



AGENDA

Greater Asheville Regional Airport Authority Regular Meeting
Friday, February 18, 2022, 8:30 a.m.
Conference Room at Administrative Offices

NOTICE TO THE PUBLIC: The Airport Authority welcomes comments from the public on any agenda item. Comments are received prior to the Board's discussion of the agenda item. Comments are limited to five minutes. In compliance with the state-wide mandate for COVID-19, members of the public may attend the Authority Board meeting at 8:30 a.m. on Friday, February 18, 2022 via Webex: 1-844-621-3956; Meeting Number (access code): 2634 225 3713

- I. CALL TO ORDER
- II. PRESENTATIONS:
 - A. Air Traffic Control Tower Project Update – Pond and Company ([document](#))
- III. FINANCIAL REPORT ([document](#))
- IV. CONSENT ITEMS:
 - A. Approval of the Greater Asheville Regional Airport Authority January 6, 2022 Regular Meeting Minutes ([document](#))
 - B. Approval of the Greater Asheville Regional Airport Authority December 10, 2021 Closed Session Minutes
 - C. Approve Change Order No. 1 to Contract with Hensel Phelps Construction Company ([document](#))
 - D. Approve Grant of Easement to Duke Energy Progress, Inc., A North Carolina LLC, for Electrical Lines ([document](#))
- V. OLD BUSINESS: None



VI. NEW BUSINESS:

- A. Approval to Unseal Closed Session Minutes ([document](#))
- B. Approval of Amendment to the FY21/22 Budget ([document](#))

VII. DIRECTOR'S REPORT:

- A. Hunter Easement
- B. TSA Equipment Replacement
- C. ACI Health Accreditation

VIII. INFORMATION SECTION:

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

- A. December 2021 Traffic Report ([document](#))
- B. December 2021 Monthly Financial Report ([document](#))
- C. February 2022 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
 - Presentation of FY22/23 Budget

IX. PUBLIC AND TENANTS' COMMENTS

In compliance with the state-wide mandate for COVID-19, Public and Tenant Comments will be as follows:

1. Please fill out a Comment Card located on the airport website here: <https://flyavl.com/boardcomment> by 3:00 pm on Thursday, February 17, 2022
2. Comments received, as specified above, shall be read during this Agenda period

X. CALL FOR NEXT MEETING: March 11, 2022



XI. CLOSED SESSION:

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

XII. AUTHORITY MEMBER REPORTS:

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

XIII. ADJOURNMENT

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



ASHEVILLE REGIONAL AIRPORT (AVL)
FLETCHER, NORTH CAROLINA

**AIRPORT TRAFFIC CONTROL TOWER (ATCT)
AND TERMINAL RADAR APPROACH CONTROL (TRACON)
FACILITY DESIGN PROJECT**

February 18, 2022



Agenda

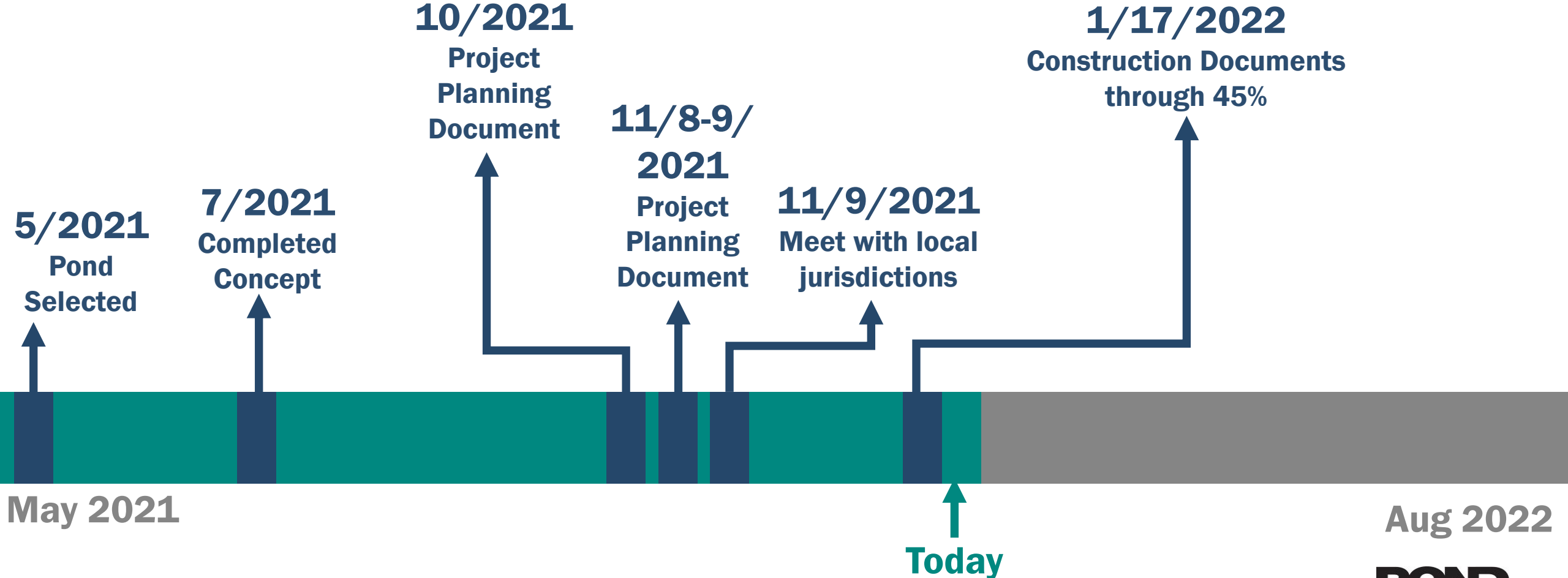
- Design Team Introduction
- Project Update & Schedule
 - Getting to Today
 - Latest Design Images
 - Next Steps / Schedule
- Questions



Getting to Today – Pond & GARAA



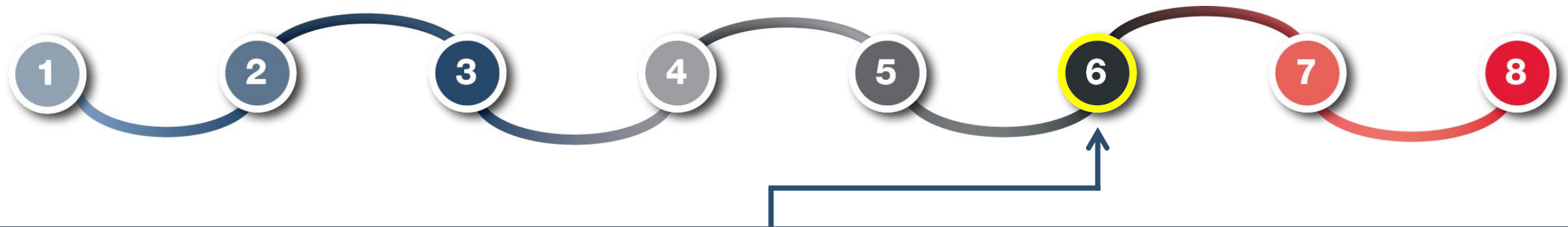
Design Schedule



Aug 2022



Getting to Today



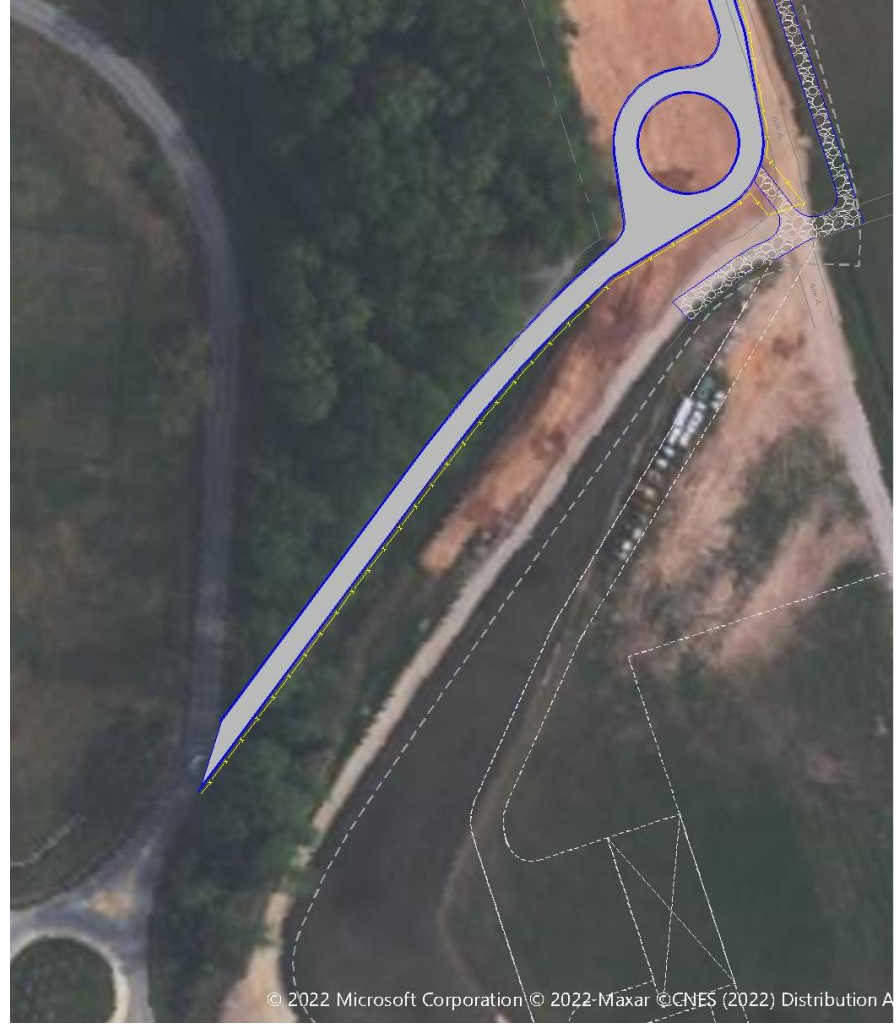
1. FAA AFTIL 1 & 3 Processes | *Complete*
2. Environmental Part 1 – EDDA | *Complete*
3. Environmental Part 2 – EA | *GARAA is Complete / FAA is in-process*
4. FAA AFTIL 2 | *Complete*
5. Stakeholder Engagement & Concept Design | *Complete*
6. **Tower, TRACON, & Site Design | 45% Complete**
7. Tower, TRACON, & Site Construction
8. Project Closeout

Latest Design Images

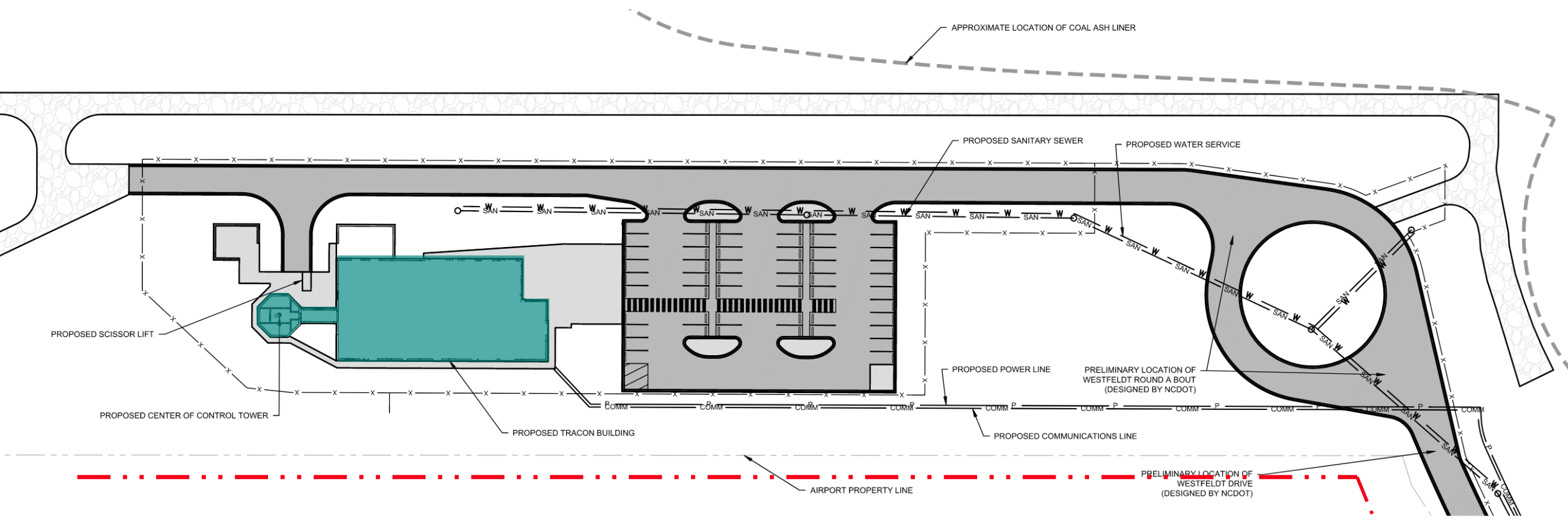




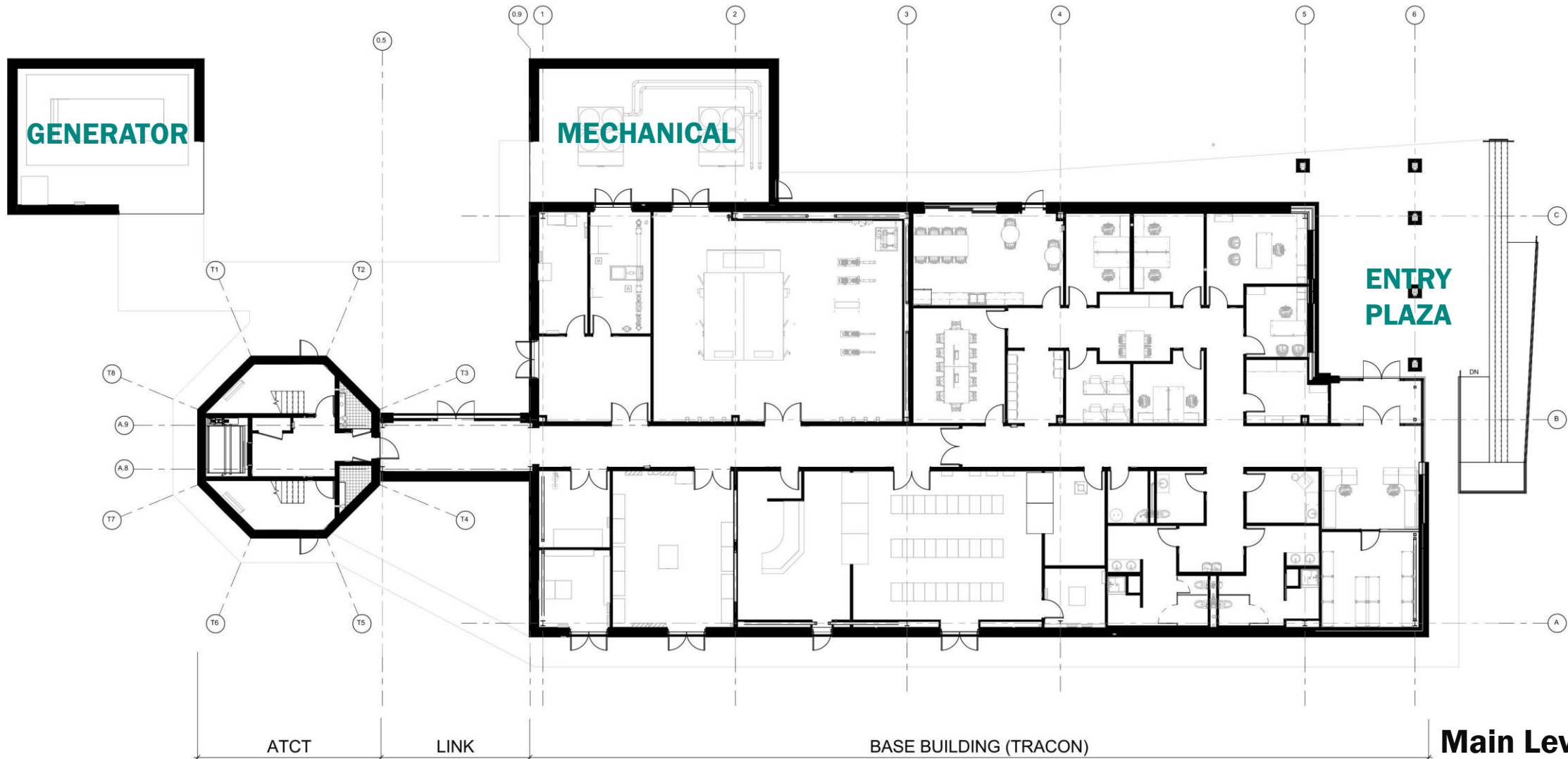
Westfeldt Road – Existing



Westfeldt Road - Improvements

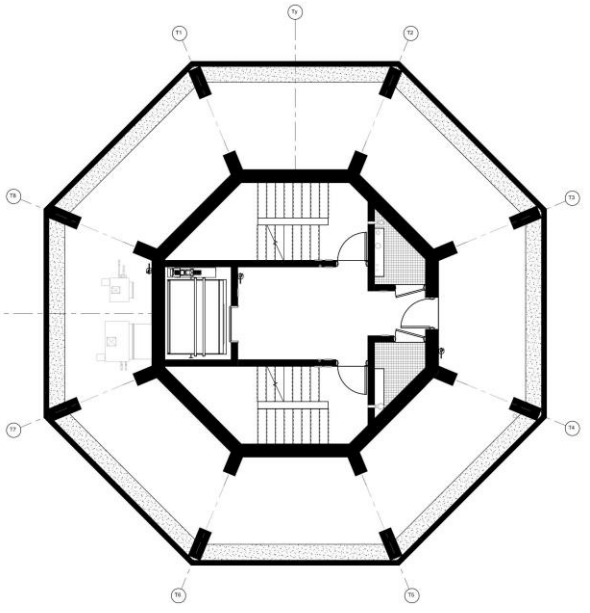


Current Site Plan

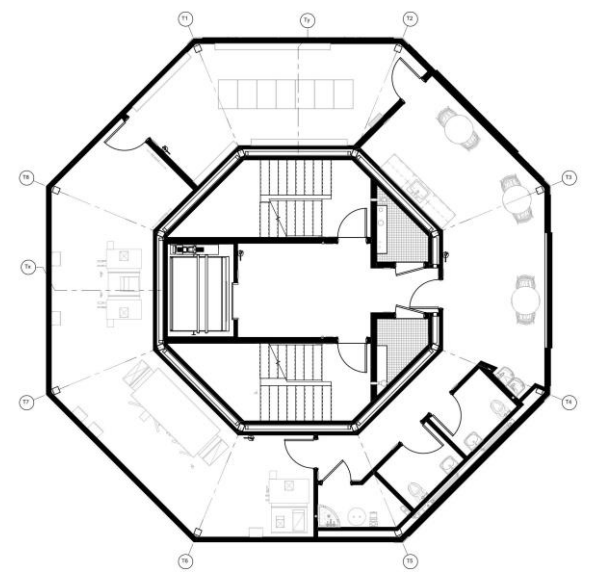


Main Level Plan

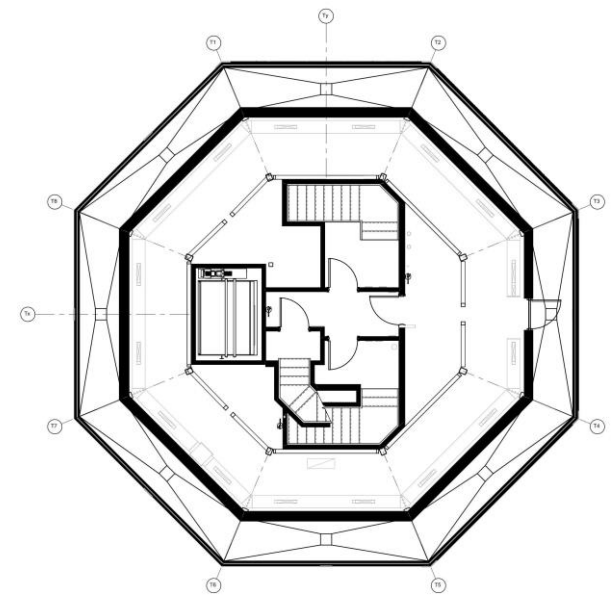
UTILITY
ACCESS
LEVEL



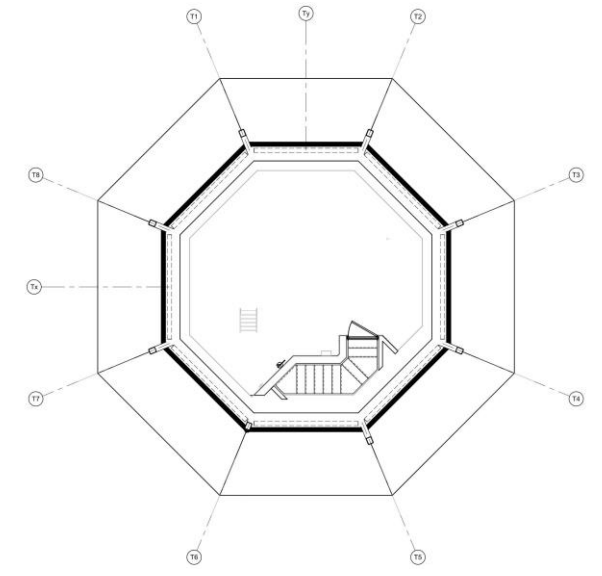
JUNCTION
LEVEL



CONSOLE
ACCESS
LEVEL



CONTROL
CAB



Tower Level Plans

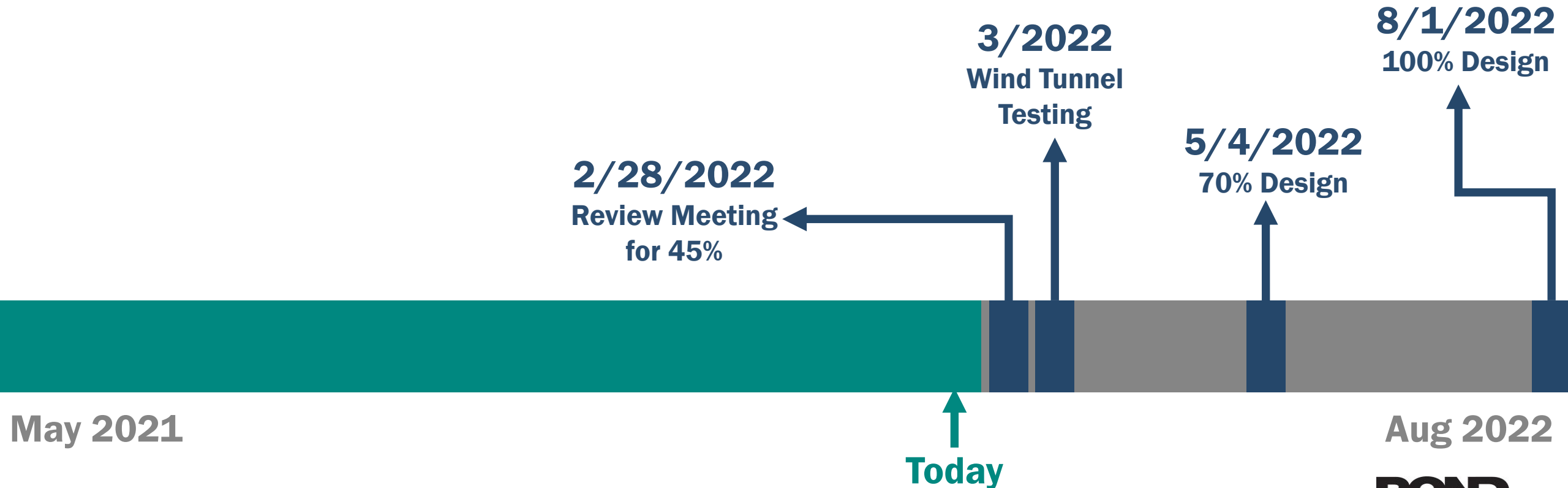




Next Steps



Remaining Design Schedule



Construction Schedule



Remaining Design Schedule

11/17/2022
NTP to Contractor

11/18 - 12/8/2022
Mobilization
(3 wks)

12/2022 - 12/2023 Construction

1/15/2024
Beneficial
Occupancy

5/15/2024
FAA Electronics
Installation &
Commissioning
(4 months)

Nov 2022

May 2024



Questions ?



**Asheville Regional Airport
Executive Summary
December-21**

AIRPORT ACTIVITY

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
Passenger Enplanements	63,288	114.2%	716,015	102.0%
Aircraft Operations				
Commercial	1,882	25.6%	26,691	58.3%
Scheduled Flights	770	31.2%		
Flight Cancellations	25			
Seats	79,310	51.1%	991,152	58.7%
Load Factor	79.8%	41.8%	72.2%	27.3%
General Aviation	3,342	8.9%	44,645	14.4%
Military	505	85.7%	4,402	89.6%

FINANCIAL RESULTS

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
Operating Revenues	\$ 1,456,139	46.1%	\$ 10,131,396	69.4%
Operating Expenses	954,672	(8.2%)	4,378,086	(29.8%)
Net Operating Revenues before Depreciation	<u>\$ 501,467</u>		<u>\$ 5,753,310</u>	
Net Non-Operating Revenues	<u>\$ 7,443,187</u>	2,340.4%	* <u>\$ 12,986,843</u>	609.6%
<small>includes CARES funding listed below</small>				
Grants:				
FAA AIP Grants	\$ 1,079,837		\$ 3,605,777	
NC Dept of Transportation Grants	1,417,444		2,834,888	
Total	<u>\$ 2,497,281</u>		<u>\$ 6,440,665</u>	
* CARES Funding	\$ 139,228		\$ 3,257,883	

CASH

Restricted	\$ 13,024,971
Designated for O&M Reserve	5,127,919
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	19,322,074
Total	<u>\$ 38,124,964</u>

RECEIVABLES PAST DUE

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	13,685	5,595	2,470	5,620
American	6,915	150		6,765
CRJ Aviation	-			-
Delta	67,493	62,823	420	4,250
Elite	280	-	-	280
Enterprise	-	-	-	-
FAA	542	-	80	462
Paradies	12,113	12,113	-	-
Spirit	341	-	-	341
Travelers	6,052	-	-	6,052
TSA	8,820	1,204	1,810	5,806
World Fuel Services	1,758	-		1,758
Worldwide	250	-		250
Miscellaneous	16,650	250	94	16,306
Total	<u>\$ 134,899</u>	<u>\$ 82,135</u>	<u>\$ 4,874</u>	<u>\$ 47,890</u>
% of Total Receivables	<u>32.02%</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	\$ 14,990,000
Parking Garage Taxable Revenue Bond, Series 2016B	5,250,000	-
	<u>\$ 21,000,000</u>	<u>\$ 14,990,000</u>

CAPITAL EXPENDITURES

Annual Budget	\$ 39,248,685
Year-to-Date Spending	\$ 5,276,225

**REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
January 6, 2022**

The Greater Asheville Regional Airport Authority ("Authority") met on Thursday, January 6, 2022 at 8:30 a.m. in the Conference Room at the Authority's Administrative Offices, Asheville Regional Airport ("Airport"), 61 Terminal Drive, Suite 1, Asheville, NC 28732.

MEMBERS PRESENT IN PERSON: Matthew C. Burril, Chair; and Brad Galbraith, Vice-Chair

MEMBERS PRESENT VIA TELEPHONE/VIDEO: Carl H. Ricker, Jr.; Thomas M. Apodaca; and Susan Russo Klein

MEMBERS ABSENT: George H. Erwin, Jr.; and Britt Lovin

STAFF AND LEGAL COUNSEL PRESENT IN PERSON: Cindy Rice, Authority Legal Counsel; Lew Bleiweis, Executive Director; Michael Reisman, Deputy Executive Director; Janet Burnette, Director of Finance and Accounting; Shane Stockman, IT Director; John Coon, Director of Operations and Maintenance; Christina Madsen, Airport Properties and Contracts Manager; Jared Merrill, Airport Planning Manager; Samuel Sales, Chief of Public Safety; Michael Merideth, Systems Administrator; Jeremy Arthur, Maintenance Supervisor; Dustin Irvin, Public Safety Officer; and Ellen Heywood, Clerk to the Board

PRESENT IN PERSON: None

ALSO PRESENT VIA TELEPHONE: Amanda Fry, Hensel Phelps; Sandra Kilgore, Asheville City Council; and a couple others not identified

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

EMPLOYEE RECOGNITIONS: The Chair recognized Jeremy Arthur with a service award and gift for his 20 years of service with the Authority.

The Director recognized Public Safety Officer Dustin Irvin for his Advanced Law Enforcement Certificate. The Chair and Chief Sales presented PSO Irvin with the framed certificate and the Board congratulated PSO Irvin on this significant achievement.

PRESENTATIONS: None

FINANCIAL REPORT: A review of enplanements, aircraft operations, and general aviation activity for the month of November was provided by the Director. The Director stated that the airport should expect to see the year end with 87% to 89% of the passenger traffic from 2019. The Director also provided a comparison of enplanements from April through November of 2021 to April through November of 2019. Janet Burnette reported on the financial activity for the month of November.

CONSENT ITEMS: The Chair stated that with only two Board Members present in person, Consent Item B, Approve the Greater Asheville Regional Airport Authority December 10, 2021 Closed Session Minutes, would be pulled from the agenda for approval at the February Board meeting.

A. Approve the Greater Asheville Regional Airport Authority December 10, 2021 Regular Meeting Minutes: Mr. Ricker moved to approve the Greater Asheville Regional Airport Authority December 10, 2021 Regular Meeting Minutes. Mr. Galbraith seconded the motion and it carried unanimously.

OLD BUSINESS: None

NEW BUSINESS:

A. Approve Purchase of Insurance Services for Terminal Building Modernization and Expansion Project: Michael Reisman advised the Board that the Terminal Building Modernization and Expansion Project requires specialized insurance coverages and staff has been working with McGriff Insurance Services, Inc. ("McGriff") and Hensel Phelps to put together an insurance plan. The Authority will provide an Owners Controlled Insurance Program ("OCIP") and Hensel Phelps will provide Builders Risk coverage as well as all other customary lines of insurance as the contractor. Mr. Reisman then highlighted the advantages of the OCIP and reported that the overall insurance program coverage is estimated to be \$2,650,800.00. This cost is based on quotes obtained by McGriff as well as anticipated adjustments to overall construction costs which will not be finalized until mid-2022. The funds for this coverage are already included in the current fiscal year capital budget for the terminal project. Mr. Reisman advised the Board that the dollar figures contained in the supporting documentation in the agenda package do not match the estimated amount of \$2,650,800.00; and explained that the quotes were based on a lower overall construction cost. The \$2.6 million figure

is based on the current estimated construction cost using the insurance formula provided by McGriff. The actual premiums will be determined when the coverage is actually bound.

A question was asked with regard to the premiums for the coverage fluctuating based upon the cost of construction. Mr. Reisman responded that he believed the payment would be made once, but that there may be some adjustments at the conclusion of the project based on the final project costs. The Board suggested staff determine if the OCIP contains inflationary clauses, and if there are no inflationary clauses staff should determine what the true-up entails. Mr. Reisman confirmed that this would be verified and relayed back to the Board.

Mr. Apodaca moved to approve the purchase of insurance services for the Terminal Building Modernization and Expansion Project from McGriff Insurance Services, Inc. and authorize the Executive Director to execute the necessary documents. Mr. Galbraith seconded the motion and it carried unanimously.

B. Approval of Amendments to Standard Form of Agreement Between Owner and Construction Manager as Constructor (AIA Document A133-2019) with Hensel Phelps Construction Company for Terminal Building Modernization and Expansion Project:

Jared Merrill reported that staff has been working with Hensel Phelps to price Component Guaranteed Maximum Price (CGMP) No. 1 which includes relocation of the airfield lighting vault, demolition of the cargo building, infrastructure improvements and development allowance for the laydown area/jobsite trailers, etc. This phase of work was bid in October of 2021. The cost of the laydown area/jobsite trailers will be competitively bid once those plans are complete and is included as a line-item allowance. Mr. Merrill stated that the cost for these services has been negotiated with Hensel Phelps for a total of \$6,837,490.00 (\$6,215,900.00 plus a ten percent overall allowance of \$621,590.00). Of this, staff anticipates \$4,164,653 to be paid with FAA AIP funds and the remaining \$2,672,837.00 with airport funds which are included in the current fiscal year capital budget.

Mr. Merrill further stated that AIA Document A133-2019 Exhibit A-1 in the agenda package amends the Standard Form of Agreement to include CGMP No. 1 as outlined above. It also includes an amendment to Section 6.1.2 of the Agreement and sets the Construction Manager's Fee for all phases and components of the project at 3.0% of the cost of work. Additionally, in the Agreement dated December 11, 2020, AIA Document A133-2019 Exhibit B was included to detail insurance coverage requirements. Several changes were agreed upon with regard to the insurance coverage, and with the OCIP just approved by the Board, an amended Exhibit B has also been included in the agenda package.

Mr. Ricker moved to approve the contract amendments included in Exhibit A-1 in the amount of \$6,837,490.00 and Exhibit B; and authorize the Executive Director to execute the necessary documents. Mr. Apodaca seconded the motion and it carried unanimously.

C. Approval of Scope of Services No. 5 with AVCON Engineers and Planners, Inc. for Stormwater Improvement Design Services: Jared Merrill informed the Board that a number of areas on airport property require constant maintenance or temporary repairs for stormwater and erosion and sediment control ("E&S"). The Authority will continue to address the same repairs until a permanent remedy is completed. Staff has worked with AVCON to develop plans to design permanent repairs through modifications to stormwater and E&S measures. The total cost for this design is \$205,000.00, will be paid for utilizing airport funds, and has been accounted for in the current fiscal year capital budget.

Mr. Merrill reported that the scope of work for this project also includes an update to the airport's Stormwater Pollution Prevention Plan and Spill Prevention Control and Countermeasures Plan that were last updated in 2016. Updates to these plans are necessary to meet State requirements and accurately reflect the current stormwater infrastructure on the airport.

Ms. Russo Klein moved to approve Scope of Services No. 5 with AVCON Engineers and Planners, Inc. in the amount of \$205,000.00 and authorize the Executive Director to execute the necessary documents. Mr. Ricker seconded the motion and it carried unanimously.

DIRECTOR'S REPORT: The Director stated that he had an additional item to address that was not included on the agenda.

A. FAA Funding: The Director reported that the recently passed infrastructure bill is being disseminated throughout the country and the FAA will have \$25 billion with \$15 billion allotted for airport capital improvement projects. The airport will receive \$4.3 million a year for the next five years for a total of a little over \$21 million. This is in addition to the normal AIP entitlement funding the airport receives each year and will most likely be allocated to the terminal expansion project or air traffic control tower project.

B. Update to Independent Authority Legislation: The Director informed the Board that the legislation that created the independent authority has been modified to incorporate ownership and operation of the golf course by the airport. The Director recognized Mr. Apodaca for his assistance in getting this matter included in the legislation.

C. Sr. Staff Resignation: The Director advised the Board that Lisa (Jump) Hartz, Director of Administration and HR, has tendered her resignation and her final day was January 5th.

INFORMATION SECTION: No comments

PUBLIC AND TENANTS COMMENTS: None

CALL FOR NEXT MEETING: The Chair stated that the next regular meeting of the Board will be held on February 18, 2022.

AUTHORITY MEMBER REPORTS: A question was raised by the Board with respect to the percentage of available passenger parking spots and a discussion followed regarding additional parking possibilities. Mr. Reisman mentioned that the scope of service for the Master Plan update includes an examination of the parking and to address this as part of the program.

CLOSED SESSION: None

ADJOURNMENT: Mr. Apodaca moved to adjourn the meeting at 9:18 a.m. Ms. Russo Klein seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Matthew C. Burril
Chair



MEMORANDUM

TO: Members of the Airport Authority

FROM: Michael A. Reisman, A.A.E.
Deputy Executive Director

DATE: February 18, 2022

ITEM DESCRIPTION – Consent Item C

Approve Change Order No. 1 to Contract with Hensel Phelps Construction Company

BACKGROUND

The Authority entered into a contract with Hensel Phelps Construction Company on December 11, 2020, for Construction Manager at Risk Services associated with planning and construction of the Terminal Modernization Project. Component Guaranteed Maximum Price No. 1 was approved by the Board at its January 2022 meeting. Over the course of Pre-Construction Services, several changes were made to the manner in which the Authority and Hensel Phelps are handling certain items contained within the general provisions of the contract. These changes were determined to be mutually beneficial to the Authority and the project in general. In order to ensure moving forward with the project that the contract provisions are consistent with the changes agreed upon, Change Order No. 1 is presented, which contains the contract provisions that are being amended in the December 11, 2020 contract documents. These contract provision changes include:

1. Reduction of retainage from 10 percent to 5 percent in accordance with North Carolina state statutes.
2. Change from an Initial and Final Guaranteed Maximum Price (IGMP and FGMP) model, to a Component Guaranteed Maximum Price (CGMP) model.

ISSUES

None.

Consent Item - C



ALTERNATIVES

The change in retainage is intended to be consistent with state requirements. The Board could elect to remain with the IGMP and FGMP model, which would affect the scheduling and anticipated progress of the overall project. It would also affect the cost of the project by not permitting the Authority to lock in certain prices early in the program which could escalate before an FGMP can be agreed upon.

FISCAL IMPACT

There is no fiscal impact associated with this action.

RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to (1) approve Change Order No. 1 to the contract with Hensel Phelps Construction Company (2) Authorize the Executive Director to sign the necessary documents.



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 <i>(Firm name)</i>	CONTRACTOR <i>(Firm name)</i>	OWNER <i>(Firm name)</i>
SIGNATURE	SIGNATURE	SIGNATURE
N/A		Lew Bleiweis, A.A.E., Executive Director
PRINTED NAME AND TITLE	PRINTED NAME AND TITLE	PRINTED NAME AND TITLE
DATE	DATE	DATE



MEMORANDUM

TO: Members of the Airport Authority

FROM: Lew Bleiweis, A.A.E.
Executive Director

DATE: February 18, 2022

ITEM DESCRIPTION – Consent Item D

Approve Grant of Easement to Duke Energy Progress, Inc. (DEP), A North Carolina LLC, for Electrical Lines

BACKGROUND

The final work in closing out the Airfield Re-development Project is the installation of power for the permanently relocated Runway 35 Instrument Landing System Glideslope antenna site. This system has been operating off an interim feed from the service location installed for the temporary runway for the past year. The pathway for permanent power to the equipment requires an easement be granted to DEP.

ISSUES

None.

ALTERNATIVES

None. The permanent power feed to the Glideslope site is a requirement to complete this part of the project. An easement is required for DEP to provide that service.

FISCAL IMPACT

None.

Consent Item - D



RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to (1) approve the grant of an Easement to DEP for an electrical power run on the westside of the airport to serve the Runway 35 Glideslope site; and (2) Authorize the Executive Director to sign the necessary documents.

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

Parcel # 96435232840000

EASEMENT

State of North Carolina

County of Buncombe

THIS EASEMENT ("**Easement**") is made this ____ day of _____, 20____, from **GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY**, a Body corporate and politic in the State of North Carolina ("**Grantor**", whether one or more), to **DUKE ENERGY PROGRESS, LLC**, a North Carolina limited liability company ("**Grantee**").

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

Grantor is the owner of that certain property described as Tract 1 in that instrument recorded in Deed Book 5565, Page 1196, Buncombe County Register of Deeds ("**Property**").

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

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

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

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

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

IN WITNESS WHEREOF, Grantor has signed this Easement under seal effective this ____ day of _____, 20____.

**GREATER ASHEVILLE REGIONAL AIRPORT
AUTHORITY**
a Body corporate and politic in the State of North Carolina

Low Bleiweis, Executive Director (SEAL)

STATE OF _____

COUNTY OF _____

I, _____, a Notary Public of _____ County, State of _____, certify that Low Bleiweis, as Executive Director of GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY, a Body corporate and politic in the State of North Carolina, personally appeared before me this day and acknowledged the due execution of the foregoing EASEMENT.

Witness my hand and notarial seal, this ____ day of _____, 20____.



Notary Public: _____
Commission expires: _____

EXHIBIT A

Asheville Jet
PIN#96435232841L0001
282 Wright Brothers Way

INSTALL
PADMOUNT

UG
PRIMARY-
DEPICTED
AS RED
DOTTED
LINE

EXISTING PMT
1ANG21

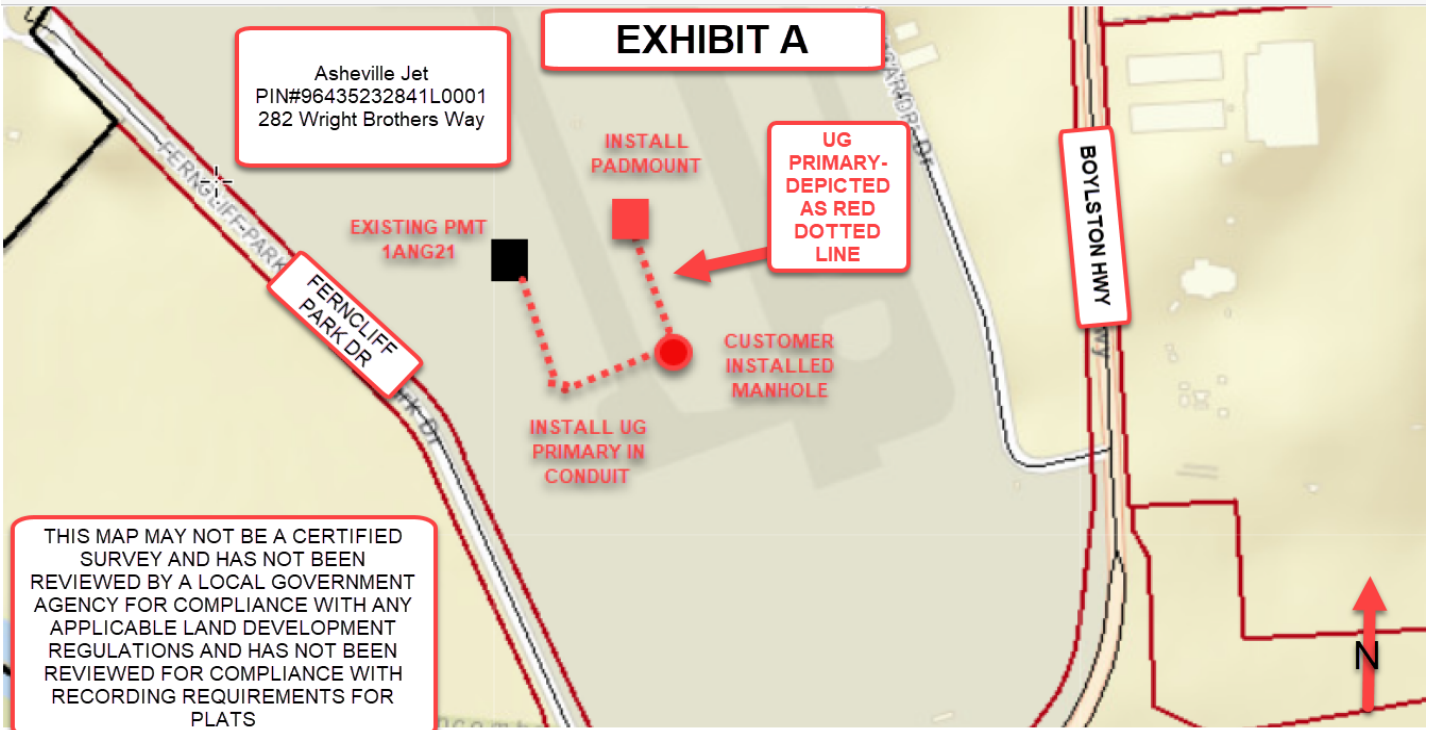
CUSTOMER
INSTALLED
MANHOLE

INSTALL UG
PRIMARY IN
CONDUIT

BOYLSTON HWY

FERNCLIFF
PARK DR

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





MEMORANDUM

TO: Members of the Airport Authority

FROM: Lew Bleiweis, A.A.E., Executive Director

DATE: February 18, 2022

ITEM DESCRIPTION – New Business Item A

Approval to Unseal Closed Session Minutes

BACKGROUND

The Board approved the Disposition of Authority Board Closed Session Minutes Policy at the April 15, 2011 Authority Board Meeting. The policy provides for the review of the preceding year's Closed Session Minutes at the first Authority Board meeting of each calendar year.

The Director has reviewed those Closed Session Minutes and has provided a recommendation for the unsealing of those certain minutes. The minutes recommended to be unsealed are of a business matter that have come to fruition and are no longer of a confidential nature.

ISSUES

None

ALTERNATIVES

The Board can decide to keep all Closed Session Minutes sealed.

FISCAL IMPACT

None

RECOMMENDED ACTION

It is respectfully requested that the Greater Asheville Regional Airport Authority Board resolve to unseal those portions of Closed Session Minutes as designated and recommended by the Executive Director.

New Business – Item A



MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance and Accounting

DATE: February 18, 2022

ITEM DESCRIPTION – New Business Item B

Approval of Amendment to the FY21/22 Budget

BACKGROUND

Amounts used in the FY21/22 budget preparation for purchases of capital items were based on quotes obtained several months ago. In the recent economic climate, costs have increased and the previously obtained quotes are no longer valid. The budget for the internet firewall is \$25,000 but the cost is actually \$26,915, an increase of \$1,915. The budget for the mower deck replacement is \$38,000, but the cost is \$47,284, an increase of \$9,284. Staff will attempt to reduce this cost by looking for alternative options, if available. We had also budgeted \$31,606 for the replacement of two vehicles, but this budget was based on quotes obtained in FY2020 and trade-in values had decreased. With the available budget, only one vehicle could be purchased and upfitted for Public Safety. There is currently a shortage of available trucks, so we are now proposing to purchase a Ford Expedition, without a trade-in, for a cost of \$41,000.

In total, a budget adjustment in the amount of \$52,199 would be needed for these purchases.

ISSUES

None.

New Business – Item B



ALTERNATIVES

None

FISCAL IMPACT

The budget amendment will increase FY21/22 budgeted revenues by \$52,199 and expenditures by \$52,199.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to amend the FY2021/2022 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 30,2022:

Section 1. To amend the appropriations as follows:

EXPENDITURES:

	<u>Decrease</u>	<u>Increase</u>
Capital – Renewal/Replacement	\$ <u>0</u>	\$ <u>52,199</u>
Totals	\$ <u>0</u>	\$ <u>52,199</u>

This will result in a net increase of \$52,199 in the appropriations. Revenues will be revised as follows:



REVENUES:

	<u>Decrease</u>	<u>Increase</u>
Transfer from GARAA Cash	\$ <u>0</u>	\$ <u>52,199</u>
Totals	\$ <u>0</u>	\$ <u>52,199</u>

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

Adopted this 18th day of February, 2022.

Matthew C. Burrell, Chair

Attested by:

Ellen Heywood, Clerk to the Board



MEMORANDUM

TO: Members of the Airport Authority

FROM: Lew Bleiweis, A.A.E., Executive Director

DATE: February 18, 2022

ITEM DESCRIPTION – Information Section Item A

December, 2021 Traffic Report – Asheville Regional Airport

SUMMARY

December, 2021 overall passenger traffic numbers were up 111.9% compared to the same period last year. Passenger traffic numbers reflect a 114.2% increase in passenger enplanements from December, 2020. Enplanements for Fiscal Year to Date total 448,253, which is a 139.1% increase over the same period last year.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in December 2021 were up by 118.0%. There were twenty-three flight cancellations for the month.

American Airlines: American's December 2021 passenger enplanements represent an 82.4% increase over the same period last year. There was one flight cancellation for the month.

Delta Airlines: Enplanements for Delta in December 2021 increased by 135.5%. There were no flight cancellations for the month.

United Airlines: In December 2021, United Airlines saw an increase in enplanements by 108.3% over the same period last year. There was one flight cancellation for the month.

Monthly Traffic Report Asheville Regional Airport

December 2021



Category	Dec 2021	Dec 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change	*MOV12-2021	*MOV12-2020	Percentage Change
Passenger Traffic									
Enplaned	63,288	29,543	114.2%	716,015	354,408	102.0%	716,015	354,408	102.0%
Deplaned	<u>63,388</u>	<u>30,229</u>	109.7%	<u>712,251</u>	<u>350,564</u>	103.2%	<u>712,251</u>	<u>350,564</u>	103.2%
Total	126,676	59,772	111.9%	1,428,266	704,972	102.6%	1,428,266	704,972	102.6%
Aircraft Operations									
Airlines	1,094	955	14.6%	14,103	9,341	51.0%	14,103	9,341	51.0%
Commuter/ Air Taxi	<u>788</u>	<u>544</u>	44.9%	12,588	7,515	67.5%	12,588	7,515	67.5%
Subtotal	<u>1,882</u>	<u>1,499</u>	25.6%	<u>26,691</u>	<u>16,856</u>	58.3%	<u>26,691</u>	<u>16,856</u>	58.3%
General Aviation	3,342	3,069	8.9%	44,645	39,021	14.4%	44,645	39,021	14.4%
Military	<u>505</u>	<u>272</u>	85.7%	<u>4,402</u>	<u>2,327</u>	89.2%	<u>4,402</u>	<u>2,327</u>	89.2%
Subtotal	<u>3,847</u>	<u>3,341</u>	15.1%	<u>49,047</u>	<u>41,348</u>	18.6%	<u>49,047</u>	<u>41,348</u>	18.6%
Total	5,729	4,840	18.4%	75,738	58,204	30.1%	75,738	58,204	30.1%
Fuel Gallons									
100LL	16,108	8,043	100.3%	183,510	143,816	27.6%	183,510	143,816	27.6%
Jet A (GA)	89,463	119,569	-25.2%	1,853,002	1,216,675	52.3%	1,853,002	1,216,675	52.3%
Subtotal	<u>105,571</u>	<u>127,612</u>	-17.3%	<u>2,036,512</u>	<u>1,360,491</u>	49.7%	<u>2,036,512</u>	<u>1,360,491</u>	49.7%
Jet A (A/L)	<u>598,271</u>	<u>403,779</u>	48.2%	<u>7,918,931</u>	<u>4,148,445</u>	90.9%	<u>7,918,931</u>	<u>4,148,445</u>	90.9%
Total	703,842	531,391	32.5%	9,955,443	5,508,936	80.7%	9,955,443	5,508,936	80.7%

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

Thursday, January 20, 2022

Airline Enplanements, Seats, and Load Factors

Asheville Regional Airport

December 2021



	Dec 2021	Dec 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change
Allegiant Air						
Enplanements	31,446	14,428	118.0%	335,365	169,708	97.6%
Seats	41,448	22,812	81.7%	477,633	280,899	70.0%
Load Factor	75.9%	63.2%	20.0%	70.2%	60.4%	16.2%
American Airlines						
Enplanements	14,499	7,948	82.4%	190,510	96,698	97.0%
Seats	16,952	13,952	21.5%	255,503	165,320	54.6%
Load Factor	85.5%	57.0%	50.1%	74.6%	58.5%	27.5%
Delta Air Lines						
Enplanements	11,664	4,952	135.5%	121,682	56,067	117.0%
Seats	13,936	11,172	24.7%	170,168	112,335	51.5%
Load Factor	83.7%	44.3%	88.8%	71.5%	49.9%	43.3%
Spirit Airlines						
Enplanements	0	0	#Num!	0	5,505	-100.0%
Seats	0	0	#Num!	0	10,614	-100.0%
Load Factor	#Num!	#Num!	#Type!	#Num!	51.9%	#Type!
Sun Country						
Enplanements	1,065	0	#Div/0!	3,121	0	#Div/0!
Seats	1,674	0	#Div/0!	5,022	0	#Div/0!
Load Factor	63.6%	#Num!	#Type!	62.1%	#Num!	#Type!
United Airlines						
Enplanements	4,614	2,215	108.3%	65,337	26,430	147.2%
Seats	5,300	4,550	16.5%	82,826	55,258	49.9%
Load Factor	87.1%	48.7%	78.8%	78.9%	47.8%	64.9%

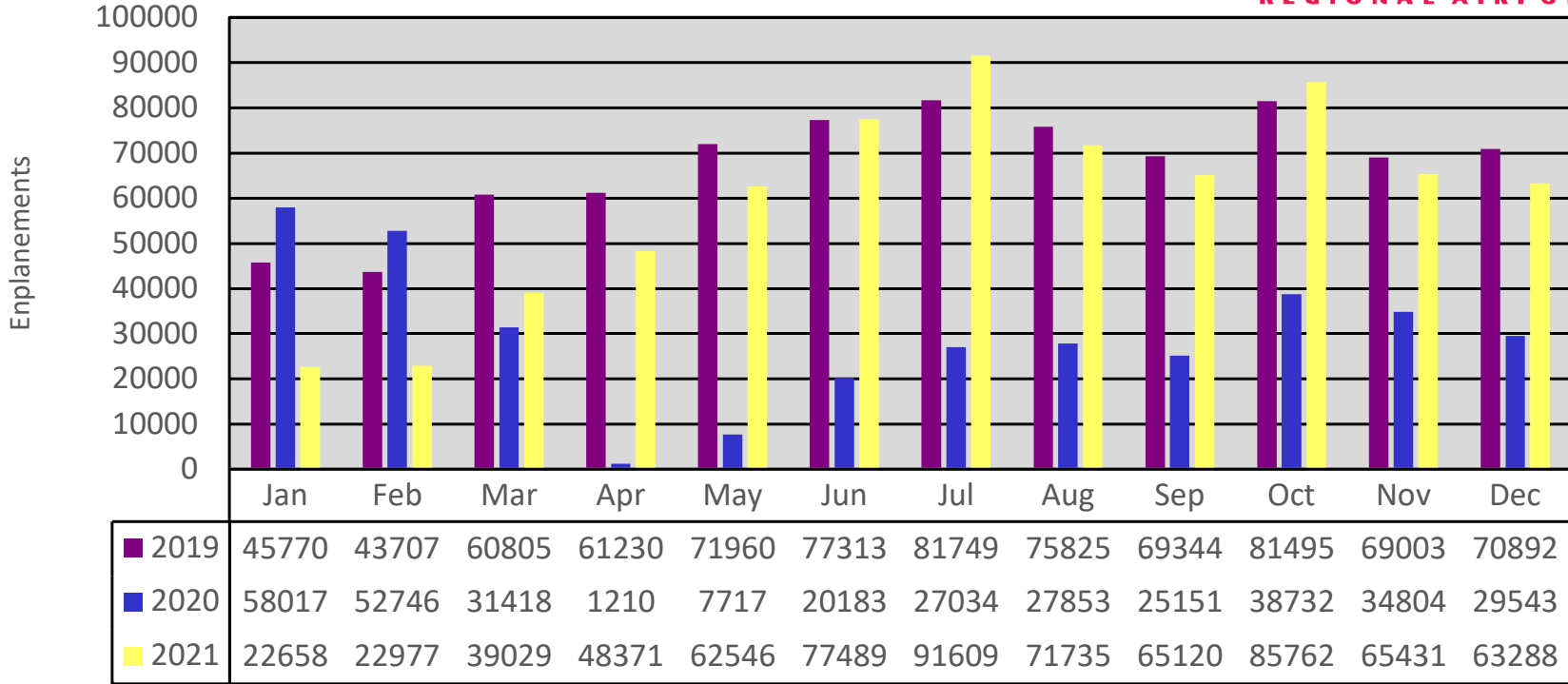
	Dec 2021	Dec 2020	Percentage Change	*CYTD-2021	*CYTD-2020	Percentage Change
Totals						
Enplanements	63,288	29,543	114.2%	716,015	354,408	102.0%
Seats	79,310	52,486	51.1%	991,152	624,426	58.7%
Load Factor	79.8%	56.3%	41.8%	72.2%	56.8%	27.3%

Airline Flight Completions Asheville Regional Airport December 2021

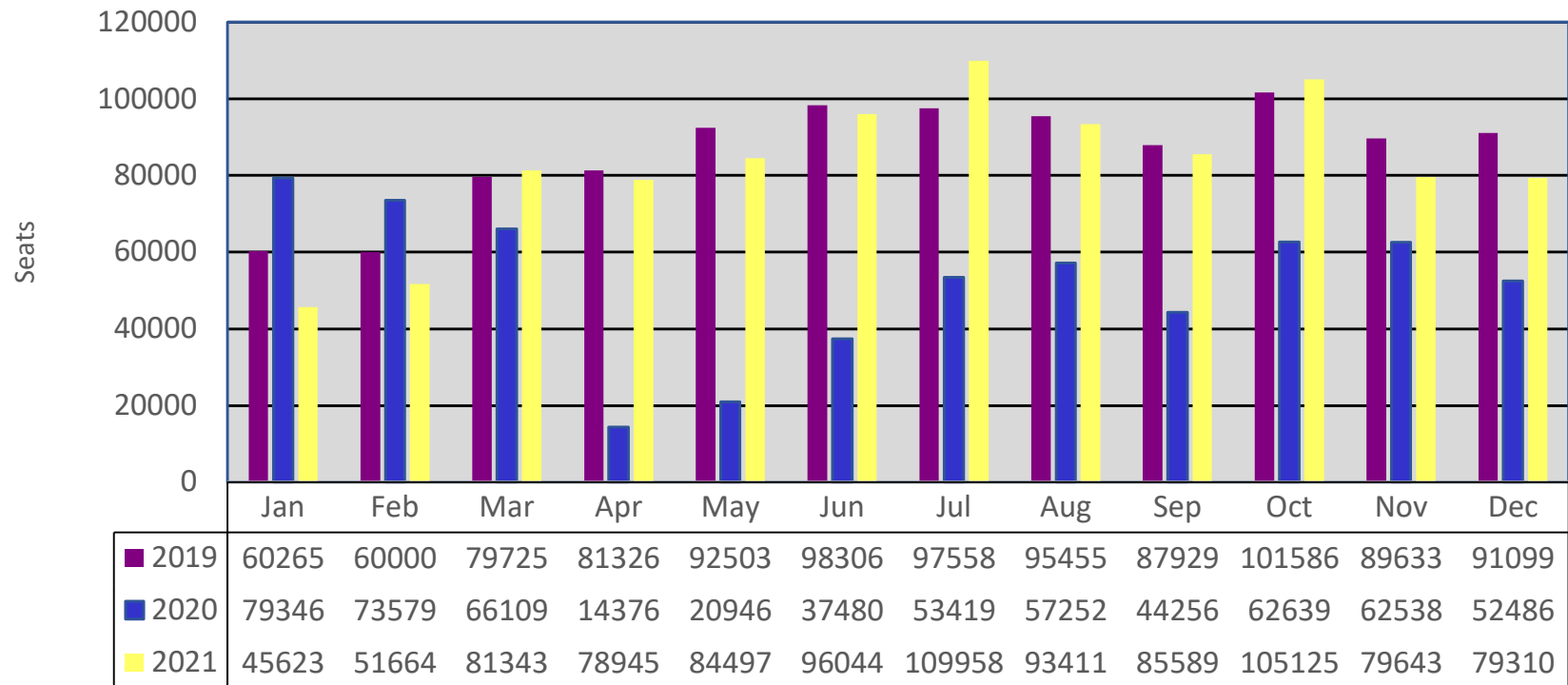


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Allegiant Air	267	0	0	23	0	23	91.4%
American Airlines	244	0	0	1	0	1	99.6%
Delta Air Lines	143	0	0	0	0	0	100.0%
Sun Country	9	0	0	0	0	0	100.0%
United Airlines	107	0	1	0	0	1	99.1%
Total	770	0	1	24	0	25	96.8%

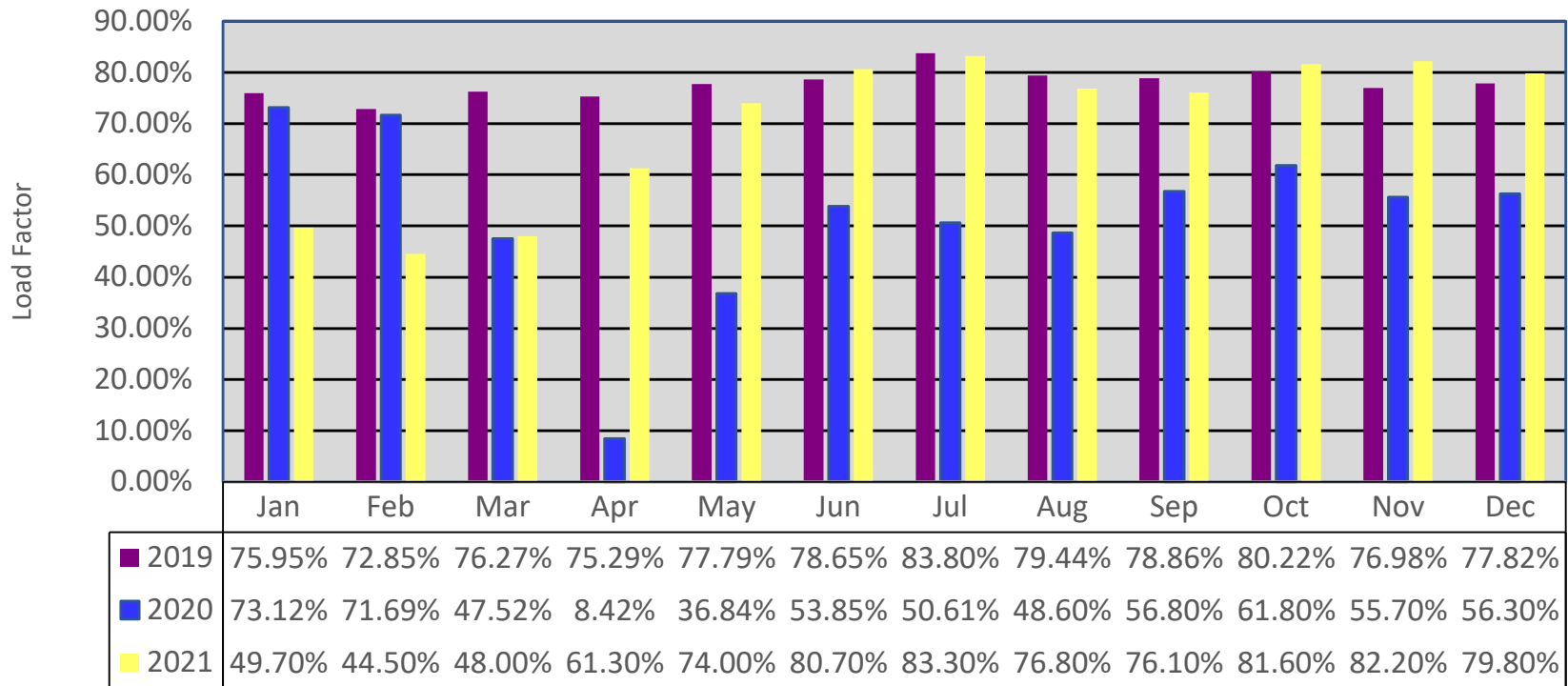
Monthly Enplanements By Year Asheville Regional Airport



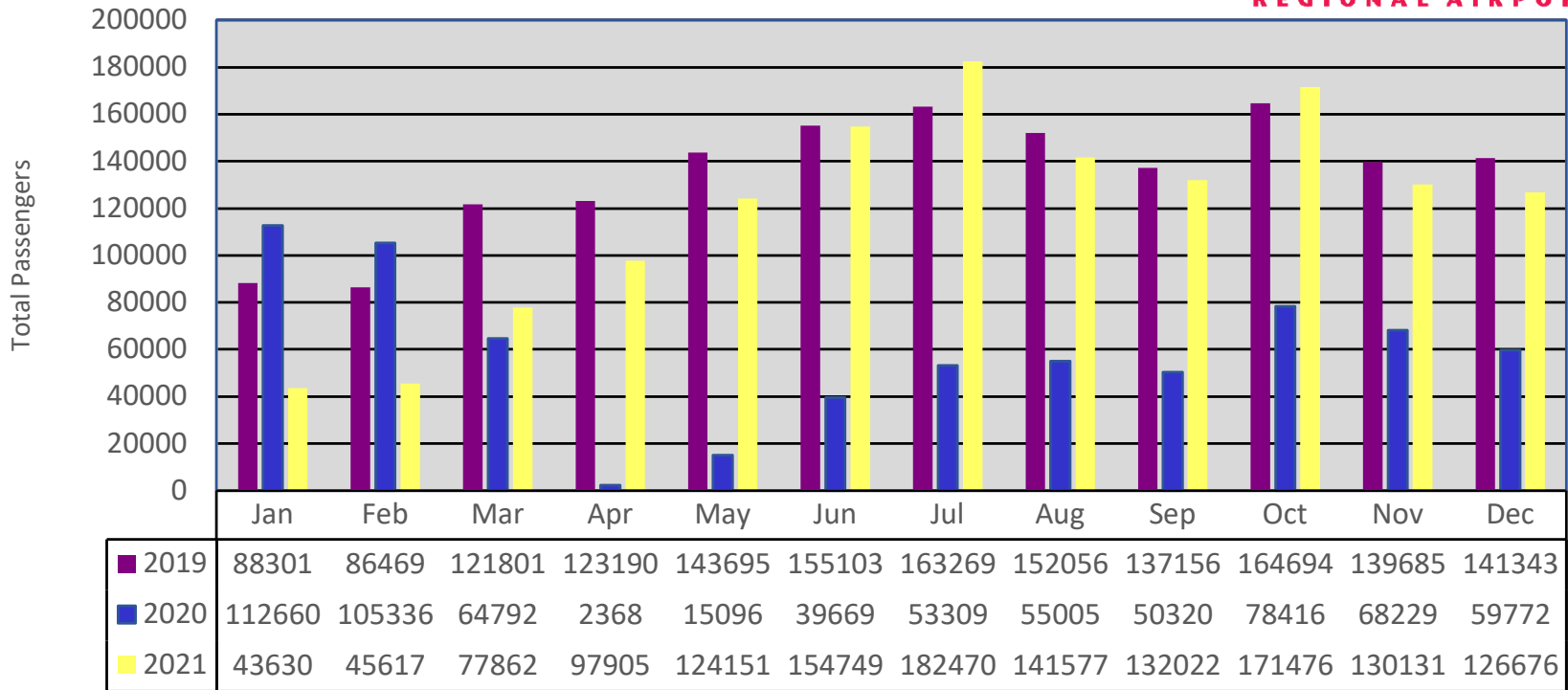
Monthly Seats By Year Asheville Regional Airport



Monthly Load Factors By Year Asheville Regional Airport

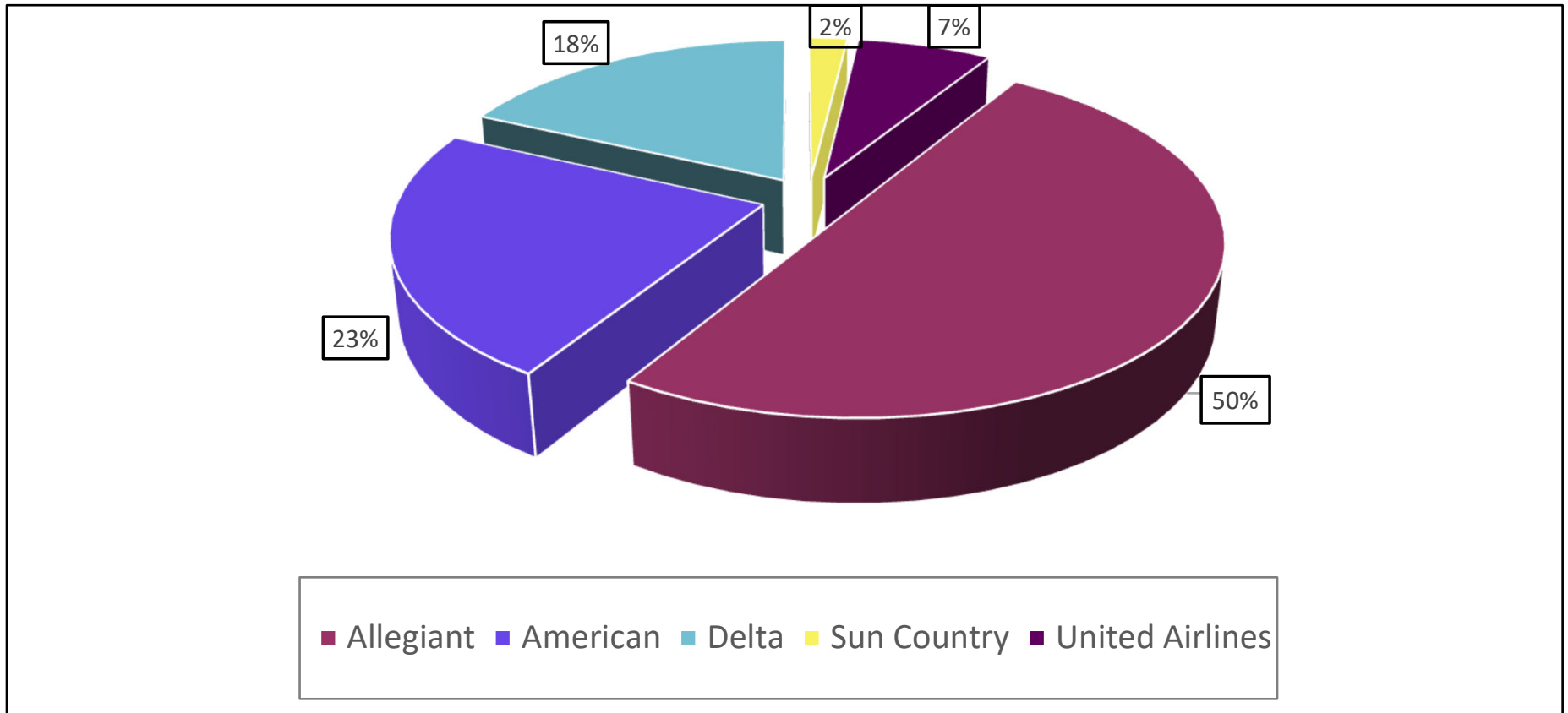


Total Monthly Passengers By Year Asheville Regional Airport



Airline Market Share Analysis (Enplanements) Asheville Regional Airport

Report Period From December 2021 Through December 2021



AVL - Three month schedule Summary Report
 March 2022 to May 2022 vs. March 2021 to May 2021 vs. March 2020 to May 2020
 31-Jan-22

Mkt	AI	Travel Period		Mar 2022		Mar 2021		Mar 2020		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY	
		Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-CLT	AVL	CLT	38	2,888	46	3,364	46	2,909	(8)	(476)	(17.4%)	(14.1%)	(8)	(21)	(17.4%)	(0.7%)
AA	CLT-AVL	CLT	AVL	38	2,888	46	3,364	46	2,909	(8)	(476)	(17.4%)	(14.1%)	(8)	(21)	(17.4%)	(0.7%)
AA	AVL-DCA	AVL	DCA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	DCA-AVL	DCA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-DFW	AVL	DFW	7	532	14	1,064	14	1,064	(7)	(532)	(50.0%)	(50.0%)	(7)	(532)	(50.0%)	(50.0%)
AA	DFW-AVL	DFW	AVL	7	532	14	1,064	14	1,064	(7)	(532)	(50.0%)	(50.0%)	(7)	(532)	(50.0%)	(50.0%)
AA	AVL-LGA	AVL	LGA	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	LGA-AVL	LGA	AVL	0	0	0	0	2	152	0	0	-	-	(2)	(152)	(100.0%)	(100.0%)
AA	AVL-ORD	AVL	ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-PHL	AVL	PHL	0	0	0	0	14	987	0	0	-	-	(14)	(987)	(100.0%)	(100.0%)
AA	PHL-AVL	PHL	AVL	0	0	0	0	14	987	0	0	-	-	(14)	(987)	(100.0%)	(100.0%)
DL	AVL-ATL	AVL	ATL	32	3,520	39	2,964	48	3,151	(7)	556	(17.9%)	18.8%	(16)	369	(33.3%)	11.7%
DL	ATL-AVL	ATL	AVL	32	3,520	39	2,964	48	3,151	(7)	556	(17.9%)	18.8%	(16)	369	(33.3%)	11.7%
DL	AVL-LGA	AVL	LGA	13	916	0	0	0	0	13	916	-	-	13	916	-	-
DL	LGA-AVL	LGA	AVL	13	916	0	0	0	0	13	916	-	-	13	916	-	-
G4	AUS-AVL	AUS	AVL	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-AUS	AVL	AUS	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-BOS	AVL	BOS	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	BOS-AVL	BOS	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-BWI	AVL	BWI	2	354	2	312	2	312	0	42	0.0%	13.5%	0	42	0.0%	13.5%
G4	BWI-AVL	BWI	AVL	2	354	2	312	2	312	0	42	0.0%	13.5%	0	42	0.0%	13.5%
G4	AVL-DEN	AVL	DEN	2	354	2	354	1	177	0	0	0.0%	0.0%	1	177	100.0%	100.0%
G4	DEN-AVL	DEN	AVL	2	354	2	354	1	177	0	0	0.0%	0.0%	1	177	100.0%	100.0%
G4	AVL-EWR	AVL	EWR	4	666	2	354	2	354	2	312	100.0%	88.1%	2	312	100.0%	88.1%
G4	EWR-AVL	EWR	AVL	4	666	2	354	2	354	2	312	100.0%	88.1%	2	312	100.0%	88.1%
G4	AVL-EYW	AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	FLL	17	2,883	19	3,363	19	3,363	(2)	(480)	(10.5%)	(14.3%)	(2)	(480)	(10.5%)	(14.3%)
G4	FLL-AVL	FLL	AVL	17	2,883	19	3,363	19	3,363	(2)	(480)	(10.5%)	(14.3%)	(2)	(480)	(10.5%)	(14.3%)
G4	AVL-HOU	AVL	HOU	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	HOU-AVL	HOU	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-LAS	AVL	LAS	2	342	2	354	0	0	0	(12)	0.0%	(3.4%)	2	342	-	-
G4	LAS-AVL	LAS	AVL	2	342	2	354	0	0	0	(12)	0.0%	(3.4%)	2	342	-	-
G4	AVL-MDW	AVL	MDW	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	MDW-AVL	MDW	AVL	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-MSP	AVL	MSP	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	MSP-AVL	MSP	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-PBI	AVL	PBI	2	312	2	354	2	354	0	(42)	0.0%	(11.9%)	0	(42)	0.0%	(11.9%)
G4	PBI-AVL	PBI	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	PGD	5	801	3	531	3	489	2	270	66.7%	50.8%	2	312	66.7%	63.8%
G4	PGD-AVL	PGD	AVL	5	801	3	531	3	489	2	270	66.7%	50.8%	2	312	66.7%	63.8%
G4	AVL-PIE	AVL	PIE	10	1,773	9	1,593	9	1,530	1	180	11.1%	11.3%	1	243	11.1%	15.9%
G4	PIE-AVL	PIE	AVL	10	1,773	9	1,593	9	1,530	1	180	11.1%	11.3%	1	243	11.1%	15.9%
G4	AVL-SFB	AVL	SFB	10	1,731	11	1,863	13	2,196	(1)	(132)	(9.1%)	(7.1%)	(3)	(465)	(23.1%)	(21.2%)
G4	SFB-AVL	SFB	AVL	10	1,731	11	1,863	13	2,196	(1)	(132)	(9.1%)	(7.1%)	(3)	(465)	(23.1%)	(21.2%)
G4	AVL-SRQ	AVL	SRQ	2	333	2	354	2	354	0	(21)	0.0%	(5.9%)	0	(21)	0.0%	(5.9%)
G4	SRQ-AVL	SRQ	AVL	2	333	2	354	2	354	0	(21)	0.0%	(5.9%)	0	(21)	0.0%	(5.9%)
G4	AVL-VPS	AVL	VPS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	VPS-AVL	VPS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-GSO	AVL	GSO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL	MCO	0	0	0	0	5	725	0	0	-	-	(5)	(725)	(100.0%)	(100.0%)
NK	MCO-AVL	MCO	AVL	0	0	0	0	5	725	0	0	-	-	(5)	(725)	(100.0%)	(100.0%)
SY	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	EWR	7	350	0	0	0	0	7	350	-	-	7	350	-	-
UA	EWR-AVL	EWR	AVL	7	350	0	0	0	0	7	350	-	-	7	350	-	-
UA	AVL-IAD	AVL	IAD	0	0	12	600	14	700	(12)	(600)	(100.0%)	(100.0%)	(14)	(700)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	AVL	0	0	12	600	14	700	(12)	(600)	(100.0%)	(100.0%)	(14)	(700)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	ORD	14	700	11	550	14	700	3	150	27.3%	27.3%	0	0	0.0%	0.0%
UA	ORD-AVL	ORD	AVL	14	700	11	550	14	700	3	150	27.3%	27.3%	0	0	0.0%	0.0%
Total				362	41,650	368	38,780	420	39,034	(6)	2,870	(1.6%)	7.4%	(58)	2,616	(13.8%)	6.7%

Mkt	AI	Travel Period		Apr 2022		Apr 2021		Apr 2020		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY	
		Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-CLT	AVL	CLT	35	2,219	40	2,930	42	2,733	(5)	(711)	(12.5%)	(24.3%)	(7)	(514)	-17%	-19%
AA	CLT-AVL	CLT	AVL	35	2,219	40	2,930	42	2,733	(5)	(711)	(12.5%)	(24.3%)	(7)	(514)	-17%	-19%
AA	AVL-DCA	AVL	DCA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	DCA-AVL	DCA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-DFW	AVL	DFW	7	532	14	1,064	7	532	(7)	(532)	(50.0%)	(50.0%)	0	0	0%	0%
AA	DFW-AVL	DFW	AVL	7	532	14	1,064	6	456	(7)	(532)	(50.0%)	(50.0%)	1	76	17%	17%
AA	AVL-LGA	AVL	LGA	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	LGA-AVL	LGA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-ORD	AVL	ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-PHL	AVL	PHL	0	0	7	350	7	455	(7)	(350)	(100.0%)	(100.0%)	(7)	(455)	-100%	-100%
AA	PHL-AVL	PHL	AVL	0	0	7	350	7	455	(7)	(350)	(100.0%)	(100.0%)	(7)	(455)	-100%	-100%
DL	ATL-AVL	ATL	AVL	32	3,520	41	2,960	15	1,446	(9)	560	(22.0%)	18.9%	17	2,074	113%	143%
DL	AVL-ATL	AVL	ATL	32	3,520	41	2,960	15	1,446	(9)	560	(22.0%)	18.9%	17	2,074	113%	143%
DL	AVL-LGA	AVL	LGA	13	916	0	0	0	0	13	916	-	-	13	916	-	-
DL	LGA-AVL	LGA	AVL	13	916	0	0	0	0	13	916	-	-	13	916	-	-
DL	AVL-MSP	AVL	MSP	1	132	0	0	0	0	1	132	-	-	1	132	-	-
DL	MSP-AVL	MSP	AVL	1	132	0	0	0	0	1	132	-	-	1	132	-	-
G4	AUS-AVL	AUS	AVL	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-AUS	AVL	AUS	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-BOS	AVL	BOS	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	BOS-AVL	BOS	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-BWI	AVL	BWI	2	354	2	354	2	312	0	0	0.0%	0.0%	0	42	0.0%	13.5%
G4	BWI-AVL	BWI	AVL	2	354	2	354	2	312	0	0	0.0%	0.0%	0	42	0.0%	13.5%
G4	AVL-DEN	AVL	DEN	2	354	1	177	0	0	1	177	100.0%	100.0%	2	354	-	-
G4	DEN-AVL	DEN	AVL	2	354	1	177	0	0	1	177	100.0%	100.0%	2	354	-	-
G4	AVL-EWR	AVL	EWR	4	666	3	531	3	531	1	135	33.3%	25.4%	1	135	33.3%	25.4%
G4	EWR-AVL	EWR	AVL	4	666	3	531	3	531	1	135	33.3%	25.4%	1	135	33.3%	25.4%
G4	AVL-EYW	AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	FLL	13	2,217	13	2,301	10	1,770	0	(84)	0.0%	(3.7%)	3	447	30.0%	25.3%
G4	FLL-AVL	FLL	AVL	13	2,217	13	2,301	10	1,770	0	(84)	0.0%	(3.7%)	3	447	30.0%	25.3%
G4	AVL-HOU	AVL	HOU	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	HOU-AVL	HOU	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-LAS	AVL	LAS	2	372	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	LAS-AVL	LAS	AVL	2	372	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	AVL-MDW	AVL	MDW	2	312	1	177	0	0	1	135	100.0%	76.3%	2	312	-	-
G4	MDW-AVL	MDW	AVL	2	312	1	177	0	0	1	135	100.0%	76.3%	2	312	-	-
G4	AVL-MSP	AVL	MSP	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	MSP-AVL	MSP	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-PBI	AVL	PBI	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	PBI-AVL	PBI	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	PGD	5	843	2	354	2	333	3	489	150.0%	138.1%	3	510	150.0%	153.2%
G4	PGD-AVL	PGD	AVL	5	843	2	354	2	333	3	489	150.0%	138.1%	3	510	150.0%	153.2%
G4	AVL-PIE	AVL	PIE	9	1,617	8	1,470	6	1,062	1	147	12.5%	10.0%	3	555	50.0%	52.3%
G4	PIE-AVL	PIE	AVL	9	1,617	8	1,470	6	1,062	1	147	12.5%	10.0%	3	555	50.0%	52.3%
G4	AVL-SFB	AVL	SFB	8	1,425	10	1,770	11	1,884	(2)	(345)	(20.0%)	(19.5%)	(3)	(459)	(27.3%)	(24.4%)
G4	SFB-AVL	SFB	AVL	8	1,425	10	1,770	11	1,884	(2)	(345)	(20.0%)	(19.5%)	(3)	(459)	(27.3%)	(24.4%)
G4	AVL-SRQ	AVL	SRQ	1	156	2	354	2	354	(1)	(198)	(50.0%)	(55.9%)	(1)	(198)	(50.0%)	(55.9%)
G4	SRQ-AVL	SRQ	AVL	1	156	2	354	2	354	(1)	(198)	(50.0%)	(55.9%)	(1)	(198)	(50.0%)	(55.9%)
G4	AVL-VPS	AVL	VPS	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	VPS-AVL	VPS	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
NK	AVL-GSO	AVL	GSO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL	MCO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	MCO-AVL	MCO	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
SY	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	EWR	7	350	0	0	0	0	7	350	-	-	7	350	-	-
UA	EWR-AVL	EWR	AVL	7	350	0	0	0	0	7	350	-	-	7	350	-	-
UA	AVL-IAD	AVL	IAD	0	0	12	600	7	350	(12)	(600)	(100.0%)	(100.0%)	(7)	(350)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	AVL	0	0	12	600	7	350	(12)	(600)	(100.0%)	(100.0%)	(7)	(350)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	ORD	14	700	11	550	0	0	3	150	27.3%	27.3%	14	700	-	-
UA	ORD-AVL	ORD	AVL	14	700	11	550	0	0	3	150	27.3%	27.3%	14	700	-	-
Total				346	38,818	354	35,424	231	24,156	(8)	3,394	(2.3%)	9.6%	115	14,662	49.8%	60.7%

Mkt	AI	Travel Period		May 2022		May 2021		May 2020		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY	
		Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AVL-BOS	AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	BOS-AVL	BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-CLT	AVL	CLT	49	3,570	47	3,286	21	1,596	2	284	4.3%	8.6%	28	1,974	133.3%	123.7%
AA	CLT-AVL	CLT	AVL	49	3,570	47	3,286	21	1,596	2	284	4.3%	8.6%	28	1,974	133.3%	123.7%
AA	AVL-DCA	AVL	DCA	1	76	1	65	0	0	0	11	0.0%	16.9%	1	76	-	-
AA	DCA-AVL	DCA	AVL	1	76	1	65	0	0	0	11	0.0%	16.9%	1	76	-	-
AA	AVL-DFW	AVL	DFW	28	2,128	14	1,064	7	532	14	1,064	100.0%	100.0%	21	1,596	300.0%	300.0%
AA	DFW-AVL	DFW	AVL	28	2,128	14	1,064	7	532	14	1,064	100.0%	100.0%	21	1,596	300.0%	300.0%
AA	AVL-LGA	AVL	LGA	0	0	1	65	0	0	(1)	(65)	(100.0%)	(100.0%)	0	0	-	-
AA	LGA-AVL	LGA	AVL	0	0	1	65	0	0	(1)	(65)	(100.0%)	(100.0%)	0	0	-	-
AA	AVL-ORD	AVL	ORD	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	ORD-AVL	ORD	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-PHL	AVL	PHL	7	455	6	300	0	0	1	155	16.7%	51.7%	7	455	-	-
AA	PHL-AVL	PHL	AVL	7	455	6	300	0	0	1	155	16.7%	51.7%	7	455	-	-
DL	ATL-AVL	ATL	AVL	35	3,850	48	3,310	7	532	(13)	540	(27.1%)	16.3%	28	3,318	400.0%	623.7%
DL	AVL-ATL	AVL	ATL	35	3,850	48	3,310	7	532	(13)	540	(27.1%)	16.3%	28	3,318	400.0%	623.7%
DL	AVL-LGA	AVL	LGA	13	916	7	490	0	0	6	426	85.7%	86.9%	13	916	-	-
DL	LGA-AVL	LGA	AVL	13	916	7	490	0	0	6	426	85.7%	86.9%	13	916	-	-
DL	AVL-MSP	AVL	MSP	1	132	0	0	0	0	1	132	-	-	1	132	-	-
DL	MSP-AVL	MSP	AVL	1	132	0	0	0	0	1	132	-	-	1	132	-	-
G4	AUS-AVL	AUS	AVL	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-AUS	AVL	AUS	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-BOS	AVL	BOS	2	333	2	354	0	0	0	(21)	0.0%	(5.9%)	2	333	-	-
G4	BOS-AVL	BOS	AVL	2	333	2	354	0	0	0	(21)	0.0%	(5.9%)	2	333	-	-
G4	AVL-BWI	AVL	BWI	2	354	2	354	2	372	0	0	0.0%	0.0%	0	(18)	0.0%	(4.8%)
G4	BWI-AVL	BWI	AVL	2	354	2	354	2	372	0	0	0.0%	0.0%	0	(18)	0.0%	(4.8%)
G4	AVL-DEN	AVL	DEN	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	DEN-AVL	DEN	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-EWR	AVL	EWR	4	708	2	354	2	354	2	354	100.0%	100.0%	2	354	100.0%	100.0%
G4	EWR-AVL	EWR	AVL	4	708	2	354	2	354	2	354	100.0%	100.0%	2	354	100.0%	100.0%
G4	AVL-EYW	AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	FLL	12	2,019	12	2,124	5	885	0	(105)	0.0%	(4.9%)	7	1,134	140.0%	128.1%
G4	FLL-AVL	FLL	AVL	12	2,019	12	2,124	5	885	0	(105)	0.0%	(4.9%)	7	1,134	140.0%	128.1%
G4	AVL-HOU	AVL	HOU	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	HOU-AVL	HOU	AVL	2	354	2	354	0	0	0	0	0.0%	0.0%	2	354	-	-
G4	AVL-LAS	AVL	LAS	2	372	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	LAS-AVL	LAS	AVL	2	372	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	AVL-MDW	AVL	MDW	2	333	2	354	0	0	0	(21)	0.0%	(5.9%)	2	333	-	-
G4	MDW-AVL	MDW	AVL	2	333	2	354	0	0	0	(21)	0.0%	(5.9%)	2	333	-	-
G4	AVL-MSP	AVL	MSP	2	333	0	0	0	0	2	333	-	-	2	333	-	-
G4	MSP-AVL	MSP	AVL	2	333	0	0	0	0	2	333	-	-	2	333	-	-
G4	AVL-PBI	AVL	PBI	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	PBI-AVL	PBI	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	PGD	4	696	2	354	2	333	2	342	100.0%	96.6%	2	363	100.0%	109.0%
G4	PGD-AVL	PGD	AVL	4	696	2	354	2	333	2	342	100.0%	96.6%	2	363	100.0%	109.0%
G4	AVL-PIE	AVL	PIE	7	1,266	6	1,116	4	726	1	150	16.7%	13.4%	3	540	75.0%	74.4%
G4	PIE-AVL	PIE	AVL	7	1,266	6	1,116	4	726	1	150	16.7%	13.4%	3	540	75.0%	74.4%
G4	AVL-SFB	AVL	SFB	7	1,248	8	1,374	4	687	(1)	(126)	(12.5%)	(9.2%)	3	561	75.0%	81.7%
G4	SFB-AVL	SFB	AVL	7	1,248	8	1,374	4	687	(1)	(126)	(12.5%)	(9.2%)	3	561	75.0%	81.7%
G4	AVL-SRQ	AVL	SRQ	2	333	2	354	2	354	0	(21)	0.0%	(5.9%)	0	(21)	0.0%	(5.9%)
G4	SRQ-AVL	SRQ	AVL	2	333	2	354	2	354	0	(21)	0.0%	(5.9%)	0	(21)	0.0%	(5.9%)
G4	AVL-VPS	AVL	VPS	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	VPS-AVL	VPS	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
NK	AVL-MCO	AVL	MCO	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	MCO-AVL	MCO	AVL	0	0	0	0	3	435	0	0	-	-	(3)	(435)	(100.0%)	(100.0%)
SY	AVL-MSP	AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	EWR	7	350	0	0	0	0	7	350	-	-	7	350	-	-
UA	EWR-AVL	EWR	AVL	7	350	0	0	0	0	7	350	-	-	7	350	-	-
UA	AVL-IAD	AVL	IAD	0	0	12	600	7	350	(12)	(600)	(100.0%)	(100.0%)	(7)	(350)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	AVL	0	0	12	600	7	350	(12)	(600)	(100.0%)	(100.0%)	(7)	(350)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	ORD	28	1,400	13	650	0	0	15	750	115.4%	115.4%	28	1,400	-	-
UA	ORD-AVL	ORD	AVL	28	1,400	13	650	0	0	15	750	115.4%	115.4%	28	1,400	-	-
Total				458	46,484	394	36,676	133	14,585	64	9,808	16.2%	26.7%	325	31,899	244.4%	218.7%



MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance & Accounting

DATE: February 18, 2022

ITEM DESCRIPTION – Information Section Item B

Greater Asheville Regional Airport – Explanation of Extraordinary Variances
 Month of December 2021

SUMMARY

Operating Revenues for the month of November were \$1,456,139, 46.1% over budget. Operating Expenses for the month were \$954,672, 8.2% under budget. As a result, Net Operating Revenues before Depreciation were \$501,467. Net Non-Operating Revenues were \$303,958, 0.3% under budget. CARES Act funding in the amount of \$139,228 and an airfield construction settlement in the amount of \$7,000,000 was also received, bringing Net Non-Operating Revenues to a total of \$7,443,187 which is 2,340.4% over budget.

Year-to-date Operating Revenues were \$10,131,396, 69.4% over budget. Year-to-date Operating Expenses were \$4,378,086, 29.8% under budget. Year-to-date Net Operating Revenues before Depreciation were \$5,753,310. Net Non-Operating Revenues for the year were \$12,986,843, 609.6% over budget.

REVENUES

Significant variations to budget for December were:

Term rentals – airlines	\$37,670	22.08%	Enplanements over budget
Concessions	\$67,397	187.43%	Enplanements over budget
Auto parking	\$216,205	63.85%	Enplanements over budget
Rental car-car rentals	\$108,404	86.72%	Enplanements over budget & increased rates
Landing fees	\$21,879	21.55%	Landings over budget
Other leases and fees	(\$12,909)	(63.02%)	Donations from Runway 5K paid

Information Section – Item B



EXPENSES

Significant variations to budget for December were:

Personnel services	\$146,831	23.49%	Three payrolls during month
Professional services	(\$25,645)	(45.61%)	Invoicing less than anticipated
Other contractual services	(\$97,824)	(75.51%)	Invoicing less than anticipated
Insurance	(\$27,867)	(100.00%)	No invoicing for month
Promotional activities	(\$17,330)	(70.57%)	Minimal promotional activity during month

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents increased by \$9M mostly due to receipt of runway construction settlement and grant funding.

Construction in Progress – Construction in Progress increased by \$1M mostly due to the south apron construction project.

Property and Equipment, Net – Property and Equipment, Net decreased by \$452K due to depreciation.

**ASHEVILLE REGIONAL AIRPORT
INVESTMENT AND INTEREST INCOME SUMMARY
As of December 31, 2021**

<u>Institution:</u>	<u>Interest Rate</u>	<u>Investment Amount</u>	<u>Monthly Interest</u>
Bank of America - Operating Account	0.80%	\$ 24,615,686	3,180
NC Capital Management Trust - Cash Portfolio		484,107	4
Petty Cash		200	
 <u>Restricted Cash:</u>			
BNY Mellon		851,631	
Bank of America - PFC Revenue Account	0.80%	12,173,340	2,067
 Total		 <u>\$ 38,124,964</u>	 <u>\$ 5,251</u>

Investment Diversification:

Banks	99%
NC Capital Management Trust	1%
Commercial Paper	0%
Federal Agencies	0%
US Treasuries	0%
	<u>100%</u>

ASHEVILLE REGIONAL AIRPORT
STATEMENT OF CHANGES IN FINANCIAL POSITION
For the Month Ended December 31, 2021

	Current Month	Prior Period
Cash and Investments Beginning of Period	\$ 29,073,716	\$ 25,462,167
Net Income/(Loss) Before Capital Contributions	7,492,372	2,213,278
Depreciation	452,281	452,281
Decrease/(Increase) in Receivables	(204,294)	979,375
Increase/(Decrease) in Payables	(153,649)	127,080
Decrease/(Increase) in Prepaid Expenses	-	-
Decrease/(Increase) in Fixed Assets	(1,032,743)	(670,054)
Principal Payments of Bond Maturities	-	-
Capital Contributions	2,497,281	509,589
Fund Balance Adjustment - P/Y Adjustment	-	-
Increase(Decrease) in Cash	9,051,248	3,611,549
Cash and Investments End of Period	\$ 38,124,964	\$ 29,073,716

**ASHEVILLE REGIONAL AIRPORT
STATEMENT OF FINANCIAL POSITION
As of December 31, 2021**

	Current Month	Last Month
<u>ASSETS</u>		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	\$25,099,993	\$16,193,240
Investments	0	0
Accounts Receivable	421,208	1,129,916
Passenger Facility Charges Receivable	450,000	250,000
Refundable Sales Tax Receivable	57,003	29,326
Grants Receivable	2,593,518	1,908,193
Prepaid Expenses	1,373,057	1,373,057
Inventory - Broadmoor	0	0
Total Unrestricted Assets	29,994,779	20,883,732
Restricted Assets:		
Cash and Cash Equivalents	13,024,971	12,880,476
Total Restricted Assets	13,024,971	12,880,476
Total Current Assets	43,019,750	33,764,208
Noncurrent Assets:		
Construction in Progress	135,181,258	134,148,515
Net Pension Asset - LGERS	(1,694,894)	(1,694,894)
Benefit Payment - OPEB	347,993	347,993
Contributions in Current Year	1,110,918	1,110,918
Property and Equipment - Net	70,910,331	71,362,612
Total Noncurrent Assets	205,855,606	205,275,144
	\$248,875,356	\$239,039,352
<u>LIABILITIES AND NET ASSETS</u>		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	(\$77,372)	(\$93,549)
Customer Deposits	84,918	84,918
Unearned Revenue	52,161	251,842
Unearned Revenue - Constr	0	0
Construction Contracts Payable	0	0
Construction Contract Retainages	2,512,881	2,512,881
Revenue Bond Payable - Current	1,345,000	1,345,000
Interest Payable	179,130	149,275
Total Payable from Unrestricted Assets	4,096,718	4,250,367
Total Current Liabilities	4,096,718	4,250,367
Noncurrent Liabilities:		
Pension Deferrals - OPEB	229,725	229,725
Other Postemployment Benefits	1,316,093	1,316,093
Compensated Absences	524,744	524,744
Net Pension Obligation-LEO Special Separation Allowance	614,383	614,383
Revenue Bond Payable - Noncurrent	13,645,000	13,645,000
Total Noncurrent Liabilities	16,329,945	16,329,945
Total Liabilities	20,426,663	20,580,312
Net Assets:		
Invested in Capital Assets	191,101,589	190,521,127
Restricted	13,024,971	12,880,476
Unrestricted	24,322,133	15,057,437
Total Net Assets	228,448,693	218,459,040
	\$248,875,356	\$239,039,352



Income Statement

Through 12/31/21

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Fund Category Governmental Funds						
Fund Type General Fund						
Fund 10 - General Fund						
<i>Operating revenues</i>						
Terminal space rentals - non airline	24,853.57	139,936.61	131,903.50	8,033.11	263,807.00	123,870.39
Terminal space rentals - airline	208,272.90	1,354,685.00	1,023,618.50	331,066.50	2,047,237.00	692,552.00
Landing fees	123,402.74	835,774.71	609,144.50	226,630.21	1,218,289.00	382,514.29
Concessions	103,355.04	430,529.37	215,750.00	214,779.37	431,500.00	970.63
Auto parking	554,828.98	3,727,788.05	2,031,741.00	1,696,047.05	4,063,482.00	335,693.95
Rental car - car rentals	233,403.81	2,208,842.30	750,000.00	1,458,842.30	1,500,000.00	(708,842.30)
Rental car - facility rent	59,394.95	356,369.70	356,077.50	292.20	712,155.00	355,785.30
Commerce ground transportation	19,296.63	107,532.78	65,000.00	42,532.78	130,000.00	22,467.22
FBOs	91,881.52	579,092.57	549,358.00	29,734.57	1,098,716.00	519,623.43
Building leases	3,923.77	36,981.51	22,557.00	14,424.51	45,114.00	8,132.49
Land leases	25,951.15	173,044.30	101,009.50	72,034.80	202,019.00	28,974.70
Other leases and fees	7,573.86	180,818.61	122,900.00	57,918.61	245,800.00	64,981.39
<i>Operating revenues Totals</i>	\$1,456,138.92	\$10,131,395.51	\$5,979,059.50	\$4,152,336.01	\$11,958,119.00	\$1,826,723.49
<i>Non-operating revenue and expense</i>						
Customer facility charges	128,073.75	1,090,426.75	700,000.00	390,426.75	1,400,000.00	309,573.25
Passenger facility charges	200,488.60	1,668,027.26	1,125,000.00	543,027.26	2,250,000.00	581,972.74
Broadmoor operating revenues	.00	293,179.23	.00	293,179.23	.00	(293,179.23)
Broadmoor operating expenses	.00	(172,652.00)	.00	(172,652.00)	.00	172,652.00
Cares Act grant	139,228.42	3,257,883.04	.00	3,257,883.04	.00	(3,257,883.04)
Interest revenue	5,251.09	25,108.76	5,000.00	20,108.76	10,000.00	(15,108.76)
Interest expense	(29,855.08)	(179,132.04)	.00	(179,132.04)	.00	179,132.04
Reimbursable cost expenses	.00	.00	.00	.00	.00	.00
Gain or loss on disposal of assets	.00	.00	.00	.00	.00	.00
P-card rebate	.00	4,001.57	.00	4,001.57	.00	(4,001.57)
Miscellaneous	7,000,000.00	7,000,000.00	.00	7,000,000.00	.00	(7,000,000.00)
<i>Non-operating revenue and expense Totals</i>	\$7,443,186.78	\$12,986,842.57	\$1,830,000.00	\$11,156,842.57	\$3,660,000.00	(\$9,326,842.57)

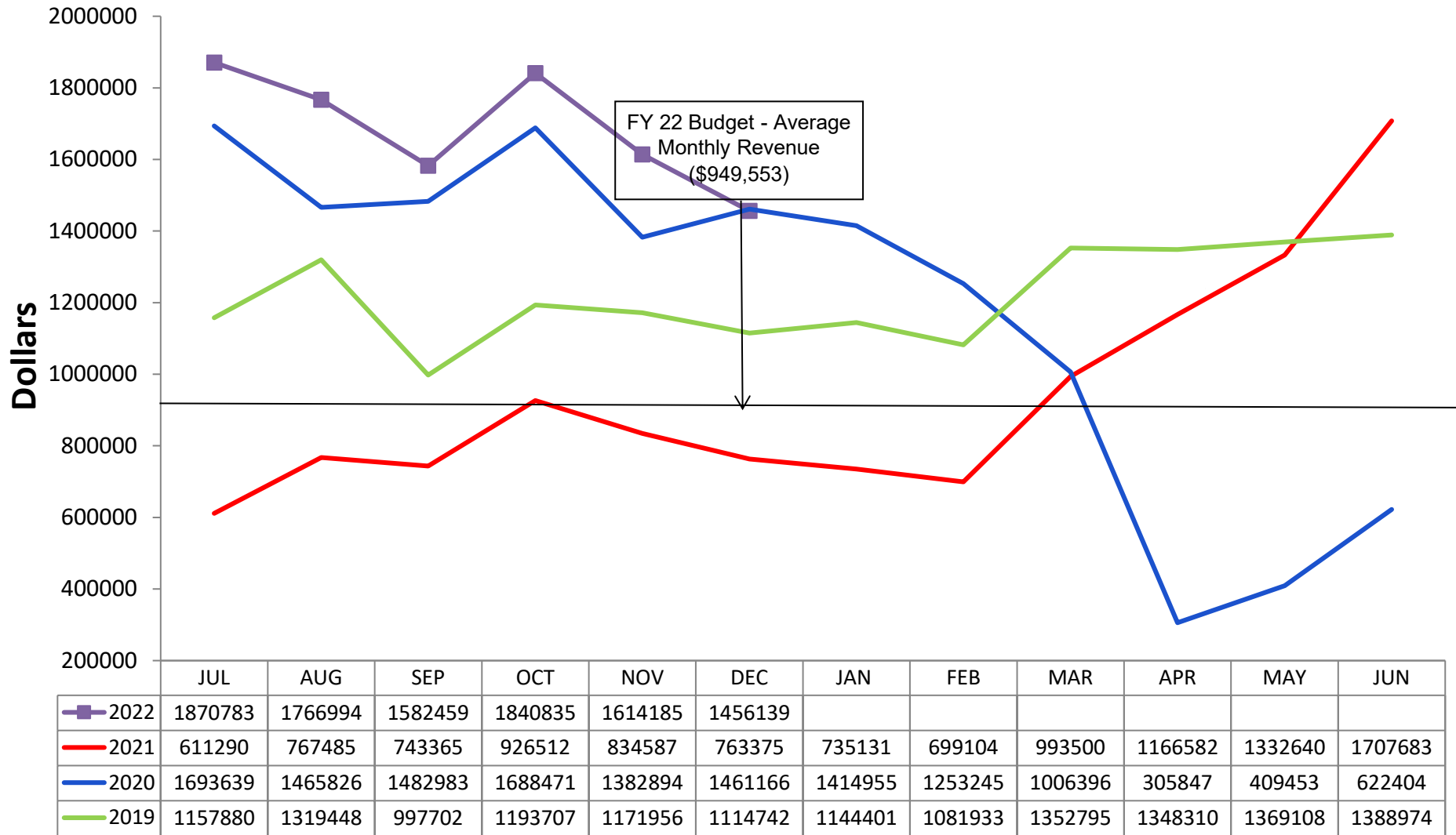


Income Statement

Through 12/31/21
Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Capital contributions	2,497,280.86	6,440,664.94	.00	6,440,664.94	.00	(6,440,664.94)
<i>Operating expenses</i>						
Personnel services	771,832.09	3,035,789.47	3,750,006.50	(714,217.03)	7,500,013.00	4,464,223.53
Professional services	30,579.92	253,840.23	337,350.00	(83,509.77)	674,700.00	420,859.77
Other contractual services	31,722.10	412,061.38	777,279.00	(365,217.62)	1,554,558.00	1,142,496.62
Travel and training	7,829.38	41,180.88	88,325.00	(47,144.12)	176,650.00	135,469.12
Communiations	2,914.30	21,431.45	30,620.00	(9,188.55)	61,240.00	39,808.55
Utility services	31,987.66	140,984.02	239,783.50	(98,799.48)	479,567.00	338,582.98
Rentals and leases	.00	9,320.03	7,655.00	1,665.03	15,310.00	5,989.97
Insurance	.00	12,880.00	167,200.00	(154,320.00)	334,400.00	321,520.00
Advertising, printing and binding	335.66	1,352.59	7,990.00	(6,637.41)	15,980.00	14,627.41
Promotional activities	7,226.65	84,256.33	147,337.50	(63,081.17)	294,675.00	210,418.67
Other current charges and obligations	5,463.62	33,373.02	39,575.00	(6,201.98)	79,150.00	45,776.98
Operating supplies	32,752.45	166,555.18	236,967.50	(70,412.32)	473,935.00	307,379.82
Publications, subscriptions, memberships, etc.	913.60	38,031.40	29,790.00	8,241.40	59,580.00	21,548.60
Repairs and maintenance	13,274.95	78,703.31	106,150.00	(27,446.69)	212,300.00	133,596.69
Small equipment	17,839.74	48,326.90	47,250.00	1,076.90	94,500.00	46,173.10
Contingency	.00	.00	50,000.00	(50,000.00)	100,000.00	100,000.00
Emergency repairs	.00	.00	25,000.00	(25,000.00)	50,000.00	50,000.00
Business development	.00	.00	150,000.00	(150,000.00)	300,000.00	300,000.00
<i>Operating expenses Totals</i>	<i>\$954,672.12</i>	<i>\$4,378,086.19</i>	<i>\$6,238,279.00</i>	<i>(\$1,860,192.81)</i>	<i>\$12,476,558.00</i>	<i>\$8,098,471.81</i>
<i>Depreciation</i>						
Depreciation	452,281.00	2,713,686.00	.00	2,713,686.00	.00	(2,713,686.00)
<i>Depreciation Totals</i>	<i>\$452,281.00</i>	<i>\$2,713,686.00</i>	<i>\$0.00</i>	<i>\$2,713,686.00</i>	<i>\$0.00</i>	<i>(\$2,713,686.00)</i>
Grand Totals						
REVENUE TOTALS	11,396,606.56	29,558,903.02	7,809,059.50	21,749,843.52	15,618,119.00	(13,940,784.02)
EXPENSE TOTALS	1,406,953.12	7,091,772.19	6,238,279.00	853,493.19	12,476,558.00	5,384,785.81
Grand Total Net Gain (Loss)	\$9,989,653.44	\$22,467,130.83	\$1,570,780.50	\$20,896,350.33	\$3,141,561.00	\$19,325,569.83

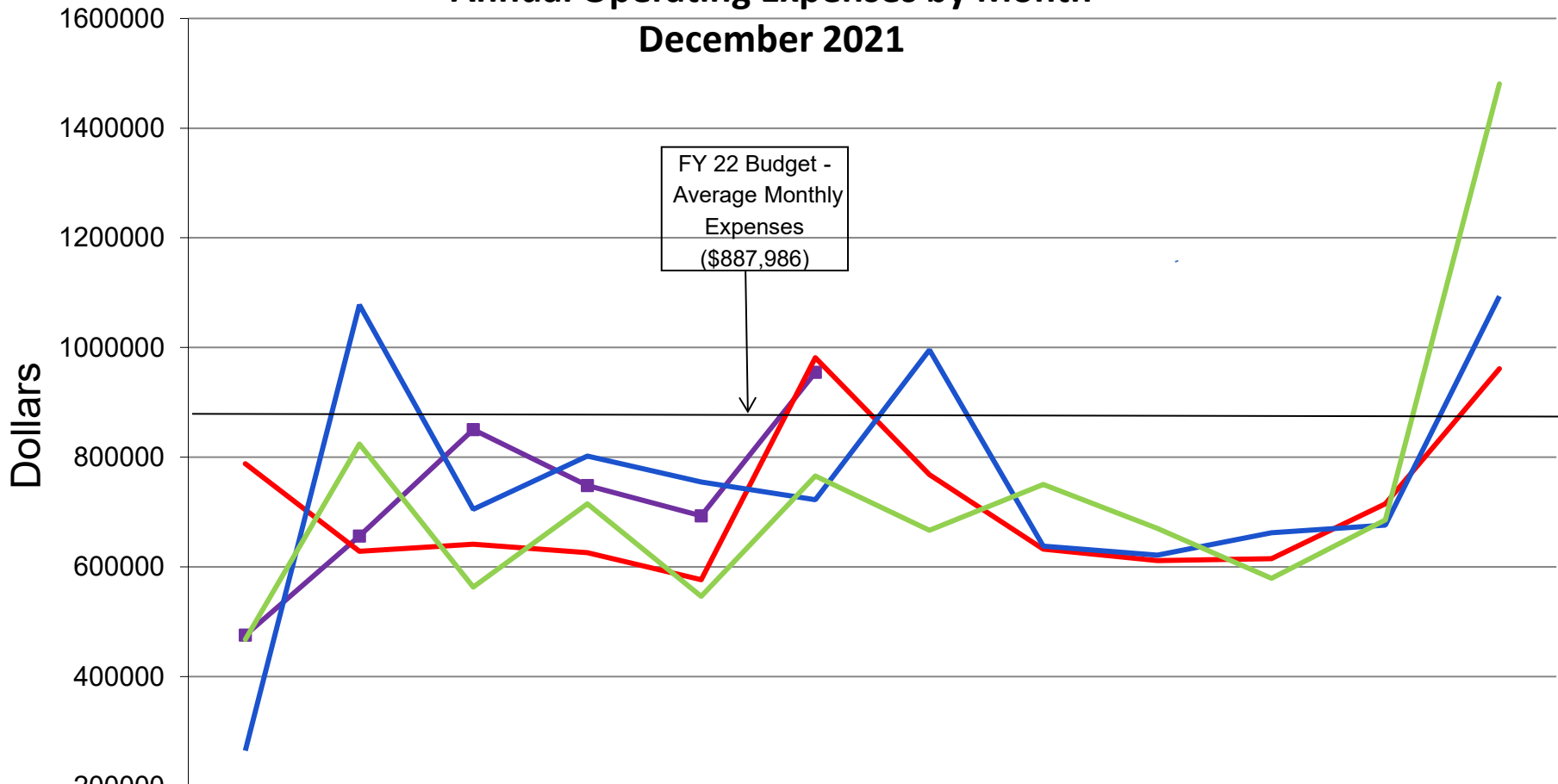
ASHEVILLE REGIONAL AIRPORT Annual Operating Revenue by Month December 2021



ASHEVILLE REGIONAL AIRPORT

Annual Operating Expenses by Month

December 2021

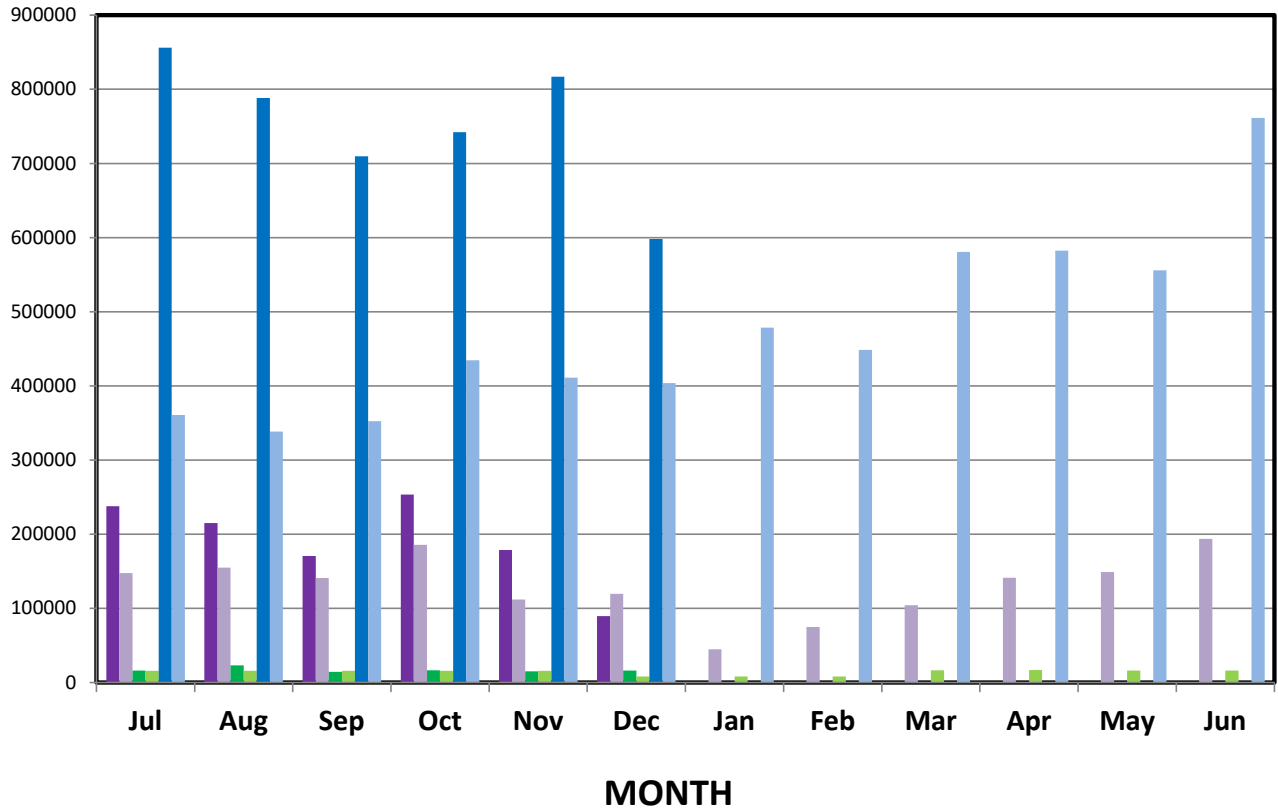


FY 22 Budget -
Average Monthly
Expenses
(\$887,986)

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	475489	656101	850419	748420	692984	954672						
2021	788272	628561	641559	625891	576630	981507	768156	632342	611610	614830	714835	961373
2020	264978	1077831	704819	802144	754800	722727	995620	637669	621479	662302	676330	1093523
2019	467701	823824	563350	714938	546502	766012	666544	750376	670406	579071	685414	1480804

**ASHEVILLE REGIONAL AIRPORT
FUEL SALES - GALLONS
December 2021**

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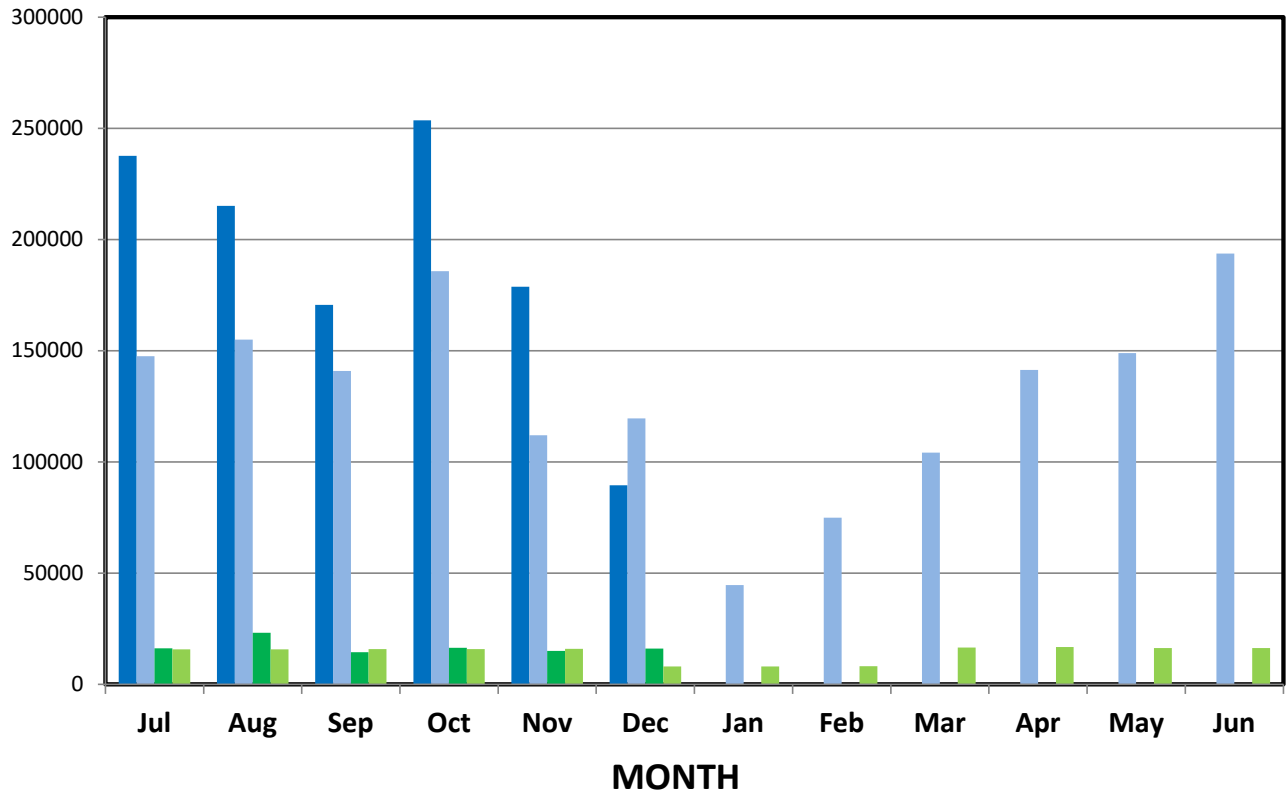


- Jet A FY22
- Jet A - FY21
- 100LL - FY22
- 100LL - FY21
- Airline - FY22
- Airline - FY21

Jet A - 89,463 Gallons
100LL - 16,108 Gallons
Airline - 598,271 Gallons

**ASHEVILLE REGIONAL AIRPORT
GENERAL AVIATION FUEL SALES - GALLONS
December 2021**

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

Jet A - 89,463 Gallons
100LL - 16,108 Gallons

Design Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 02/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 02/01/2022)	Start Date	End Date	Current Project Status (as of 02/01/2022)
1	Apron Expansion South	Terminal apron to be expanded and added for aircraft use.	Parrish and Partners	\$821,196.00	N/A	N/A	\$915,061.00	111.4%	\$1,736,257	94.9%	\$1,647,216	Nov-18	Dec-21	Project Management in process.
2	Terminal Building Renovations	Phase 2 - Terminal Building Modernization Design	Gresham Smith	\$12,608,794.00	N/A	N/A	\$0.00	0.0%	\$12,608,794	70.7%	\$8,917,760	Nov-19	Mar-22	Design Development continues to progress.
3	Terminal Building Renovations	Pre-Construction CMR	Hensel Phelps	\$1,088,270.00	N/A	N/A	\$0.00	0.0%	\$1,088,270	95.7%	\$1,041,407	Dec-20	Mar-22	CMR Pre-Construction phase services.
4	Air Traffic Control Tower	Design new facility	Pond Company	\$4,157,923.00	N/A	N/A	\$0.00	0.0%	\$4,157,923	18.9%	\$786,270	Mar-21	Sep-22	Design is progressing.
5	Parking Lot D Restart	Continue design of parking lot across highway 280.	AVCON	\$25,000.00	N/A	N/A	\$0.00	0.0%	\$25,000	38.0%	\$9,509	Jun-21	Dec-21	Awaiting permits to commence work.
6	Rehabilitate South GA Apron	Design apron rehabilitation	Parrish and Partners	\$565,432.00	N/A	N/A	\$0.00	0.0%	\$565,432	6.9%	\$38,943	Jun-21	Apr-22	Design complete, bids due March 3, 2022
7	Airport Master Plan	Update current Master Plan	CHA	\$989,004.00	N/A	N/A	\$0.00	0.0%	\$989,004	15.3%	\$151,404	Jul-21	Sep-22	Document preparation continues.
8	Stormwater Drainage Improvements	Identify deficiencies and design stormwater improvements	AVCON	\$205,000.00	N/A	N/A	\$0.00	0.0%	\$205,000	0.0%	\$0	Jan-22	Sep-22	Contract signed and NTP issued.

Construction Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 02/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 02/01/2022)	Start Date	End Date	Current Project Status (as of 02/01/2022)
1	Apron Expansion South	Terminal apron to be expanded and added for aircraft use.	Parrish and Partners	Amount in Design Fees	Zachary Construction	\$9,087,857	\$305,066	3.36%	\$9,542,250	68.2%	\$6,506,380	Sep-19	Dec-21	Resolution of pavement issue under review. Final close out documents are being prepared.
2	Parking Lot D Restart	Construct parking lot across highway 280	AVCON Inc	Amount in Design Fees	Chatham Civil Construction	\$297,567	\$0	0.00%	\$489,328	0.0%	\$0	Aug-21	Apr-22	Construction pending permits issuance.
3	Terminal Building Modernization - CMR Construction	CGMP-1 Utilities relocation	Gresham Smith	Amount in Design Fees	Hensel Phelps	\$6,215,900	\$0	0.00%	\$6,837,490	0.0%	\$0	Jan-22	Dec-22	Construction to begin in March 2022

*(bal of approved contract)

Key strategic priorities

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

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