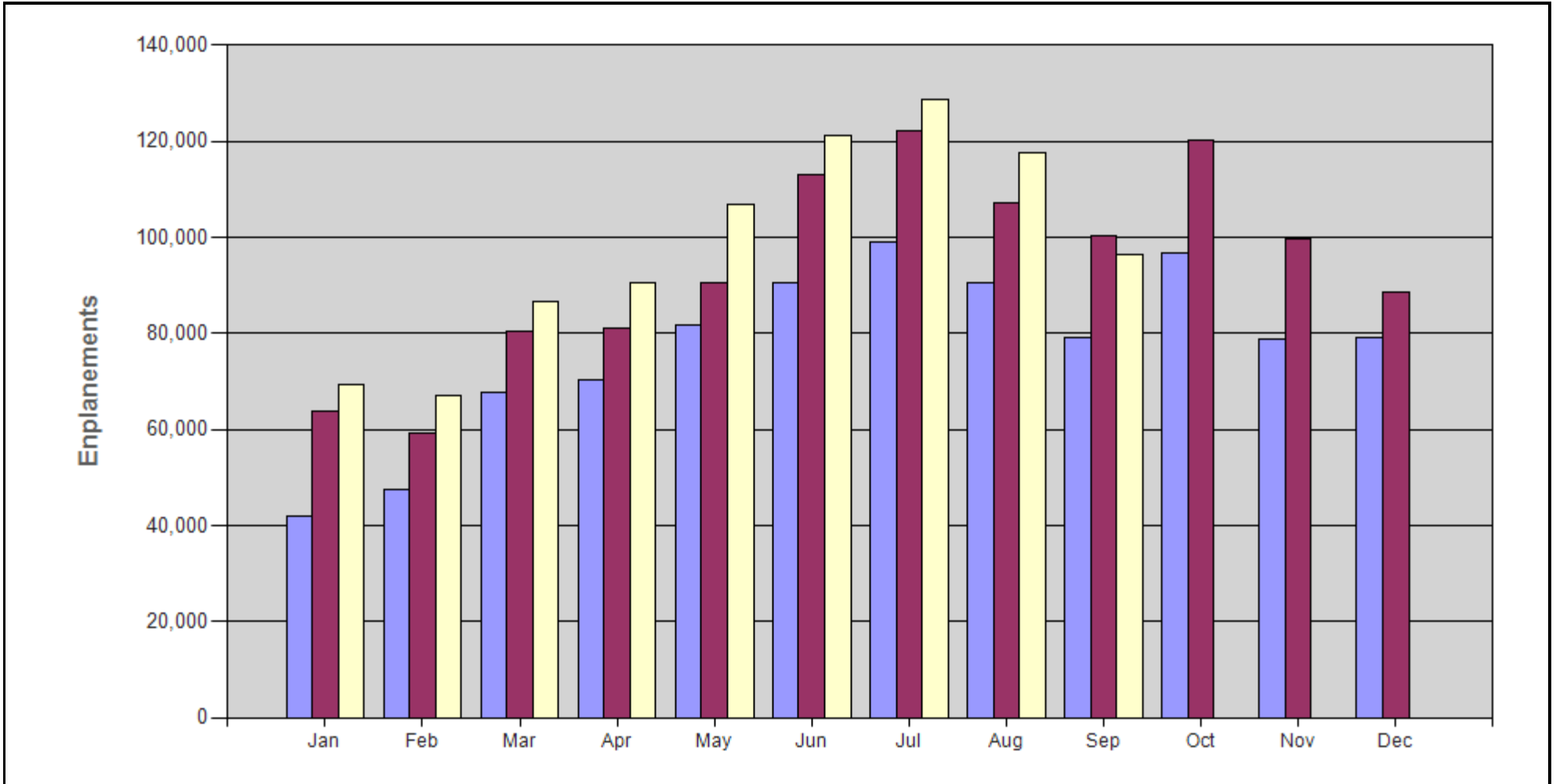


Airline	Scheduled Flights	Cancellations Due To				Total Cancellations	Percentage of Completed Flights
		Field	Mechanical	Weather	Other		
Allegiant Air	262	0	0	0	36	36	86.3%
American Airlines	530	0	0	60	0	60	88.7%
Delta Air Lines	237	0	0	0	0	0	100.0%
JetBlue Airways	3	0	0	0	0	0	100.0%
Sun Country	12	0	0	0	0	0	100.0%
United Airlines	169	0	0	11	0	11	93.5%
Total	1,213	0	0	71	36	107	91.2%

Monthly Enplanements By Year

Asheville Regional Airport

September, 2024

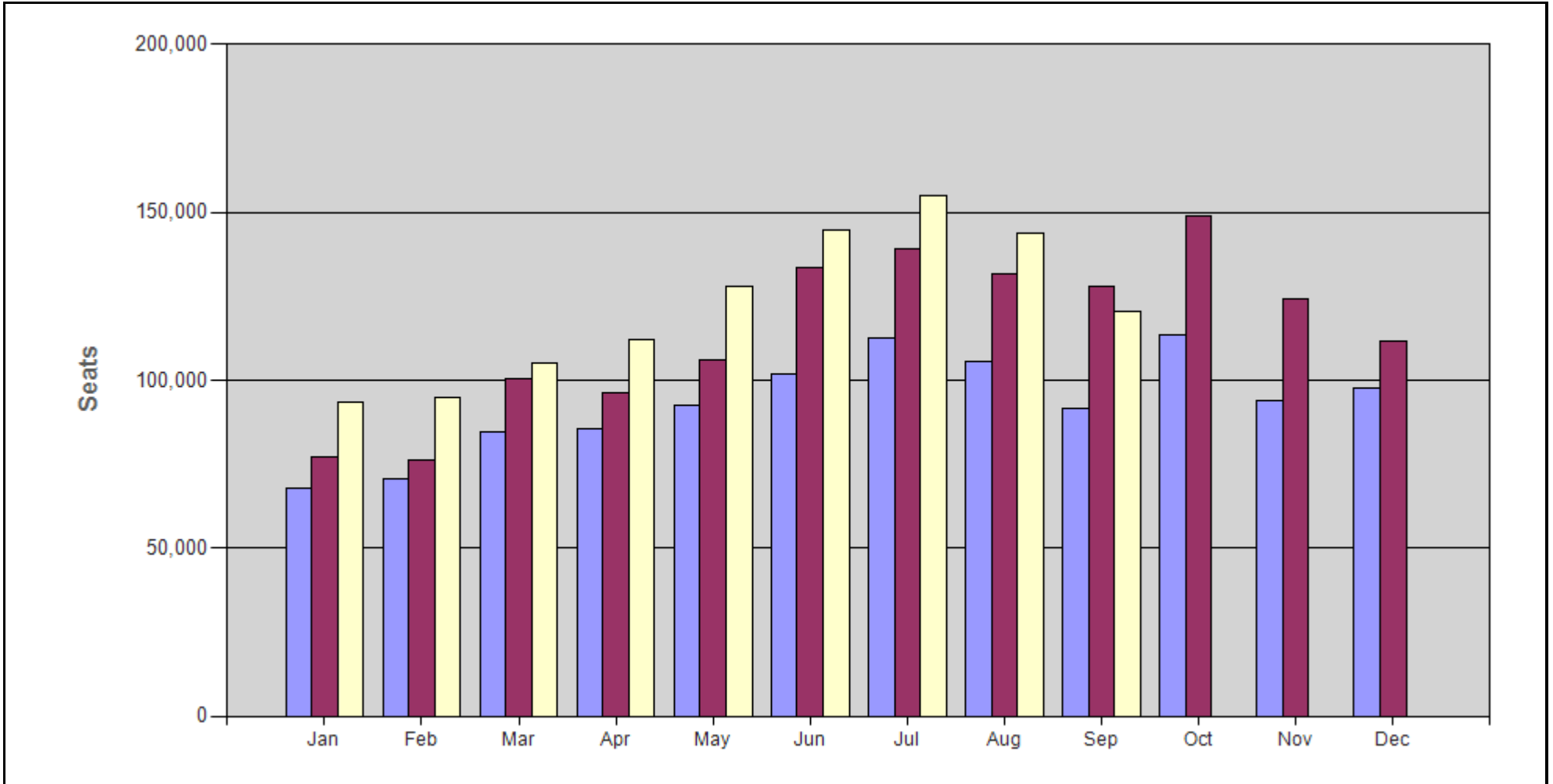


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	41,920	47,636	67,677	70,365	81,758	90,545	99,028	90,425	78,972	96,632	78,734	79,124
	2023	63,676	59,276	80,380	81,093	90,502	112,970	122,224	107,019	100,405	120,329	99,713	88,648
	2024	69,298	66,942	86,585	90,518	106,873	121,083	128,856	117,738	96,274			

Monthly Seats By Year

Asheville Regional Airport

September, 2024

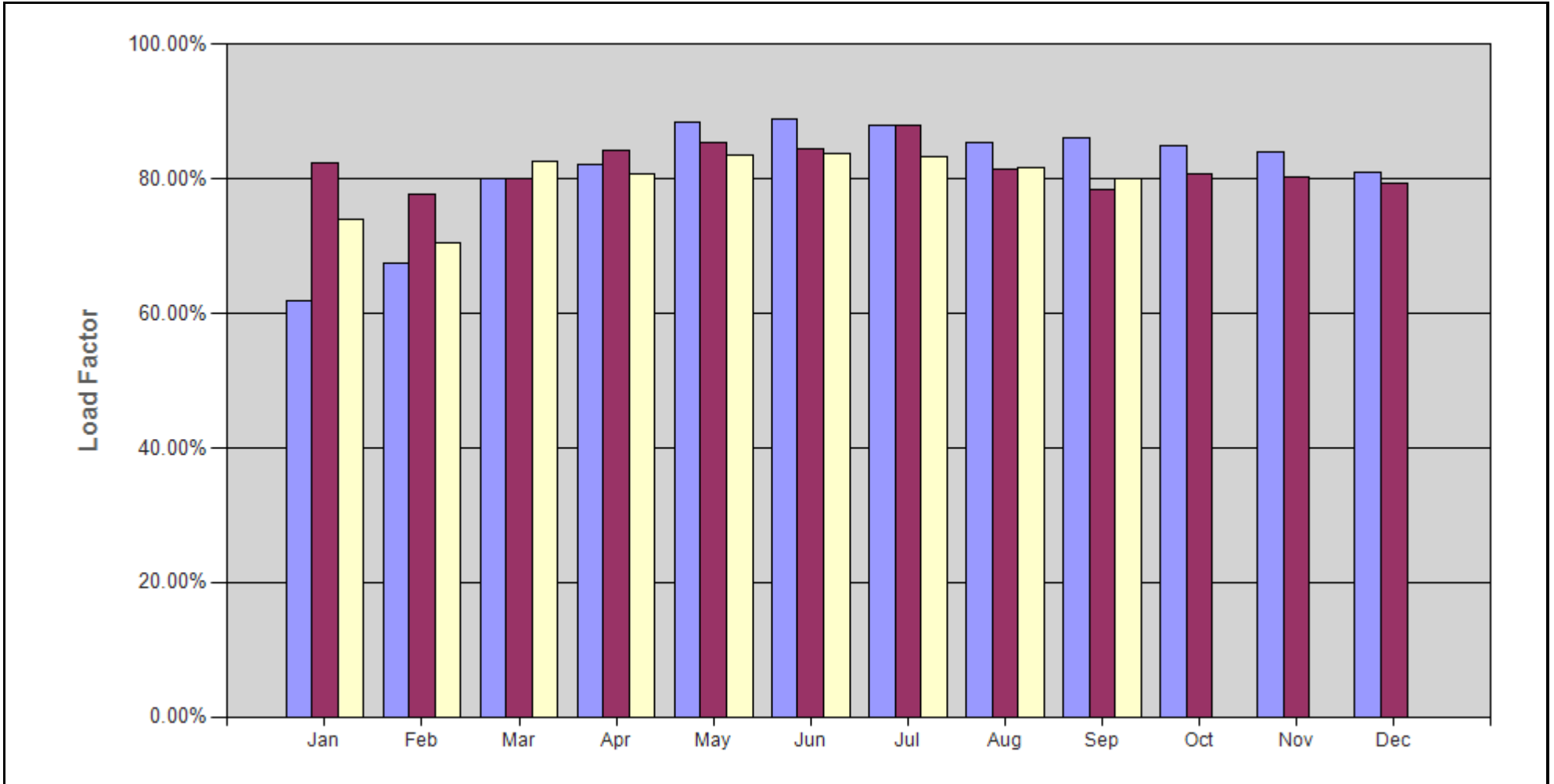


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	67,869	70,496	84,599	85,726	92,519	101,932	112,645	105,748	91,648	113,656	93,729	97,734
	2023	77,331	76,283	100,299	96,249	106,061	133,683	138,915	131,485	128,094	149,005	124,154	111,803
	2024	93,525	94,892	104,933	112,150	128,091	144,497	154,839	144,025	120,379			

Monthly Load Factors By Year

Asheville Regional Airport

September, 2024

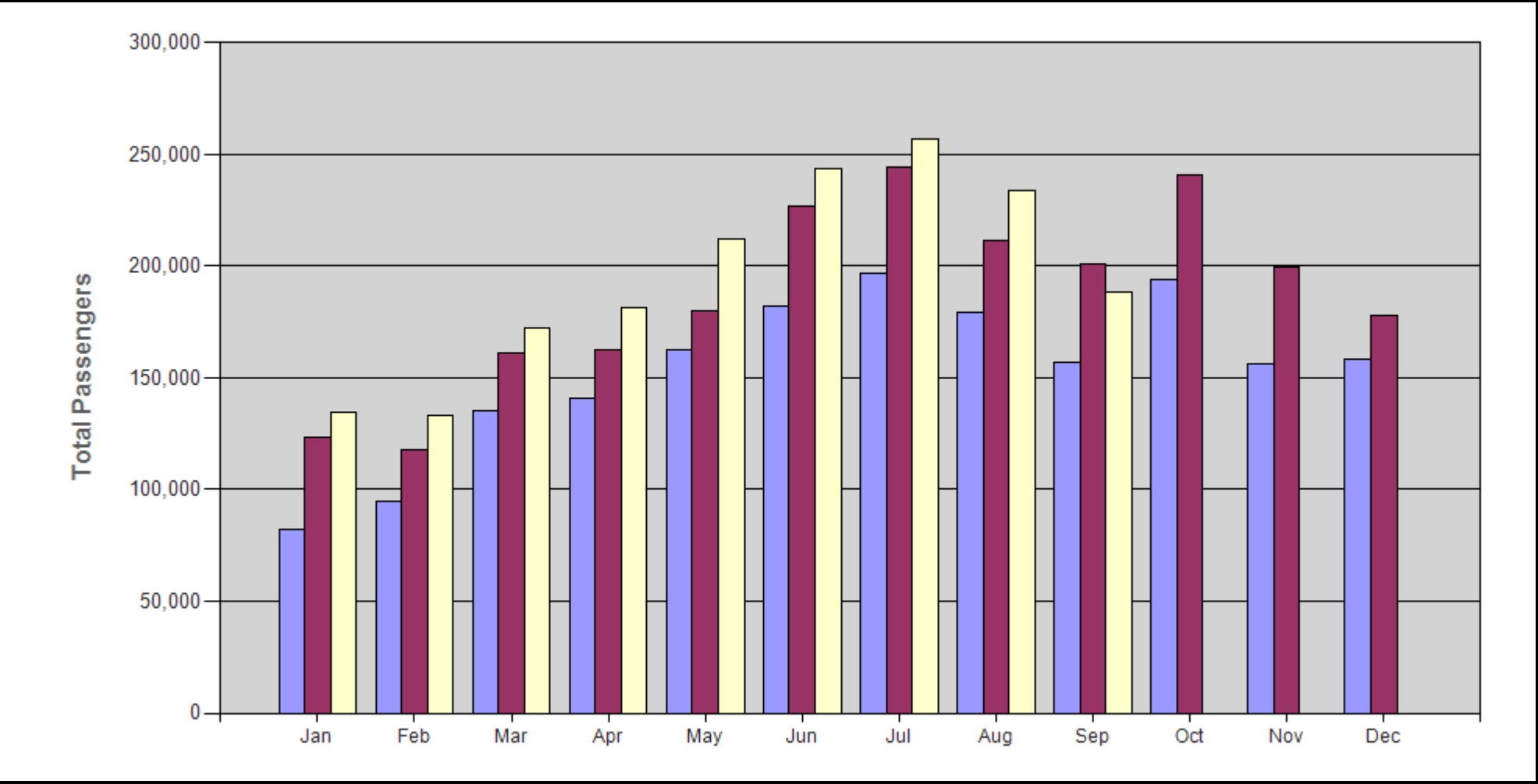


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	61.77%	67.57%	80.00%	82.08%	88.37%	88.83%	87.91%	85.51%	86.17%	85.02%	84.00%	80.96%
	2023	82.34%	77.71%	80.14%	84.25%	85.33%	84.51%	87.98%	81.39%	78.38%	80.76%	80.31%	79.29%
	2024	74.10%	70.55%	82.51%	80.71%	83.44%	83.80%	83.22%	81.75%	79.98%			

Total Monthly Passengers By Year

Asheville Regional Airport

September, 2024

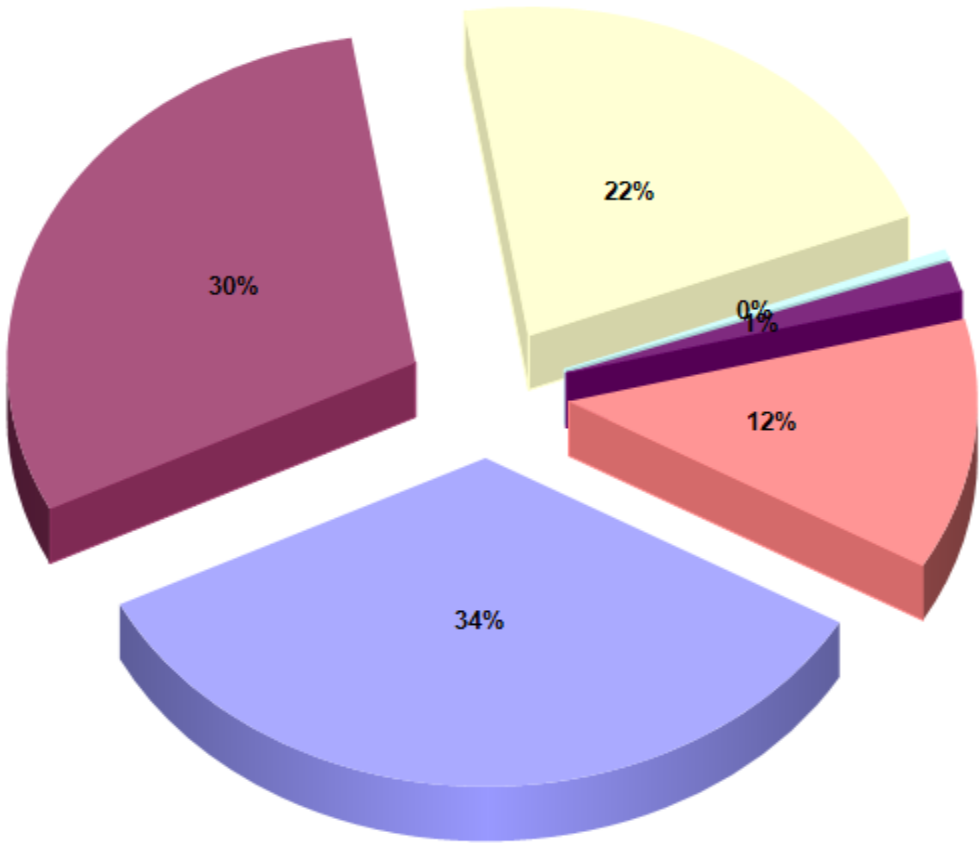


		1	2	3	4	5	6	7	8	9	10	11	12
	2022	82,372	94,697	135,068	141,232	162,241	181,885	196,507	179,330	157,040	193,883	156,006	158,532
	2023	123,117	117,682	161,265	162,599	180,062	226,839	244,504	211,836	200,759	240,551	199,503	177,694
	2024	134,630	133,022	172,380	181,705	212,267	243,473	257,095	234,053	188,581			

Airline Market Share Analysis (Enplanements)

Asheville Regional Airport

September, 2024



Allegiant Air American Airlines Delta Air Lines JetBlue Airways Sun Country United Airlines

AVL - Three month schedule Summary Report
 December 2024 to February 2025 vs. December 2023 to February 2024

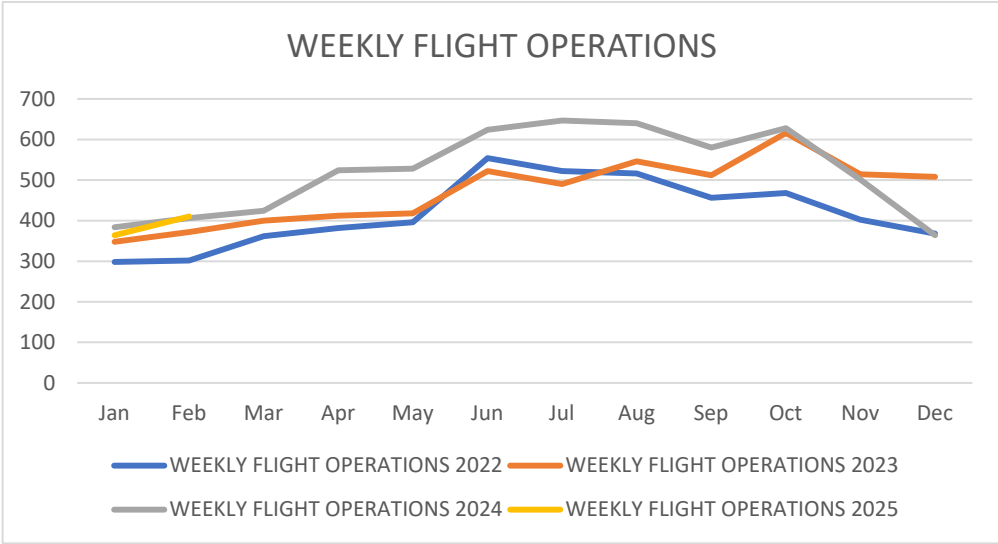
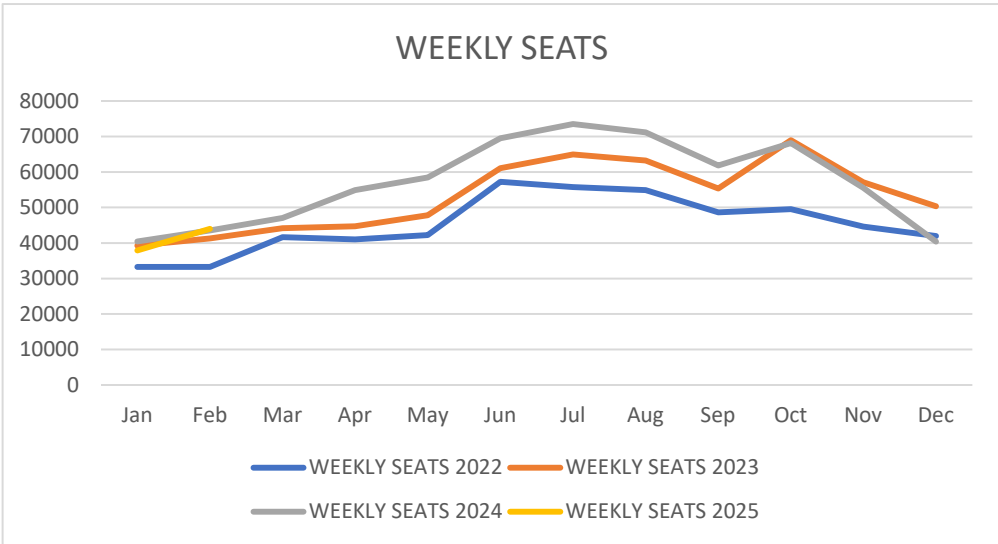
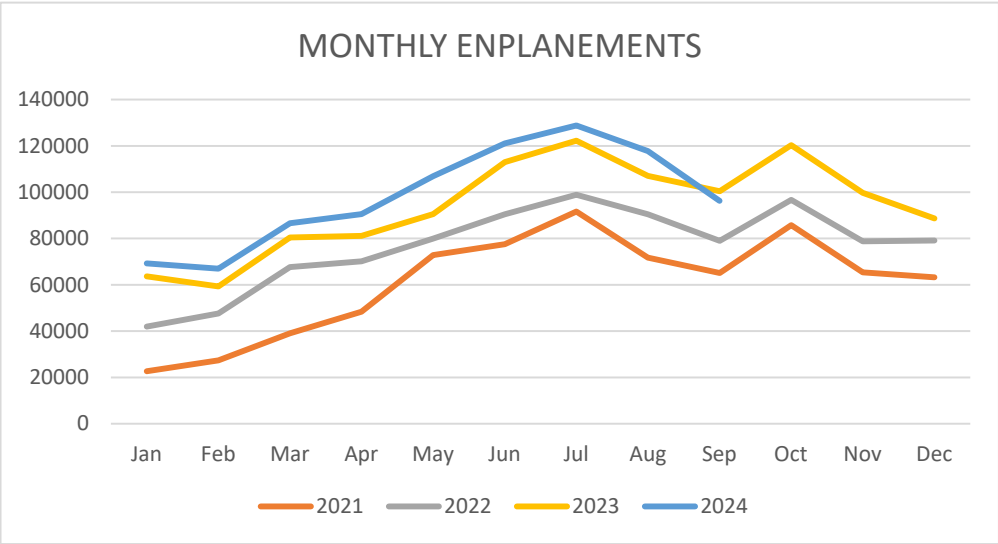
28-Oct-24

Note: Representative of a sample week of a given month

Mkt AI	Travel Period		Ops/Week	Dec 2024		Dec 2023		Diff YoY		Percent Diff YoY	
	Orig	Dest		Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AUS-AVL	AUS	AVL	0	0	0	0	0	0	-	-
AA	AVL-AUS	AVL	AUS	0	0	0	0	0	0	-	-
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
AA	AVL-CLT	AVL	CLT	25	1,718	42	2,958	(17)	(1,240)	(40.5%)	(41.9%)
AA	CLT-AVL	CLT	AVL	25	1,718	42	2,958	(17)	(1,240)	(40.5%)	(41.9%)
AA	AVL-DCA	AVL	DCA	7	455	14	921	(7)	(466)	(50.0%)	(50.6%)
AA	DCA-AVL	DCA	AVL	7	455	14	921	(7)	(466)	(50.0%)	(50.6%)
AA	AVL-DFW	AVL	DFW	14	1,053	7	1,050	7	3	100.0%	0.3%
AA	DFW-AVL	DFW	AVL	14	1,053	7	1,050	7	3	100.0%	0.3%
AA	AVL-LGA	AVL	LGA	7	532	7	532	0	0	0.0%	0.0%
AA	LGA-AVL	LGA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-MIA	AVL	MIA	0	0	0	0	0	0	-	-
AA	MIA-AVL	MIA	AVL	0	0	0	0	0	0	-	-
AA	AVL-ORD	AVL	ORD	0	0	0	0	0	0	-	-
AA	ORD-AVL	ORD	AVL	0	0	0	0	0	0	-	-
AA	AVL-PHL	AVL	PHL	7	350	0	0	7	350	-	-
AA	PHL-AVL	PHL	AVL	7	350	0	0	7	350	-	-
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	35	3,850	44	4,840	(9)	(990)	(20.5%)	(20.5%)
DL	AVL-ATL	AVL	ATL	35	3,850	44	4,840	(9)	(990)	(20.5%)	(20.5%)
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	982	13	916	0	66	0.0%	7.2%
DL	LGA-AVL	LGA	AVL	13	982	13	916	0	66	0.0%	7.2%
DL	AVL-MSP	AVL	MSP	0	0	3	424	(3)	(424)	(100.0%)	(100.0%)
DL	MSP-AVL	MSP	AVL	0	0	3	424	(3)	(424)	(100.0%)	(100.0%)
G4	AUS-AVL	AUS	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-AUS	AVL	AUS	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-BOS	AVL	BOS	2	372	2	372	0	0	0.0%	0.0%
G4	BOS-AVL	BOS	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-BWI	AVL	BWI	2	372	2	372	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	DEN	0	0	2	372	(2)	(372)	(100.0%)	(100.0%)
G4	DEN-AVL	DEN	AVL	0	0	2	372	(2)	(372)	(100.0%)	(100.0%)
G4	AVL-EWR	AVL	EWR	2	372	2	372	0	0	0.0%	0.0%
G4	EWR-AVL	EWR	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-EYW	AVL	EYW	2	312	2	312	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	10	1,864	11	2,028	(1)	(164)	(9.1%)	(8.1%)
G4	FLL-AVL	FLL	AVL	10	1,864	11	2,028	(1)	(164)	(9.1%)	(8.1%)
G4	AVL-HOU	AVL	HOU	1	186	1	126	0	60	0.0%	47.6%
G4	HOU-AVL	HOU	AVL	1	186	1	126	0	60	0.0%	47.6%
G4	AVL-LAS	AVL	LAS	2	372	2	372	0	0	0.0%	0.0%
G4	LAS-AVL	LAS	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-MCO	AVL	MCO	2	372	0	0	2	372	-	-
G4	MCO-AVL	MCO	AVL	2	372	0	0	2	372	-	-
G4	AVL-MDW	AVL	MDW	0	0	2	372	(2)	(372)	(100.0%)	(100.0%)
G4	MDW-AVL	MDW	AVL	0	0	2	372	(2)	(372)	(100.0%)	(100.0%)
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	372	2	372	0	0	0.0%	0.0%
G4	PBI-AVL	PBI	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	PGD	6	1,116	5	930	1	186	20.0%	20.0%
G4	PGD-AVL	PGD	AVL	6	1,116	5	930	1	186	20.0%	20.0%
G4	AVL-PHX	AVL	PHX	2	372	2	372	0	0	0.0%	0.0%
G4	PHX-AVL	PHX	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-PIE	AVL	PIE	7	1,234	8	1,488	(1)	(254)	(12.5%)	(17.1%)
G4	PIE-AVL	PIE	AVL	7	1,234	8	1,488	(1)	(254)	(12.5%)	(17.1%)
G4	AVL-SFB	AVL	SFB	9	1,686	11	2,046	(2)	(360)	(18.2%)	(17.6%)
G4	SFB-AVL	SFB	AVL	9	1,686	11	2,046	(2)	(360)	(18.2%)	(17.6%)
G4	AVL-SRQ	AVL	SRQ	2	372	2	372	0	0	0.0%	0.0%
G4	SRQ-AVL	SRQ	AVL	2	372	2	372	0	0	0.0%	0.0%
G4	AVL-VPS	AVL	VPS	0	0	0	0	0	0	-	-
G4	VPS-AVL	VPS	AVL	0	0	0	0	0	0	-	-
SY	AVL-MSP	AVL	MSP	0	0	0	0	0	0	-	-
SY	MSP-AVL	MSP	AVL	0	0	0	0	0	0	-	-
UA	AVL-DEN	AVL	DEN	0	0	7	490	(7)	(490)	(100.0%)	(100.0%)
UA	DEN-AVL	DEN	AVL	0	0	7	490	(7)	(490)	(100.0%)	(100.0%)
UA	AVL-EWR	AVL	EWR	7	532	7	494	0	38	0.0%	7.7%
UA	EWR-AVL	EWR	AVL	7	532	7	494	0	38	0.0%	7.7%
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	14	1,034	14	1,058	0	(24)	0.0%	(2.3%)
UA	ORD-AVL	ORD	AVL	14	1,034	14	1,058	0	(24)	0.0%	(2.3%)
Total				364	40,384	432	48,546	(68)	(8,162)	(15.7%)	(16.8%)

Mkt AI	Travel Period		Jan 2025		Jan 2024		Diff YoY		Percent Diff YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AUS-AVL	AUS	AVL	0	0	0	0	0	0	-	-
AA	AVL-AUS	AVL	AUS	0	0	0	0	0	0	-	-
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
AA	AVL-CLT	AVL	CLT	44	3,136	53	3,920	(9)	(784)	(17.0%)	(20.0%)
AA	CLT-AVL	CLT	AVL	44	3,136	53	3,920	(9)	(784)	(17.0%)	(20.0%)
AA	AVL-DCA	AVL	DCA	7	455	7	532	0	(77)	0.0%	(14.5%)
AA	DCA-AVL	DCA	AVL	7	455	7	532	0	(77)	0.0%	(14.5%)
AA	AVL-DFW	AVL	DFW	11	836	7	532	4	304	57.1%	57.1%
AA	DFW-AVL	DFW	AVL	11	836	7	532	4	304	57.1%	57.1%
AA	AVL-LGA	AVL	LGA	7	532	7	532	0	0	0.0%	0.0%
AA	LGA-AVL	LGA	AVL	7	532	7	532	0	0	0.0%	0.0%
AA	AVL-MIA	AVL	MIA	0	0	0	0	0	0	-	-
AA	MIA-AVL	MIA	AVL	0	0	0	0	0	0	-	-
AA	AVL-ORD	AVL	ORD	0	0	0	0	0	0	-	-
AA	ORD-AVL	ORD	AVL	0	0	0	0	0	0	-	-
AA	AVL-PHL	AVL	PHL	0	0	0	0	0	0	-	-
AA	PHL-AVL	PHL	AVL	0	0	0	0	0	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	41	4,034	41	4,510	0	(476)	0.0%	(10.6%)
DL	AVL-ATL	AVL	ATL	41	4,034	41	4,510	0	(476)	0.0%	(10.6%)
DL	AVL-LGA	AVL	LGA	7	490	7	532	0	(42)	0.0%	(7.9%)
DL	LGA-AVL	LGA	AVL	7	490	7	532	0	(42)	0.0%	(7.9%)
DL	AVL-MSP	AVL	MSP	0	0	0	0	0	0	-	-
DL	MSP-AVL	MSP	AVL	0	0	0	0	0	0	-	-
G4	AUS-AVL	AUS	AVL	2	366	2	312	0	54	0.0%	17.3%
G4	AVL-AUS	AVL	AUS	2	366	2	312	0	54	0.0%	17.3%
G4	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
G4	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
G4	AVL-BWI	AVL	BWI	0	0	0	0	0	0	-	-
G4	BWI-AVL	BWI	AVL	0	0	0	0	0	0	-	-
G4	AVL-DEN	AVL	DEN	0	0	0	0	0	0	-	-
G4	DEN-AVL	DEN	AVL	0	0	0	0	0	0	-	-
G4	AVL-EWR	AVL	EWR	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	EWR-AVL	EWR	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-EYW	AVL	EYW	2	312	2	312	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	10	1,822	10	1,824	0	(2)	0.0%	(0.1%)
G4	FLL-AVL	FLL	AVL	10	1,822	10	1,824	0	(2)	0.0%	(0.1%)
G4	AVL-HOU	AVL	HOU	0	0	0	0	0	0	-	-
G4	HOU-AVL	HOU	AVL	0	0	0	0	0	0	-	-
G4	AVL-LAS	AVL	LAS	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	LAS-AVL	LAS	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-MCO	AVL	MCO	2	366	0	0	2	366	-	-
G4	MCO-AVL	MCO	LAS	2	366	0	0	2	366	-	-
G4	AVL-MDW	AVL	MDW	0	0	0	0	0	0	-	-
G4	MDW-AVL	MDW	AVL	0	0	0	0	0	0	-	-
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	360	2	372	0	(12)	0.0%	(3.2%)
G4	PBI-AVL	PBI	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-PGD	AVL	PGD	4	732	3	558	1	174	33.3%	31.2%
G4	PGD-AVL	PGD	AVL	4	732	3	558	1	174	33.3%	31.2%
G4	AVL-PHX	AVL	PHX	2	366	2	372	0	(6)	0.0%	(1.6%)
G4	PHX-AVL	PHX	AVL	2	366	2	372	0	(6)	0.0%	(1.6%)
G4	AVL-PIE	AVL	PIE	7	1,248	8	1,488	(1)	(240)	(12.5%)	(16.1%)
G4	PIE-AVL	PIE	AVL	7	1,248	8	1,488	(1)	(240)	(12.5%)	(16.1%)
G4	AVL-SFB	AVL	SFB	7	1,296	8	1,488	(1)	(192)	(12.5%)	(12.9%)
G4	SFB-AVL	SFB	AVL	7	1,296	8	1,488	(1)	(192)	(12.5%)	(12.9%)
G4	AVL-SRQ	AVL	SRQ	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	SRQ-AVL	SRQ	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
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	0	0	0	0	-	-
SY	MSP-AVL	MSP	AVL	0	0	0	0	0	0	-	-
UA	AVL-DEN	AVL	DEN	0	0	7	490	(7)	(490)	(100.0%)	(100.0%)
UA	DEN-AVL	DEN	AVL	0	0	7	490	(7)	(490)	(100.0%)	(100.0%)
UA	AVL-EWR	AVL	EWR	7	480	7	470	0	10	0.0%	2.1%
UA	EWR-AVL	EWR	AVL	7	480	7	470	0	10	0.0%	2.1%
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	14	1,034	14	1,012	0	22	0.0%	2.2%
UA	ORD-AVL	ORD	AVL	14	1,034	14	1,012	0	22	0.0%	2.2%
Total			364	37,890	386	40,744	(22)	(2,854)	(5.7%)	(7.0%)	

Mkt AI	Travel Period		Feb 2025		Feb 2024		Diff YoY		Percent Diff YoY		
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	
AA	AUS-AVL	AUS	AVL	0	0	0	0	0	0	-	-
AA	AVL-AUS	AVL	AUS	0	0	0	0	0	0	-	-
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	-	-
AA	AVL-CLT	AVL	CLT	49	3,542	49	3,505	0	37	0.0%	1.1%
AA	CLT-AVL	CLT	AVL	49	3,542	49	3,505	0	37	0.0%	1.1%
AA	AVL-DCA	AVL	DCA	7	455	6	390	1	65	16.7%	16.7%
AA	DCA-AVL	DCA	AVL	7	455	6	390	1	65	16.7%	16.7%
AA	AVL-DFW	AVL	DFW	14	1,064	7	532	7	532	100.0%	100.0%
AA	DFW-AVL	DFW	AVL	14	1,064	7	532	7	532	100.0%	100.0%
AA	AVL-LGA	AVL	LGA	7	532	6	456	1	76	16.7%	16.7%
AA	LGA-AVL	LGA	AVL	7	532	6	456	1	76	16.7%	16.7%
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	0	0	0	0	0	0	-	-
AA	ORD-AVL	ORD	AVL	0	0	0	0	0	0	-	-
AA	AVL-PHL	AVL	PHL	4	200	4	200	0	0	0.0%	0.0%
AA	PHL-AVL	PHL	AVL	4	200	4	200	0	0	0.0%	0.0%
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	41	4,510	41	4,510	0	0	0.0%	0.0%
DL	AVL-ATL	AVL	ATL	41	4,510	41	4,510	0	0	0.0%	0.0%
DL	AVL-LGA	AVL	LGA	7	490	7	532	0	(42)	0.0%	(7.9%)
DL	LGA-AVL	LGA	AVL	7	490	7	532	0	(42)	0.0%	(7.9%)
DL	AVL-MSP	AVL	MSP	0	0	0	0	0	0	-	-
DL	MSP-AVL	MSP	AVL	0	0	0	0	0	0	-	-
G4	AUS-AVL	AUS	AVL	2	360	2	312	0	48	0.0%	15.4%
G4	AVL-AUS	AVL	AUS	2	360	2	312	0	48	0.0%	15.4%
G4	AVL-BOS	AVL	BOS	3	540	2	372	1	168	50.0%	45.2%
G4	BOS-AVL	BOS	AVL	3	540	2	372	1	168	50.0%	45.2%
G4	AVL-BWI	AVL	BWI	0	0	0	0	0	0	-	-
G4	BWI-AVL	BWI	AVL	0	0	0	0	0	0	-	-
G4	AVL-DEN	AVL	DEN	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	DEN-AVL	DEN	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-EWR	AVL	EWR	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	EWR-AVL	EWR	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-EYW	AVL	EYW	2	312	2	312	0	0	0.0%	0.0%
G4	EYW-AVL	EYW	AVL	2	312	2	312	0	0	0.0%	0.0%
G4	AVL-FLL	AVL	FLL	12	2,160	12	2,232	0	(72)	0.0%	(3.2%)
G4	FLL-AVL	FLL	AVL	12	2,160	12	2,232	0	(72)	0.0%	(3.2%)
G4	AVL-HOU	AVL	HOU	0	0	0	0	0	0	-	-
G4	HOU-AVL	HOU	AVL	0	0	0	0	0	0	-	-
G4	AVL-LAS	AVL	LAS	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	LAS-AVL	LAS	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-MCO	AVL	MCO	2	360	0	0	2	360	-	-
G4	MCO-AVL	MCO	AVL	2	360	0	0	2	360	-	-
G4	AVL-MDW	AVL	MDW	0	0	0	0	0	0	-	-
G4	MDW-AVL	MDW	AVL	0	0	0	0	0	0	-	-
G4	AVL-MSP	AVL	MSP	0	0	2	372	(2)	(372)	(100.0%)	(100.0%)
G4	MSP-AVL	MSP	AVL	0	0	2	372	(2)	(372)	(100.0%)	(100.0%)
G4	AVL-PBI	AVL	PBI	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	PBI-AVL	PBI	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-PGD	AVL	PGD	4	720	3	558	1	162	33.3%	29.0%
G4	PGD-AVL	PGD	AVL	4	720	3	558	1	162	33.3%	29.0%
G4	AVL-PHX	AVL	PHX	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	PHX-AVL	PHX	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	AVL-PIE	AVL	PIE	9	1,592	7	1,212	2	380	28.6%	31.4%
G4	PIE-AVL	PIE	AVL	9	1,592	7	1,212	2	380	28.6%	31.4%
G4	AVL-SFB	AVL	SFB	9	1,620	10	1,860	(1)	(240)	(10.0%)	(12.9%)
G4	SFB-AVL	SFB	AVL	9	1,620	10	1,860	(1)	(240)	(10.0%)	(12.9%)
G4	AVL-SRQ	AVL	SRQ	2	360	2	372	0	(12)	0.0%	(3.2%)
G4	SRQ-AVL	SRQ	AVL	2	360	2	372	0	(12)	0.0%	(3.2%)
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	0	0	0	0	-	-
SY	MSP-AVL	MSP	AVL	0	0	0	0	0	0	-	-
UA	AVL-DEN	AVL	DEN	0	0	7	490	(7)	(490)	(100.0%)	(100.0%)
UA	DEN-AVL	DEN	AVL	0	0	7	490	(7)	(490)	(100.0%)	(100.0%)
UA	AVL-EWR	AVL	EWR	7	490	7	532	0	(42)	0.0%	(7.9%)
UA	EWR-AVL	EWR	AVL	7	490	7	532	0	(42)	0.0%	(7.9%)
UA	AVL-IAD	AVL	IAD	0	0	0	0	0	0	-	-
UA	IAD-AVL	IAD	AVL	0	0	0	0	0	0	-	-
UA	AVL-ORD	AVL	ORD	14	882	14	1,002	0	(120)	0.0%	(12.0%)
UA	ORD-AVL	ORD	AVL	14	882	14	1,002	0	(120)	0.0%	(12.0%)
Total				410	43,978	400	43,222	10	756	2.5%	1.7%





MEMORANDUM

TO: Members of the Airport Authority
FROM: Janet Burnette, Chief Financial Officer
DATE: November 8, 2024

ITEM DESCRIPTION – Information Section Item B

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

SUMMARY

Operating Revenues for the month of September were \$2,768,582, 1.6% under budget. Operating Expenses for the month were \$1,176,297, 33.8% under budget. As a result, Net Operating Revenues before Depreciation were \$1,592,285. Net Non-Operating Revenues were \$526,221.

Year-to-date Operating Revenues were \$9,105,518, 1.7% over budget. Year-to-date Operating Expenses were \$4,062,641, 28.7% under budget. Year-to-date Net Operating Revenues before Depreciation were \$5,042,877. Net Non-Operating Revenues for the year were \$2,008,439.

REVENUES

Significant variations to budget for September were:

Terminal space rent - airlines	(\$78,823)	(14.88%)	Enplanements under budget
Landing fees	\$77,125	19.03%	Landings over budget
Auto Parking	(\$46,646)	(4.39%)	Parking lower than anticipated
Ground transportation	\$12,076	27.59%	TNC & TURO higher than anticipated

Information Section – Item B



EXPENSES

Significant variations to budget for September were:

Professional services	(\$36,813)	(73.38%)	Professional services less than anticipated
Contractual services	(\$115,655)	(34.30%)	Required services less than anticipated
Travel & training	(\$19,303)	(72.71%)	Minimal travel during month
Promotional activities	(\$72,726)	(188.08%)	Runway 5k expenses offset against revenue
Operating supplies	(\$34,503)	(40.26%)	Supply purchases less than budget

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents decreased by \$10.4M mostly due to terminal construction project.

Construction in Progress – Construction in Progress increased by \$13.8M mostly due to terminal construction project.

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

**ASHEVILLE REGIONAL AIRPORT
INVESTMENT AND INTEREST INCOME SUMMARY
As of September 30, 2024**

<u>Institution:</u>	<u>Interest Rate</u>	<u>Investment Amount</u>	<u>Monthly Interest</u>
Bank of America - Operating Account	2.26%	\$ 10,514,161	\$ 37,983
NC Capital Management Trust - Cash Portfolio	5.07% *	32,841,275	136,258
Petty Cash		300	
<u>Restricted Cash:</u>			
Bank of America - PFC Revenue	2.26%	3,169,935	5,712
NC Capital Mgt Truts - PFC Revenue	5.07% *	19,424,495	80,592
BNY Mellon		426,138	
NC Capital Mgt Trust - 2022A Construction	5.07% *	169,970,518	705,045
NC Capital Mgt Trust - 2022A Parity Reserve	5.07% *	14,354,133	59,555
NC Capital Mgt Trust - 2022A Capitalized Interest	5.07% *	9,879,912	41,150
NC Capital Mgt Trust - 2023 Construction	5.07% *	81,290,298	337,270
NC Capital Mgt Trust - 2023 Capitalized Interest	5.07% *	9,397,035	38,988
Total		<u><u>\$ 351,268,200</u></u>	<u><u>\$ 1,442,553</u></u>

* Interest Rate = 30-day yield at month end

Investment Diversification:

Banks	4%
NC Capital Management Trust	96%
Commercial Paper	0%
Federal Agencies	0%
US Treasuries	0%
	<u><u>100%</u></u>

**ASHEVILLE REGIONAL AIRPORT
STATEMENT OF CHANGES IN FINANCIAL POSITION
For the Month September 2024**

	Current Month	Prior Period
Cash and Investments Beginning of Period	\$ 361,629,096	\$ 362,063,047
Net Income/(Loss) Before Capital Contributions	1,428,222	1,479,380
Depreciation	690,283	690,283
Decrease/(Increase) in Receivables	140,687	1,364,969
Increase/(Decrease) in Payables	1,200,135	1,534,851
Decrease/(Increase) in Prepaid Expenses	2,024	-
Decrease/(Increase) in Fixed Assets	(13,822,247)	(6,380,332)
Principal Payments of Bond Maturities	-	-
Capital Contributions	-	876,898
Prior period adjustment - Forfeiture Funds	-	-
Increase(Decrease) in Cash	(10,360,896)	(433,951)
Cash and Investments End of Period	\$ 351,268,200	\$ 361,629,096

**ASHEVILLE REGIONAL AIRPORT
STATEMENT OF FINANCIAL POSITION
As of September 30, 2024**

	Current Month	Last Month
<u>ASSETS</u>		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	\$43,355,735	\$55,615,723
Accounts Receivable	1,695,579	2,014,309
Passenger Facility Charges Receivable	800,000	900,000
Refundable Sales Tax Receivable	2,201,197	1,923,155
Grants Receivable	58,296	58,296
Prepaid Expenses	14,388,710	14,390,734
GASB 87 Short-term Lease Receivable	1,865,594	1,865,594
Total Unrestricted Assets	64,365,111	76,767,811
Restricted Assets:		
Cash and Cash Equivalents	307,912,465	306,013,373
Total Restricted Assets	307,912,465	306,013,373
Total Current Assets	372,277,576	382,781,184
Noncurrent Assets:		
Construction in Progress	188,899,691	175,077,444
Net Pension Asset - LGERS	(3,724,851)	(2,625,838)
Benefit Payment - OPEB	150,674	526,250
Contributions in Current Year	2,787,406	2,088,580
GASB 87 Long-term Lease Receivable	12,759,398	12,759,398
Property and Equipment - Net	172,960,733	173,651,016
Total Noncurrent Assets	373,833,051	361,476,850
	\$746,110,627	\$744,258,034
<u>LIABILITIES AND NET ASSETS</u>		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	\$62,817	\$117,610
Customer Deposits	159,798	159,798
Unearned Revenue	495,792	837,540
Construction Contract Retainages	6,408,276	6,408,276
Revenue Bond Payable - Current	1,445,000	1,445,000
GASB 87 Short-term Deferred Revenue	2,215,750	2,215,750
Interest Payable	4,790,029	3,193,353
Total Payable from Unrestricted Assets	15,577,462	14,377,327
Total Current Liabilities	15,577,462	14,377,327
Noncurrent Liabilities:		
Pension Deferrals - OPEB	258,047	247,467
Other Postemployment Benefits	1,312,319	1,435,875
Compensated Absences	1,059,423	1,059,423
Net Pension Obligation-LEO Special Separation Allowance	942,674	703,270
GASB 87 Long-term Deferred Revenue	11,538,000	11,538,000
Revenue Bond Payable - 2016 - Noncurrent	9,415,000	9,415,000
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	408,568,157	408,441,729
Total Liabilities	424,145,619	422,819,056
Net Assets:		
Invested in Capital Assets	351,000,424	337,868,460
Restricted	307,912,465	306,013,373
Unrestricted	(336,947,881)	(322,442,855)
Total Net Assets	321,965,008	321,438,978
	\$746,110,627	\$744,258,034



Income Statement

Through 09/30/24
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						
<i>Operating revenues</i>						
Terminal space rentals - non airline	25,196.42	75,554.44	75,822.75	(268.31)	303,291.00	227,736.56
Terminal space rentals - airline	450,922.36	1,526,275.88	1,651,558.71	(125,282.83)	6,232,297.00	4,706,021.12
Landing fees	482,493.25	1,481,813.71	1,359,175.55	122,638.17	4,769,037.00	3,287,223.29
Concessions	106,599.39	354,660.51	344,918.75	9,741.76	1,254,250.00	899,589.49
Auto parking	1,015,853.85	3,308,307.97	3,312,500.00	(4,192.03)	12,500,000.00	9,191,692.03
Rental car - car rentals	382,232.46	1,395,140.49	1,292,298.87	102,841.62	4,534,382.00	3,139,241.51
Rental car - facility rent	72,183.66	216,550.98	210,678.50	5,872.48	842,714.00	626,163.02
Commerce ground transportation	55,851.39	194,555.66	157,075.00	37,480.66	515,000.00	320,444.34
FBOs	119,894.48	370,707.00	362,637.50	8,069.50	1,450,550.00	1,079,843.00
Building leases	6,530.26	12,937.69	13,368.75	(431.06)	53,475.00	40,537.31
Land leases	38,015.88	116,438.10	128,439.50	(12,001.40)	513,758.00	397,319.90
Other leases and fees	12,808.15	52,575.34	48,500.00	4,075.34	194,000.00	141,424.66
<i>Operating revenues Totals</i>	<u>\$2,768,581.55</u>	<u>\$9,105,517.77</u>	<u>\$8,956,973.87</u>	<u>\$148,543.90</u>	<u>\$33,162,754.00</u>	<u>\$24,057,236.23</u>
<i>Non-operating revenue and expense</i>						
Customer facility charges	291,610.00	982,344.00	831,420.00	150,924.00	2,682,000.00	1,699,656.00
Passenger facility charges	388,734.16	1,269,043.57	1,237,500.00	31,543.57	4,500,000.00	3,230,956.43
Interest revenue	1,442,553.04	4,546,880.82	2,550,000.00	1,996,880.82	10,200,000.00	5,653,119.18
Interest expense	(1,596,676.37)	(4,790,029.11)	(4,790,029.25)	.14	(19,160,117.00)	(14,370,087.89)
Miscellaneous	.00	200.00	.00	200.00	.00	(200.00)
<i>Non-operating revenue and expense Totals</i>	<u>\$526,220.83</u>	<u>\$2,008,439.28</u>	<u>(\$171,109.25)</u>	<u>\$2,179,548.53</u>	<u>(\$1,778,117.00)</u>	<u>(\$3,786,556.28)</u>
Capital contributions	.00	2,656,857.54	.00	2,656,857.54	.00	(2,656,857.54)



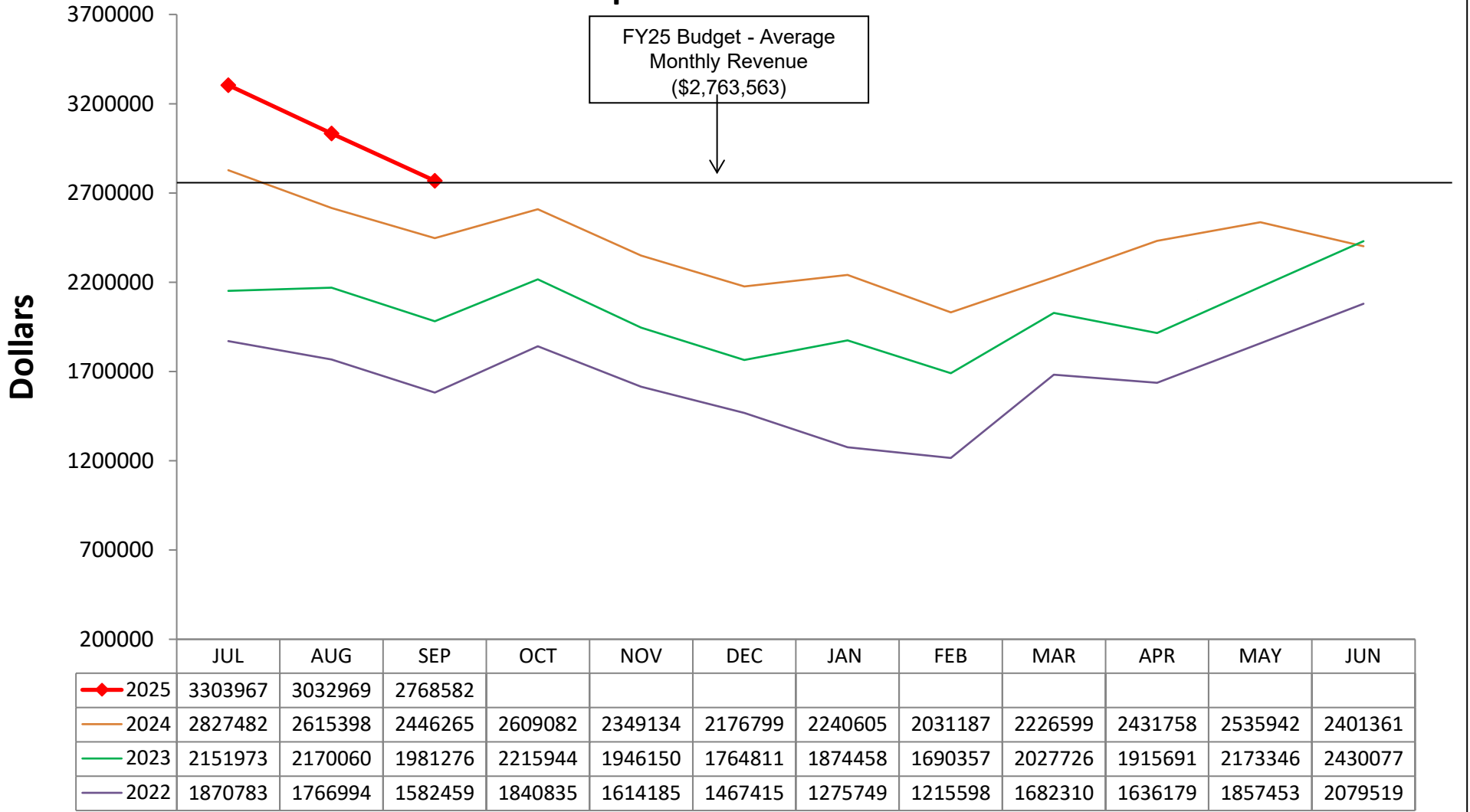
Income Statement

Through 09/30/24

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
<i>Operating expenses</i>						
Personnel services	785,902.51	2,224,234.96	3,150,194.82	(925,959.86)	13,637,207.00	11,412,972.04
Professional services	13,356.53	120,350.09	150,507.50	(30,157.41)	602,030.00	481,679.91
Other contractual services	221,509.92	640,233.20	1,011,496.75	(371,263.55)	4,045,987.00	3,405,753.80
Travel and training	7,245.71	21,636.30	79,645.00	(58,008.70)	318,580.00	296,943.70
Communications	4,356.67	12,911.08	17,837.50	(4,926.42)	71,350.00	58,438.92
Utility services	50,975.25	111,219.06	157,002.50	(45,783.44)	628,010.00	516,790.94
Rentals and leases	5,516.62	17,161.72	16,127.50	1,034.22	64,510.00	47,348.28
Insurance	12,251.00	404,712.30	412,800.00	(8,087.70)	480,000.00	75,287.70
Advertising, printing and binding	426.65	648.98	3,737.50	(3,088.52)	14,950.00	14,301.02
Promotional activities	(34,059.37)	22,445.62	116,000.00	(93,554.38)	464,000.00	441,554.38
Other current charges and obligations	7,722.99	17,650.60	28,037.50	(10,386.90)	112,150.00	94,499.40
Operating supplies	51,195.42	227,013.31	257,096.25	(30,082.94)	1,028,385.00	801,371.69
Publications, subscriptions, memberships, etc.	5,613.70	17,941.42	21,043.50	(3,102.08)	84,174.00	66,232.58
Repairs and maintenance	36,283.56	209,781.03	115,125.00	94,656.03	460,500.00	250,718.97
Small equipment	8,000.08	14,701.75	25,375.00	(10,673.25)	101,500.00	86,798.25
Contingency	.00	.00	25,000.00	(25,000.00)	100,000.00	100,000.00
Emergency repairs	.00	.00	12,500.00	(12,500.00)	50,000.00	50,000.00
Business development	.00	.00	100,000.00	(100,000.00)	400,000.00	400,000.00
<i>Operating expenses Totals</i>	<u>\$1,176,297.24</u>	<u>\$4,062,641.42</u>	<u>\$5,699,526.32</u>	<u>(\$1,636,884.90)</u>	<u>\$22,663,333.00</u>	<u>\$18,600,691.58</u>
<i>Depreciation</i>						
Depreciation	690,283.00	2,070,849.00	.00	2,070,849.00	.00	(2,070,849.00)
<i>Depreciation Totals</i>	<u>\$690,283.00</u>	<u>\$2,070,849.00</u>	<u>\$0.00</u>	<u>\$2,070,849.00</u>	<u>\$0.00</u>	<u>(\$2,070,849.00)</u>
Grand Totals						
REVENUE TOTALS	3,294,802.38	13,770,814.59	8,785,864.62	4,984,949.97	31,384,637.00	17,613,822.41
EXPENSE TOTALS	1,866,580.24	6,133,490.42	5,699,526.32	433,964.10	22,663,333.00	16,529,842.58
Grand Total Net Gain (Loss)	<u>\$1,428,222.14</u>	<u>\$7,637,324.17</u>	<u>\$3,086,338.30</u>	<u>\$4,550,985.87</u>	<u>\$8,721,304.00</u>	<u>(\$1,083,979.83)</u>

ASHEVILLE REGIONAL AIRPORT Annual Operating Revenue by Month September 2024

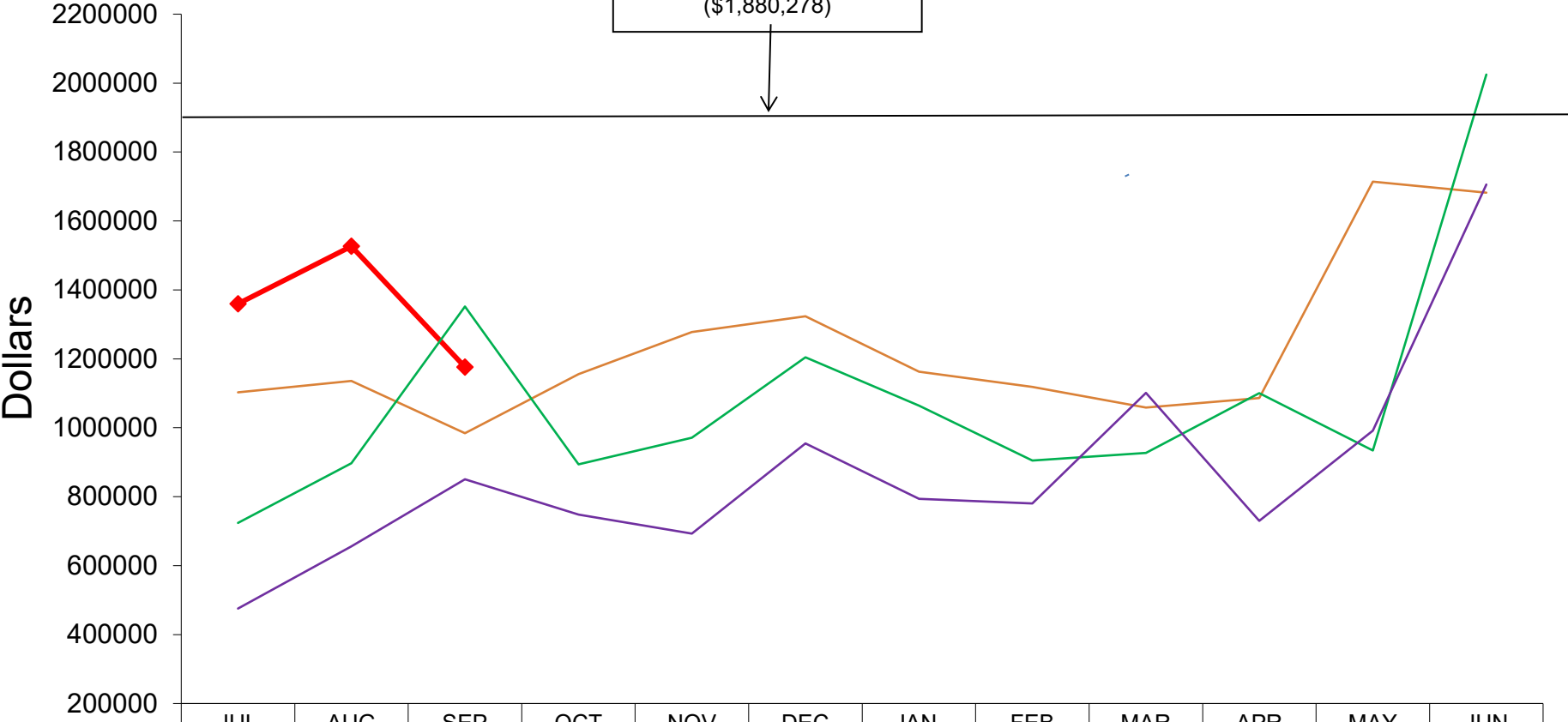


ASHEVILLE REGIONAL AIRPORT

Annual Operating Expenses by Month

September 2024

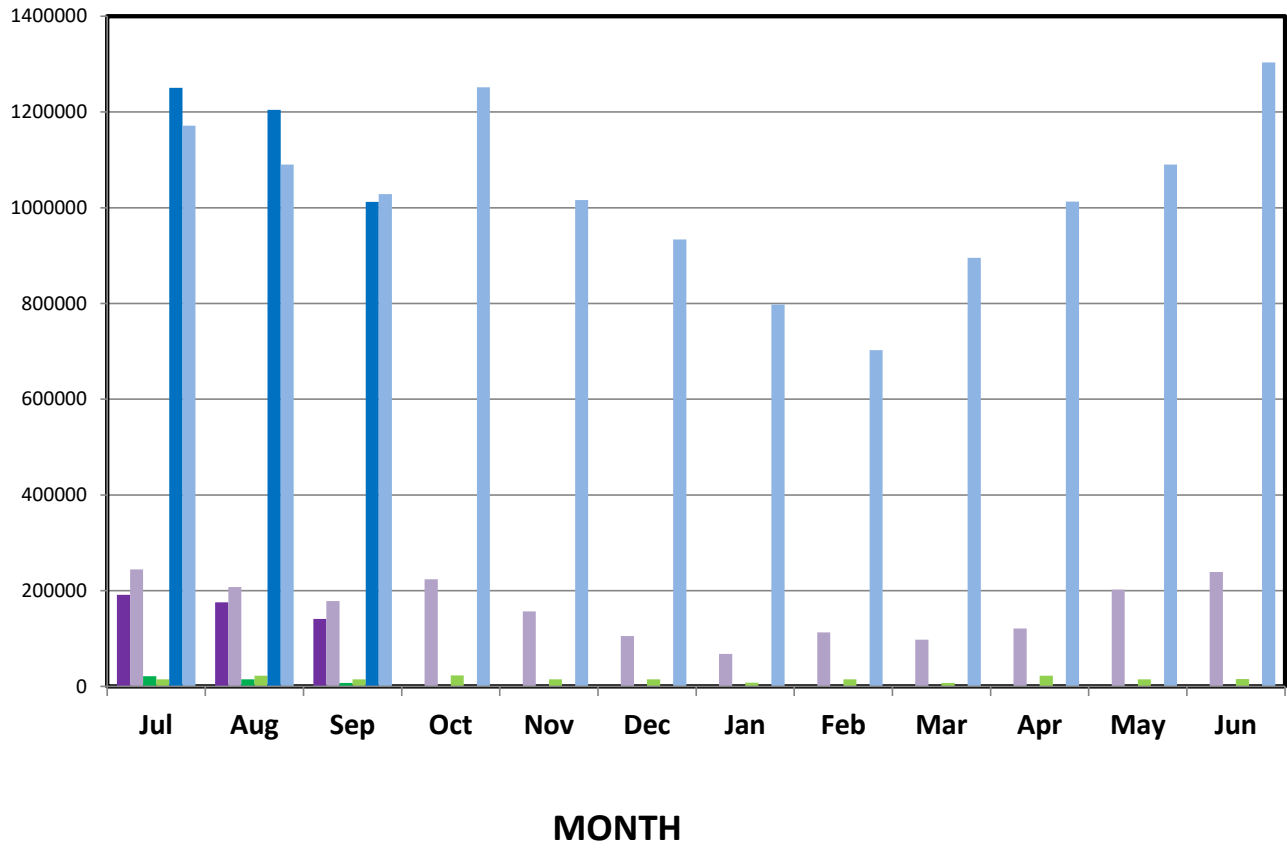
FY 25 Budget - Average
Monthly Expenses
(\$1,880,278)



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2025	1359848	1526496	1176297									
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

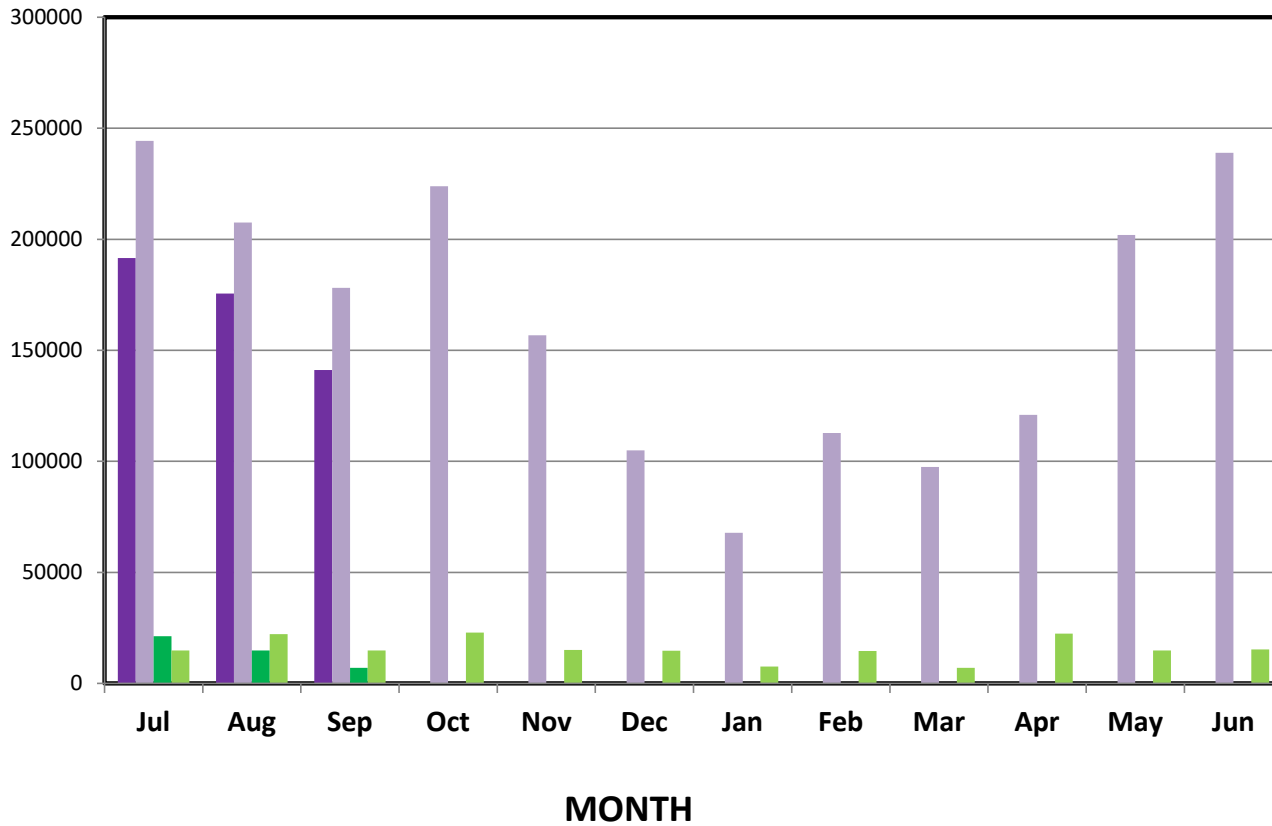
**ASHEVILLE REGIONAL AIRPORT
FUEL SALES - GALLONS
September 2024**

GAO



Jet A - 175,604 Gallons
 100LL - 14,800 Gallons
 Airline - 1,204,232 Gallons

ASHEVILLE REGIONAL AIRPORT
GENERAL AVIATION FUEL SALES - GALLONS
September 2024



Jet A - 175,604 Gallons
100LL - 14,800 Gallons

WZLFG

Design Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 11/1/2024)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 11/1/2024)	Start Date	End Date	Current Project Status (as of 11/1/2024)
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	80.6%	\$16,477,641	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	14.6%	\$242,141	Jul-23	Dec-27	Project management continues. Ongoing ORAT services.
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	34.8%	\$193,234	May-24	May-25	Project management continues.
5	Airport Master Plan	Update Current Master Plan	CHA	\$989,004	N/A	N/A	\$45,547	0.0%	\$1,034,551	97.1%	\$1,004,254	Jul-21	Dec-24	Finalizing ALP and Working Papers. Waiting on ALP approval from 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.
7	Taxiway A Rehabilitation	Design and Construction Administration	AVCON	\$1,129,142	N/A	N/A	\$0	0.0%	\$1,129,142	10.6%	\$119,205	Jun-24	Feb-25	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 11/1/2024)	Percent of Original Contract	*Board Approved Project Cost	Percent Complete	Expensed to Date (thru 11/1/2024)	Start Date	End Date	Current Project Status (as of 11/1/2024)
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	35.6%	\$123,017,693	Jan-22	Apr-27	North Concourse and North ATO temp dry-in end of November. Glass installation in progress. Rough-ins continue. Baggage Handling System conveyor installation in progress. South Bag Claim slab prep and steel mid-November.
2	Air Traffic Control Tower	Construction of ATCT and Base Building Facility	Pond	Construction Cost	J Kokolakis Contracting	\$44,344,052	\$2,462,297	0.00%	\$46,561,255	54.7%	\$25,449,920	Dec-22	Mar-25	Tower precast installation continues. Base Building progressing rough-ins and framing interior walls.
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	Permitting received for ROFA Improvements.

*(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