



AGENDA

Greater Asheville Regional Airport Authority Regular Meeting
Friday, July 8, 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. Members of the public may attend the Authority Board meeting at 8:30 a.m. on Friday, July 8, 2022 in person or via Webex: 1-844-621-3956; Meeting Number (access code): 2632 339 7950

- I. CALL TO ORDER
- II. WELCOME AND SWEARING IN OF NEW BOARD MEMBERS: NATHAN KENNEDY AND ROBBY RUSSELL
- III. PRESENTATIONS: None
- IV. FINANCIAL REPORT ([document](#))
- V. CONSENT ITEMS:
 - A. Approval of the Greater Asheville Regional Airport Authority June 10, 2022 Regular Meeting Minutes ([document](#))
 - B. Approval of the Greater Asheville Regional Airport Authority June 27, 2022 Special Meeting Minutes ([document](#))
 - C. Approval of Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration for Relocation of Airport-Owned Airport Traffic Control Tower Design Project ([document](#))
 - D. Approval of the Greater Asheville Regional Airport Authority June 10, 2022 Closed Session Minutes
- VI. OLD BUSINESS: None



VII. NEW BUSINESS:

- A. Approve Guaranteed Maximum Price Amendment for Component Guaranteed Maximum Price No. 2 with Hensel Phelps Construction Company ([document](#))
- B. Approve Amendment to Design Contract with Pond & Company, Inc. for the Air Traffic Control Tower and Associated Facilities Project ([document](#))

VIII. DIRECTOR'S REPORT:

- A. Update to State Commercial Funds
- B. State Treasurer Letter

IX. INFORMATION SECTION:

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

- A. May 2022 Traffic Report ([document](#))
- B. May 2022 Monthly Financial Report ([document](#))
- C. July 2022 Development/Project Status Report ([document](#))
- D. Potential Board Items for the Next Regular Meeting:
 - None identified at this time

X. PUBLIC AND TENANTS' COMMENTS

Public and Tenant Comments will be heard in person or may be submitted 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, July 7, 2022
- 2. Comments received, as specified above, shall be read during this Agenda period

XI. CALL FOR NEXT MEETING: August 12, 2022



XII. 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.

XIII. AUTHORITY MEMBER REPORTS:

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

XIV. ADJOURNMENT

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

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

AIRPORT ACTIVITY

	Month	Variance to Prior Year	Calendar Year to Date	Variance to Prior Year
Passenger Enplanements	79,946	27.8%	307,358	57.2%
Aircraft Operations				
Commercial	2,311	(5.2%)	8,732	(0.2%)
Scheduled Flights	889	(0.2%)		
Flight Cancellations	47			
Seats	91,221	8.0%	384,504	12.4%
Load Factor	87.6%	18.4%	79.9%	39.8%
General Aviation	4,299	(4.6%)	17,791	9.6%
Military	394	38.2%	2,385	66.0%

FINANCIAL RESULTS

	Month	Variance to Budget	Fiscal Year to Date	Variance to Budget
Operating Revenues	\$ 1,857,453	43.2%	\$ 17,809,960	24.9%
Operating Expenses	991,518	(4.6%)	8,774,907	(23.3%)
Net Operating Revenues before Depreciation	<u>\$ 865,935</u>		<u>\$ 9,035,053</u>	
Net Non-Operating Revenues	<u>\$ 528,329</u>	73.2%	<u>\$ 18,157,633</u>	441.2%
Grants:				
FAA AIP Grants	\$ 1,207,516		\$ 6,407,565	
NC Dept of Transportation Grants	1,417,444		5,669,776	
Total	<u>\$ 2,624,960</u>		<u>\$ 12,077,341</u>	

CASH

Restricted	\$ 14,082,838
Designated for O&M Reserve	6,038,279
Designated for Emergency Repair	650,000
Unrestricted, Undesignated	<u>22,720,979</u>
Total	<u>\$ 43,492,096</u>

RECEIVABLES PAST DUE

	Total	1-30 Days	31-60 Days	Over 60 Days
Advertising Customers	14,050	2,025	4,025	8,000
Allegiant	3,046	1,678	-	1,368
Delta	1,550	-	-	1,550
Elite	280	-	-	280
FAA	147	-	-	147
Paradies	730	-	-	730
Spirit	341	-	-	341
TSA	1,520	780	-	740
World Fuel Services	1,758	-	-	1,758
Miscellaneous	4,072	250	670	3,152
Total	<u>\$ 27,494</u>	<u>\$ 4,733</u>	<u>\$ 4,695</u>	<u>\$ 18,066</u>
% of Total Receivables	<u>2.69%</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	\$ 51,144,549
Year-to-Date Spending	\$ 13,691,674

**REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
June 10, 2022**

The Greater Asheville Regional Airport Authority ("Authority") met on Friday, June 10, 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: Matthew C. Burrell, Chair; Brad Galbraith, Vice-Chair; George H. Erwin, Jr.; Carl H. Ricker, Jr.; Susan Russo Klein; and Britt Lovin

MEMBERS PRESENT VIA TELEPHONE/VIDEO: Thomas M. Apodaca

MEMBERS ABSENT: None

STAFF AND LEGAL COUNSEL PRESENT: Cindy Rice, Authority Legal Counsel; Lew Bleiweis, President & CEO ("president"); Michael Reisman, Deputy Executive Director; Tina Kinsey, Director of Marketing, Public Relations & Air Service Development; 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; Angela Wagner, Director of Administration and Human Resources; Michael Merideth, Systems Administrator; and Ellen Heywood, Clerk to the Board

PRESENT IN PERSON: Vin Delnero, Parsons; Barbara Burrell

ALSO PRESENT VIA TELEPHONE/VIDEO: Sandra Kilgore, Asheville City Council; John Kasuda, Siemens; Jon McCalmont, Parrish and Partners; James Moose, Avcon; Nick Loder, RS&H

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

PRESENTATIONS: None

FINANCIAL REPORT: A review of enplanements, aircraft operations, and general aviation activity for the month of April was provided by the president. Janet Burnette reported on the financial activity for the month of April.

CONSENT ITEMS: The Chair stated that Consent Item C, Approval of the Greater Asheville Regional Airport Authority May 13, 2022 Closed Session Minutes, would be pulled for review in Closed Session.

A. Approval of the Greater Asheville Regional Airport Authority May 13, 2022 Regular Meeting Minutes: Ms. Russo Klein moved to approve the Greater Asheville Regional Airport Authority May 13, 2022 Regular Meeting Minutes. Mr. Erwin seconded the motion and it carried unanimously.

B. Approve Resolution Accepting Grants: Ms. Russo Klein moved to approve A Resolution Conferring Standby Authority to Accept Grants by the Greater Asheville Regional Airport Authority during the Fiscal Year 2022-2023. Mr. Lovin seconded the motion and it carried unanimously.

Greater Asheville Regional Airport Authority

~ Resolution ~

A RESOLUTION CONFERRING STANDBY AUTHORITY TO ACCEPT GRANTS BY THE
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY DURING THE FISCAL YEAR
2022-2023

WHEREAS, the Greater Asheville Regional Airport Authority (“Authority”) is a body corporate and politic organized and created by the North Carolina General Assembly pursuant to Session Law 2012-121, House Bill 552 known as the Greater Asheville Regional Airport Authority Act (“Act”); and

WHEREAS, the Authority operates the Asheville Regional Airport (“Airport”); and

WHEREAS, the Authority has the right under the Act to accept grants of money and/or materials or property of any kind for any existing or future airport facilities from the State of North Carolina, the United States, or any agency, department, or subdivision of either of them: and

WHEREAS, the Federal Aviation Administration (“FAA”), a division under the United States Department of Transportation, annually awards entitlement grants and discretionary grants to airports throughout the United States in support of airport capital improvement projects; and

WHEREAS, the Airport is eligible for such grants; and

WHEREAS, the window of time to accept such grants from the FAA is usually relatively short and may not fall within the schedule of Authority board meetings; and

WHEREAS, the President & CEO recommends that the Authority adopt this resolution so as not to be in a position whereby a grant is forfeited or denied.

NOW, THEREFORE, BE IT RESOLVED and Adopted by the Authority as follows:

Lew Bleiweis, A.A.E., President & CEO of the Greater Asheville Regional Airport Authority, Michael Reisman, A.A.E., Chief Operating Officer, the Chair of the Authority, and/or the Vice Chair of the Authority, or any of them or their successors in office (each an "Authorized Officer") be, and they hereby are, authorized to accept, on behalf of the Authority, any and all grant offers made to the Authority by the State of North Carolina, the United States, or any agency, department, or subdivision of either of them; to execute and deliver, for and on behalf of the Authority, any and all instruments necessary to accept such grant offers; to ratify, accept, and adopt all assurances, statements, representations, warranties, covenants and agreements contained in any project application submitted by the Authority in connection with such grants; and to agree, on behalf of the Authority, to comply with any and all such assurances.

Adopted this 10th day of June, 2022

Matthew C. Burril, Chair

Attested by:

Ellen M. Heywood, Clerk to the Board

OLD BUSINESS: None

NEW BUSINESS:

A. Approval of Emergency Procurement Authority: Janet Burnette reminded the Board that the unusual escalation in the cost of goods, labor shortages and supply chain issues necessitated the president to seek approval of an Emergency Procurement Authority ("EPA") from the Board in March. The EPA allows for the president to authorize purchases that are up to \$10,000.00 in excess of the amount included in the FY2021/2022 Budget for that purchase. The total scope of the president's discretion was capped at

\$50,000.00 in the aggregate. All purchases made under that policy, and pursuant to the president's discretion, were to be reported to the Board for approval, ratification and amendment to the FY2021/2022 Budget. The president was to report the purchases to the Board no later than the earlier of (1) reaching the \$50,000 aggregate limit or (2) 90 days from the date of the purchase. Mrs. Burnette stated that staff has not had to use the EPA, but since there was no end in sight of the escalation of costs, staff was requesting an extension of the authorization into the 2022/2023 fiscal year until December 31, 2022.

A conversation took place with regards to extending the EPA through the fiscal year rather than just the calendar year.

Mr. Erwin moved to extend the authorization for the president and CEO to approve purchases up to \$10,000 in excess of budgeted amounts included in the FY2022/2023 Budget, not to exceed \$50,000 in the aggregate, through June 30, 2023 which coincides with the fiscal year. Ms. Russo Klein seconded the motion and it carried unanimously.

B. Approval of Updated Air Service Incentive Policy: Tina Kinsey informed the Board that staff has evaluated the Authority's air service incentive policy to ensure that the Authority remains competitive in the marketplace and is attractive to airlines. The updated policy is aligned with the route development needs of the Authority and outlines a more competitive approach to air service development incentives. Mrs. Kinsey reviewed the ways the airline industry has changed during the past few years and highlighted some of the changes that were made to the policy including more defined categories of incentives as well as waived fees for some service categories. Mrs. Kinsey pointed out that Board approval would still be needed for routes outside of the airport's top 25 origin & destination markets or to offer incentive funds in excess of the annual budget of \$300,000 for air service development.

A brief discussion took place concerning impact on budget with waived rent and fees as well as the revenue realized from parking, concessions, etc. if an airline were to propose five unserved routes from the airport.

Mr. Lovin moved to approve and adopt the amended Air Service Incentive policy as presented by staff. Ms. Russo Klein seconded the motion and it carried unanimously.

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

A. Terminal Bond Update: The president briefed the Board on the bonds that were sold on May 19th for the Terminal Expansion and Modernization project. \$185 million in

bonds were sold at a premium, therefore, approximately \$196 million was deposited in the Authority's account on June 1st. A brief discussion took place with regards to the rate at which the bonds were sold. The president informed the Board that the next series of bonds will be sold in the fall with an intent to sell a total of \$275 million in bonds for the project.

B. JetBlue Inaugural: The president reported that Mr. Galbraith has agreed to fly to Boston for JetBlue's inaugural flight from Boston to Asheville on June 16th. A small celebration will be held for the passengers departing Asheville for Boston. Board Members are encouraged to attend the inaugural celebration in Asheville.

C. Discussion of Virtual Authority Board Meetings: The subject of bringing members of the public back to Authority Board meetings in person was discussed as well as having Board Members present in person for the meetings. The Board decided to keep the current option of allowing Board Members to attend meetings virtually if necessary, and allow members of the public to attend meetings in person. It was suggested the Board review the attendance policy and bring any suggestions concerning remote attendance to the next Board meeting for a discussion.

Mr. Erwin moved to re-open Authority Board meetings to members of the public while also continuing to allow public participation virtually. Ms. Russo Klein seconded the motion and it carried unanimously.

D. Commuter Parking: The president reminded the Board that he had mentioned at the April Board meeting that parking for commuters was being discontinued due to a lack of available parking for employees working at the airport. The president made the Board aware that a complaint has been received from one gentleman who wants to be allowed to continue parking at the airport since he has paid for parking for the year. The president has had conversations with legal counsel concerning this matter.

E. Terminal Expansion and Modernization Project: The president informed the Board that Work Package 1 is currently underway and that bids were received for Work Package 2. The bids for Work Package 2 came in significantly higher than anticipated. The project was anticipated to cost \$210 million as of August 2021. In November 2021 the project cost had risen to \$238 million. The project is now expected to cost \$250 million, a 25% increase overall.

Michael Reisman introduced Vin Delnero with Parsons Transportation who recently came onboard as the program manager. Mr. Reisman reminded the Board that a final guaranteed maximum price program was initially approved for this project, however when prices began to escalate, the Board approved a component guaranteed maximum price

structure. Mr. Reisman briefly reviewed the items included in Work Package 2 and stated that the trend log for the whole project has increased to approximately \$250 million and that Hensel Phelps is expecting even more increases. The Authority has to commit to what it would cost to complete the project or start removing substantial scope from the project to meet budget. The airside portion of the project including hold rooms, gate areas and loading bridges needs to be done, and the central energy plant, included in Work Package 2, would still need to be built, but was bid at a cost which is \$8 million more than was anticipated.

Discussions took place on original cost estimates, price increases, difficulties obtaining bids and sub-contractors, bifurcating Work Package 2 and postponing some of the work until Work Package 3, conversation with the FAA about the cost of the project, as well as cutting scope to meet the project budget. Staff anticipates receiving grant money from the federal government, but that funding is not yet available.

While the Board felt it was important to move forward with the project, staff was tasked with putting together additional economic forecasting including potential sources of revenue, and a special meeting of the Board would be called in late June to further discuss the project.

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 July 8, 2022.

AUTHORITY MEMBER REPORTS:

A. Election of Board Officers – Nominating Committee Report: Mr. Lovin stated that on behalf of the Nominating Committee, comprised of the Chair, Mr. Ricker and himself, a unanimous decision was made to nominate Mr. Galbraith as Chair and Mr. Erwin as Vice-Chair.

Mr. Lovin moved to appoint Mr. Galbraith as Chair and Mr. Erwin as Vice-Chair of the Greater Asheville Regional Airport Authority. Ms. Russo Klein seconded the motion and it carried unanimously.

SERVICE RECOGNITION AWARDS:

A. Thomas M. Apodaca: The Chair recognized Mr. Apodaca for his service on the Authority Board and read him the following resolution:

Greater Asheville Regional Airport Authority

~ Resolution ~

WHEREAS, the Greater Asheville Regional Airport Authority was created in June 2012 by State statutes to succeed the Asheville Regional Airport Authority for the purpose of maintaining, operating, regulating, developing, and improving the Asheville Regional Airport; and

WHEREAS, Thomas M. Apodaca served as Member of the Greater Asheville Regional Airport Authority from July 2019 through June 2022; and

WHEREAS, during his tenure the Authority focused on significant improvements including completion of an airfield re-development project, ramp expansion, and the design of a new terminal building project; and

WHEREAS, Thomas M. Apodaca provided invaluable guidance, superior judgment, and great humor as Authority Member, as a result of which the Authority continued to be successful and experienced unprecedented growth and development and strengthened its role and image in the community; and

NOW, THEREFORE, BE IT RESOLVED, that the Greater Asheville Regional Airport Authority expresses its sincere thanks and gratitude for Thomas M. Apodaca's tireless and dedicated efforts in serving the needs of the Greater Asheville Regional Airport Authority and the Western North Carolina community.

Adopted this 10th day of June, 2022.

Greater Asheville Regional Airport Authority

B. Matthew C. Burrell: The Vice-Chair recognized Mr. Burrell for his service on the Authority Board and presented him with the following resolution:

Greater Asheville Regional Airport Authority

~ Resolution ~

WHEREAS, the Greater Asheville Regional Airport Authority was created in June 2012 by State statutes to succeed the Asheville Regional Airport Authority for the purpose of maintaining, operating, regulating, developing, and improving the Asheville Regional Airport; and

WHEREAS, Matthew C. Burril diligently served as Member of the Asheville Regional Airport Authority from January, 2015 through June, 2017 and the Greater Asheville Regional Airport Authority from January, 2015 through June, 2022; and

WHEREAS, Matthew C. Burril served as Vice-Chair of the Greater Asheville Regional Airport Authority from October, 2016 through June, 2018; and Chair of the Greater Asheville Regional Airport Authority from June, 2018 through June, 2022; and

WHEREAS, during his service to both organizations, Matthew C. Burril fulfilled his position with conscientiousness and brought highly regarded financial wisdom. He contributed to the positive perception of the Authority and its mission of being the premier airport for Western North Carolina. Under his guidance, governance and deliberations of the Authority were conducted with a sense of graciousness, fairness, and inclusiveness; and

WHEREAS, great improvements were made to the Asheville Regional Airport under the leadership of Matthew C. Burril, including completion of an airfield re-development project, ramp expansion, dedication of a new aircraft rescue firefighting facility, completion of a public parking facility, and the design of a new terminal building project;

NOW, THEREFORE, BE IT RESOLVED that the Greater Asheville Regional Airport Authority expresses its sincere gratitude to Matthew C. Burril for his dedication and service to the Asheville Regional Airport and the Western North Carolina community.

Adopted this 10th day of June, 2022.

Greater Asheville Regional Airport Authority

CLOSED SESSION: At 10:52 a.m. Mr. Lovin moved to go into Closed Session Pursuant to Subsections 143-318.11 (a) (3) and (4) of the General Statutes of North Carolina to Consult with Legal Counsel and to Discuss Matters Relating to the Location and/or Expansion of Industries or Other Businesses in the Area Served by the Greater Asheville Regional Airport Authority, Including Agreement on a Tentative List of Economic Development Incentives that may be Offered by the Greater Asheville Regional Airport Authority in Negotiations. Ms. Russo Klein seconded the motion and it carried unanimously.

The Chair indicated they would break for a few minutes at which time the Board would resume in closed session.

Open Session resumed at 11:15 a.m.

Mr. Apodaca left the meeting during Closed Session

GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY JUNE 10, 2022 CLOSED SESSION MINUTES: Mr. Lovin moved to seal the minutes for the Closed Session just completed and to withhold such Closed Session minutes from public inspection so long as public inspection would frustrate the purpose or purposes thereof. Mr. Ricker seconded the motion and it carried by a 6 to 0 vote.

APPROVAL OF THE GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY MAY 13, 2022 CLOSED SESSION MINUTES: Mr. Lovin moved to approve the minutes for the Greater Asheville Regional Airport Authority May 13, 2022 Closed Session Parts A and B and to seal and withhold the minutes for the May 13, 2022 Closed Session Parts A and B from public inspection so long as public inspection would frustrate the purpose or purposes thereof. Ms. Russo Klein seconded the motion and it carried by a 6 to 0 vote.

ADJOURNMENT: Mr. Galbraith moved to adjourn the meeting at 11:20 a.m. Mr. Erwin seconded the motion and it carried by a 6 to 0 vote.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Brad Galbraith
Chair

**SPECIAL MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
June 27, 2022**

The Greater Asheville Regional Airport Authority ("Authority") met on Monday, June 27, 2022 at 1:00 p.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: Brad Galbraith, Chair; George H. Erwin, Jr., Vice-Chair; and Britt Lovin

MEMBERS PRESENT VIA TELEPHONE: Matthew C. Burril; and Carl H. Ricker, Jr.

MEMBERS ABSENT: Thomas M. Apodaca; and Susan Russo Klein

STAFF AND LEGAL COUNSEL PRESENT: Cindy Rice, Authority Legal Counsel; Michael Reisman, Deputy Executive Director; Tina Kinsey, Director of Marketing, Public Relations & Air Service Development; Janet Burnette, Director of Finance and Accounting; John Coon, Director of Operations and Maintenance; Christina Madsen, Airport Properties and Contracts Manager; Samuel Sales, Chief of Public Safety; Michael Merideth, Systems Administrator; and Ellen Heywood, Clerk to the Board

STAFF PRESENT VIA VIDEO: Lew Bleiweis, President & CEO ("president")

PRESENT IN PERSON: Nathan Kennedy

CALL TO ORDER: The Chair called the meeting to order at 1:00 p.m. and stated that the sole purpose of the meeting was to discuss the terminal expansion and modernization project.

TERMINAL EXPANSION AND MODERNIZATION PROJECT: The president informed the Board that Michael Reisman would provide a brief overview of the project to date and Janet Burnette would provide financial information to help the Board determine if staff should move forward with the project as intended. Mr. Reisman advised the Board that staff has been keeping close track of the project trend log and that expenses for the project are evaluated with Hensel Phelps every two weeks. A recap of the scope and original cost of the project and the escalation in construction expenses to date was provided, as well as anticipated increases Hensel Phelps has predicted. Staff believes there may be some stabilization in prices for other construction projects at the airport, but cannot guarantee what will happen with costs for the terminal expansion and modernization project.

Mr. Ricker joined the meeting at 1:15 p.m.

Janet Burnette provided a financial presentation of the project including the increase in cost of the overall project, sources of funding, forecast assumptions, a debt service analysis, anticipated concessions revenue, and cost per enplanement to the airlines. Mrs. Burnette also advised the Board that all grant funding has not been included in the calculations for covering the cost of the project. Some of the grant amounts were not yet known, but once the funding is announced those amounts will be added to the formula. Mrs. Burnette further stated that staff is working on leasing undeveloped property. Projections show that within the next few years the Authority could see approximately \$600,000 annually in additional revenue once the land is leased. The Board thanked Mrs. Burnette for her conservative viewpoint and inquired if there were any areas of the forecast that were cause for concern. Mrs. Burnette responded that the Authority was in sound financial position and believed that the Authority would be able to cover the additional costs of the project.

Brief discussions took place with regards to current airline issues of route cuts and pilot shortages, the air traffic control tower project, PFC funding for the project, as well as payments for debt service over the next few years.

The Board agreed that staff should move forward with the Terminal Expansion and Modernization project.

The president advised the Board that staff would be bringing CGMP 2 to the Board for approval at the July Board meeting.

ADJOURNMENT: Mr. Erwin moved to adjourn the meeting at 1:49 p.m. Mr. Lovin seconded the motion and it carried unanimously.

Respectfully submitted,

Ellen Heywood
Clerk to the Board

Approved:

Brad Galbraith
Chair



MEMORANDUM

TO: Members of the Airport Authority

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

DATE: July 8, 2022

ITEM DESCRIPTION – Consent Item C

Approval of Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration (FAA) for Relocation of Airport-Owned Airport Traffic Control Tower Design Project

BACKGROUND

The Authority entered into a Reimbursable Agreement with the FAA on August 16, 2021 for sighting and other support services associated with the design of the new air traffic facility at the Asheville Regional Airport, in an amount not to exceed \$177,504.34. After the project had achieved the 70 percent design milestone, the FAA requested the Authority add approximately 3,000 square feet to the design of the facility. The change in design scope will require additional effort on the part of not only the airports design team, but by the FAA facilities and engineering group, prompting FAA's request to increase the amount of the Agreement to cover the additional services.

ISSUES

None.

ALTERNATIVES

The Board could elect to not move forward with this approval. However, this would generally cause delays in the completion of the tower design project.

Consent – Item C



FISCAL IMPACT

The additional cost included in the modification to the Agreement is \$85,296.17, which will be paid/reimbursed to the Authority by the FAA as part of its agreement to pay for the additional expenses of the re-design. This increases the total modified Reimbursable Agreement not to exceed cost to \$262,800.51. It should be noted that another Reimbursable Agreement will be needed at a later date to cover the FAA's expenses associated with construction administration and oversight.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464 with the Federal Aviation Administration (FAA) for Relocation of Airport-Owned Airport Traffic Control Tower Design Project in the amount of \$85,296.17; and (2) authorize the President and CEO to execute the necessary documents.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Sent
Electronically

ATO – Eastern Service Center
AJV-E34
P.O. Box 20636
Atlanta, GA 30320-0631

June 8, 2022

Greater Asheville Regional Airport Authority
Attn: Lew Bleiweis
Executive Director
61 Terminal Drive, Suite 1
Fletcher, NC 28732
(828) 684-2226

RE: Modification to Reimbursable Agreement AJW-FN-ESA-19-SO-003464: “Relocation of Airport-Owned Airport Traffic Control Tower, Asheville Regional Airport (AVL), Asheville, North Carolina.”

Dear Mr. Bleiweis:

Article 10, of Reimbursable Agreement AJW-FN-ESA-19-SO-003464 between the Federal Aviation Administration and the Greater Asheville Regional Airport Authority requires that changes or modifications to the Agreement shall be made by written modification signed by the authorized representatives of each party. This letter will serve as the written modification to revise the costs in Article 7, “Estimated Costs.” Other than the articles in this modification letter, all other articles of the original agreement remain unchanged.

ARTICLE 7, “Estimated Costs”
(Revised to include additional costs as Follows)

The additional estimated FAA costs associated with this Agreement are as follows:

LABOR	
WB4020 Engineering	\$44,070.00
Labor Subtotal	\$44,070.00
Labor Overhead	\$6,977.75
Labor Total	\$51,047.75
NON-LABOR	
WB4020 Engineering	\$31,711.50
Non Labor Subtotal	\$31,711.50
Non Labor Overhead	\$2,536.92
Non Labor Total	\$34,248.42
Amended Amount	\$85,296.17
TOTAL ADDITIONAL ESTIMATED COST DUE	\$85,296.17

If you have any questions or concerns, please contact John Fowler at (404) 305-7326.

**FEDERAL AVIATION
ADMINISTRATION**

**GREATER ASHEVILLE
REGIONAL AIRPORT
AUTHORITY**

SIGNATURE _____
NAME _____
TITLE Contracting Officer
DATE _____

SIGNATURE _____
NAME _____
TITLE _____
DATE _____

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

By: _____ Date: _____
Finance Officer



MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Planning Manager

DATE: July 8, 2022

ITEM DESCRIPTION – New Business Item A

Approve Guaranteed Maximum Price (GMP) Amendment for Component Guaranteed Maximum Price (CGMP) No. 2 with Hensel Phelps Construction Company

BACKGROUND

The Authority entered into an Agreement with Hensel Phelps Construction Company on December 11, 2020 for Construction Manager at Risk Services associated with the Terminal Modernization and Expansion Project. Subsequently, on January 6, 2022 the Authority approved a GMP amendment to this contract with Hensel Phelps for CGMP No. 1. This scope included the relocation of the airfield lighting vault, utilities, and other enabling work.

Since then, staff has worked with Hensel Phelps to price CGMP No. 2. This scope of work includes the construction of the Central Energy Plant, all civil sitework for the entire project, and the pre-ordering of long lead items such as the Passenger Boarding Bridges and the Baggage Handling System. Excepting general conditions and specific line-item allowances, this phase of work was competitively bid on April 19, 2022 utilizing contractors that were prequalified through the Authority's prequalification requirements. Per the attached CGMP documents the total cost for these services has been negotiated with Hensel Phelps to be a total of \$77,999,756.00.

AIA Document A133-2019 Exhibit A-2 (Guaranteed Maximum Price Amendment) amends the Standard Form of Agreement to include CGMP #2 as outlined above.

ISSUES

None.

New Business – Item A



ALTERNATIVES

The Board could elect to not move forward with these approvals. However, this would require the CGMP #2 work to be rebid and jeopardize the FAA & TSA grant funding that are presently identified for this phase of work.

FISCAL IMPACT

The total cost for CGMP #2 is \$77,999,756.00. A portion of this is expected to be funded utilizing FAA & TSA Funds, and the remaining balance with Airport issued bonds.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve AIA Document A-133-2019, Exhibit A-2 (Guaranteed Maximum Price Amendment) in the amount of \$77,999,756.00; (2) authorize an additional Owners Allowance of 3% in the amount of \$2,339,993.00; and (3) authorize the President & CEO to execute the necessary documents.

AIA Document A133™ – 2019 Exhibit A

Guaranteed Maximum Price Amendment

This Amendment dated the 8th day of July in the year 2022, is incorporated into the accompanying AIA Document A133™–2019, Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price dated the Eleventh day of December in the year Two Thousand Twenty (the "Agreement")
(In words, indicate day, month, and year.)

for the following **PROJECT**:
(Name and address or location)

Asheville Regional Airport Terminal Building Modernization
Work Package No. 2
61 Terminal Drive
Fletcher NC 28732

THE OWNER:
(Name, legal status, and address)

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

THE CONSTRUCTION MANAGER:
(Name, legal status, and address)

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

TABLE OF ARTICLES

- A.1 GUARANTEED MAXIMUM PRICE**
- A.2 DATE OF COMMENCEMENT AND SUBSTANTIAL COMPLETION**
- A.3 INFORMATION UPON WHICH AMENDMENT IS BASED**
- A.4 CONSTRUCTION MANAGER'S CONSULTANTS, CONTRACTORS, DESIGN PROFESSIONALS, AND SUPPLIERS**

ARTICLE A.1 GUARANTEED MAXIMUM PRICE

§ A.1.1 Component Guaranteed Maximum Price No. 2 (CGMP No. 2)

Pursuant to Section 3.2.6 of the Agreement, the Owner and Construction Manager hereby amend the Agreement to establish a Guaranteed Maximum Price. As agreed by the Owner and Construction Manager, the Guaranteed Maximum Price is an amount that the Contract Sum shall not exceed. The Contract Sum consists of the Construction Manager's Fee plus the Cost of the Work, as that term is defined in Article 6 of the Agreement.

ADDITIONS AND DELETIONS:

The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed. A vertical line in the left margin of this document indicates where the author has added necessary information and where the author has added to or deleted from the original AIA text.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AIA Document A201™–2017, General Conditions of the Contract for Construction, is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

Init.

§ A.1.1.1 The Contract Sum is guaranteed by the Construction Manager not to exceed Seventy-Seven Million, Nine Hundred Ninety-Nine Thousand, Seven Hundred Fifty-Six Dollars and zero cents (\$ 77,999,756.00), subject to additions and deductions by Change Order as provided in the Contract Documents.

§ A.1.1.2 **Itemized Statement of the Component Guaranteed Maximum Price No. 2.** Provided below is an itemized statement of the Component Guaranteed Maximum Price No. 2 organized by trade categories, including allowances; the Construction Manager's contingency; alternates; the Construction Manager's Fee; and other items that comprise the Guaranteed Maximum Price as defined in Section 3.2.1 of the Agreement.
(Provide itemized statement below or reference an attachment.)

See attached itemized statement titled AVL – CGMP No. 2 (Attachment A)

§ A.1.1.3 The Construction Manager's Fee shall be three percent (3.0%) and calculated in accordance with Section 6.1.2 of the Agreement. The first sentence of Section 6.1.2 of the Agreement is hereby amended to read "Fee shall be calculated as a percent of the Cost of Work, and shall be set at three percent (3.0%), including but not limited to allowances".

§ A.1.1.4 The method of adjustment of the Construction Manager's Fee for changes in the Work is set forth in Section 6.1.3 of the Agreement.

N/A

§ A.1.1.5 **Alternates**

§ A.1.1.5.1 Alternates, if any, included in the Guaranteed Maximum Price:

Item	Price
Delete Temporary Bag Claim as listed under Additional Alt #1 within Attachment A	Reflected in cost of work
Removal of AWI requirement as listed under Additional Alt #1 within Attachment A	Reflected in cost of work
Security Escorts	Reflected in Allowances

§ A.1.1.5.2 Subject to the conditions noted below, the following alternates may be accepted by the Owner following execution of this Exhibit A. Upon acceptance, the Owner shall issue a Modification to the Agreement.
(Insert below each alternate and the conditions that must be met for the Owner to accept the alternate.)

Item	Price	Conditions for Acceptance
N/A		

§ A.1.1.6 **Unit prices, if any:**

(Identify the item and state the unit price and quantity limitations, if any, to which the unit price will be applicable.)

Item	Units and Limitations	Price per Unit (\$0.00)
"30 Day" Baggage Handling Operational Periods as requested under Spec 34 77 39-4.5.9.2 to ensure system functionality	For each 30 day period	\$98,616.00

ARTICLE A.2 DATE OF COMMENCEMENT AND SUBSTANTIAL COMPLETION

§ A.2.1 The date of commencement of the Work shall be:

(Check one of the following boxes.)

The date of execution of this Amendment.

Established as follows:

(Insert a date or a means to determine the date of commencement of the Work.)

Init.

If a date of commencement of the Work is not selected, then the date of commencement shall be the date of execution of this Amendment.

§ A.2.2 Unless otherwise provided, the Contract Time is the period of time, including authorized adjustments, allotted in the Contract Documents for Substantial Completion of the Work. The Contract Time shall be measured from the date of commencement of the Work.

§ A.2.3 Substantial Completion

§ A.2.3.1 Subject to adjustments of the Contract Time as provided in the Contract Documents, the Construction Manager shall achieve Substantial Completion of the entire Work:

(Check one of the following boxes and complete the necessary information.)

Not later than Four Hundred and Twelve (412) calendar days from the date of commencement of the Work for all work included and depicted in Attachment A, Figure 2 "Areas of CGMP 02 Schedule".

By the following date:

§ A.2.3.2 Subject to adjustments of the Contract Time as provided in the Contract Documents, if portions of the Work are to be completed prior to Substantial Completion of the entire Work, the Construction Manager shall achieve Substantial Completion of such portions by the following dates:

Portion of Work	Substantial Completion Date
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§ A.2.3.3 If the Construction Manager fails to achieve Substantial Completion as provided in this Section A.2.3, liquidated damages, if any, shall be assessed as set forth in Section 6.1.6 of the Agreement.

ARTICLE A.3 INFORMATION UPON WHICH AMENDMENT IS BASED

§ A.3.1 The Component Guaranteed Maximum Price No. 2 and Contract Time set forth in this Amendment are based on the Contract Documents and the following:

§ A.3.1.1 The following Supplementary and other Conditions of the Contract:

As included in AVL CGMP No.2 document – Attachment A

Document	Title	Date	Pages
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§ A.3.1.2 The following Specifications:
(Either list the Specifications here, or refer to an exhibit attached to this Amendment.)

See Attachment B

Section	Title	Date	Pages
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§ A.3.1.3 The following Drawings:
(Either list the Drawings here, or refer to an exhibit attached to this Amendment.)

See Attachment C

Number	Title	Date
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Init.

§ A.3.1.4 The Sustainability Plan, if any:

(If the Owner identified a Sustainable Objective in the Owner's Criteria, identify the document or documents that comprise the Sustainability Plan by title, date and number of pages, and include other identifying information. The Sustainability Plan identifies and describes the Sustainable Objective; the targeted Sustainable Measures; implementation strategies selected to achieve the Sustainable Measures; the Owner's and Construction Manager's roles and responsibilities associated with achieving the Sustainable Measures; the specific details about design reviews, testing or metrics to verify achievement of each Sustainable Measure; and the Sustainability Documentation required for the Project, as those terms are defined in Exhibit C to the Agreement.)

Title	Date	Pages
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Other identifying information:

§ A.3.1.5 Allowances, if any, included in the Component Guaranteed Maximum Price No. 2:
(Identify each allowance.)

The following scopes remain to be purchased and the following allowances are included in the CGMP No. 2 in Section A.1.1.1 for each.

Item	Price
Final Cleaning	\$3,810.00
Site Concrete	\$1,181,000.00
BHS Design Modifications	\$75,000.00
BHS Miscellaneous Steel Connections	\$75,000.00
PBB Card Readers	\$12,000.00
PBB Upgrade/Design Modifications	\$240,000.00
Landscaping	\$55,000.00
Outside Gas Service	\$25,000.00
CEP CX/Turnover	\$60,000.00
Temporary Wayfinding Signage	\$10,000.00
Underground Investigations	\$20,000.00
Industrial Hygienist	\$16,800.00
Stone Retaining Wall	\$25,000.00
Temporary Aircraft Pavement Markings	\$60,000.00
Temporary Apron Pole Lighting	\$25,000.00
Existing Structure Underpinning	\$50,000.00
Materials Testing	\$254,310.00
Security Escort Services	\$105,000.00
Permitting	\$134,000.00
Temporary Construction	\$3,840,177.00

§ A.3.1.6 Assumptions and clarifications, if any, upon which the Component Guaranteed Maximum Price No. 2 is based:
(Identify each assumption and clarification.)

As included in AVL CGMP No.2 document – Attachment A

§ A.3.1.7 The Component Guaranteed Maximum Price No. 2 is based upon the following other documents and information:
(List any other documents or information here, or refer to an exhibit attached to this Amendment.)

ARTICLE A.4 CONSTRUCTION MANAGER'S CONSULTANTS, CONTRACTORS, DESIGN PROFESSIONALS, AND SUPPLIERS

§ A.4.1 The Construction Manager shall retain the consultants, contractors, design professionals, and suppliers, identified below:

Init.

(List name, discipline, address, and other information.)

Any and all consultants, contractors, design professionals (including Quality Control and for all Bridge the Gap services) or suppliers required by the contract documents or needed to provide for a complete project in conjunction with the Contractors responsibilities outlined in the Agreement.

This Amendment to the Agreement entered into as of the day and year first written above.

OWNER *(Signature)*

Lew S. Bleiweis, AAE, President & CEO
(Printed name and title)

CONSTRUCTION MANAGER *(Signature)*

Scott Shelby, Operations Manager
(Printed name and title)

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

Finance Officer Signature

Date

Init.



Project: Asheville Airport Terminal Modernization

6/28/2022

TOTAL	
Description	Amount
2A.01 - Baggage Handling Systems	16,486,676
2A.02 - Passenger Boarding Bridges	12,870,501
2B.01 - Site Development	7,275,675
2B.02 - Site Concrete	3,644,000
2B.03 - Turnkey Concrete	535,000
2C.01 - Fire Protection	190,639
2C.02 - Mechanical	6,520,144
2C.03 - Plumbing	355,300
2C.04 - Electrical & Technology	5,317,500
2D.01 - Structural & Misc Steel	839,600
2D.02 - Precast	575,081
2E.01 - Waterproofing & Sealants	110,000
2E.02 - Roofing	238,432
2E.03 - Fencing	273,600
2E.04 - Drywall & Related	92,333
2E.05 - Doors, Frames, & Hardware	85,000
2E.06 - Overhead Doors	86,300
2E.07 - Glass & Glazing	15,675
2E.08 - Flooring	66,993
2E.09 - Painting	77,450
2E.10 - Building Specialties	
2E.10.1 - Signage	2,394
2E.10.2 - Wall Protection	8,514
2E.10.3 - Toilet Accessories	5,048
2E.10.4 - Emergency Aid Equipment	6,874
2E.10.5 - Fire Extinguishers	580
2E.10.6 - Metal Canopies	8,950
2E.11 - Millwork, Cabinetry, & Countertops	10,109
2E.12 - Wall Panels & Siding	390,256
2E.13 - Bridge the Gap Services	374,773
2Z.40 - Aggregate Piers	79,700
2Z.50 - Temporary Construction	3,840,177
2Z.51 - Final Cleaning	3,810
2Z.55 - Allowances	853,800
2Z.60 - Economic Price Adjustment	3,105,118
2Z.90 - Building Permit	134,000
2Z.91 - General Requirements	727,660
Subtotal	\$65,207,661
Markups	
GENERAL CONDITIONS	\$5,407,205
General Conditions	5,407,205
INDIRECTS	\$5,113,052
Subcontractor Bonds	976,521
CMAR Contingency - 3.00% of Total	2,339,993
CA Services - Faith Group	73,657
CM Home Office Personnel - Exhibit E	315,500
Testing Allowance - 0.39% of CoW	254,310
Insurances Outside of OCIP - 0.48% of Total	373,073
CMR P&P Bonds - 1.00% of Total	779,998
CMR FEE	\$2,271,838
CMR Fee - 3.00%	2,271,838
Total Markups	\$12,792,095
ESTIMATE TOTAL	\$77,999,756

The information contained in this estimate is the proprietary property of Hensel Phelps and may be used only by the authorized recipient. Any reproduction or other reuse of this estimate or portions thereof without the express consent of Hensel Phelps is strictly prohibited.

Bid Package 2 Rev 2 Clarifications, Assumptions & Exclusions:

Trades associated with CGMP 02:

Baggage Handling Systems, Passenger Boarding Bridges, Site Development, Site Concrete, Building Concrete, Fire Protection, Mechanical, Plumbing, Electrical, Low Voltage, Structural Steel, Miscellaneous Steel, Precast Concrete, Waterproofing, Sealants, Roofing, Fencing, Drywall, Framing, Rough Carpentry, Doors, Frames, Hardware, Overhead Doors, Glass, Glazing, Flooring, Painting, Building Specialties, Millwork, and Architectural Screen Walls.

General Clarifications:

- Precast Architectural Concrete is based upon utilizing Spring Precast, located in Cobb, GA, as the fabricator of the architectural precast panels.
- Site apron paving based upon fixed-form construction, not slip-form construction.
- The cost of work items within the estimate reflects “today” costs. Economic Price Adjustments covers potential cost increases, from today through the contracting/ purchasing of trade partners.
- Value from CGMP 02 Trade Partners Value for OCIP, if they were to add for General Liability and Excess Liability, has been provided. (OCIP covers G/L and Excess Liability, and these values are not included in Trade Partner pricing.)
- It is assumed that the Trade Partner markups listed within the trade bid forms will be honored by the Ownership/Architect team for all future funding authorizations and/or change orders.
- The testing responsibilities will be as outlined in the specifications and confirmed with the Master Test Register submitted to Gresham Smith and the Airport on 04/14/22 and subsequently approved on 04/27/22.
 - An allowance has been created to pick up special testing and inspections at the request of GARAA/Parsons.
- Assumes North Carolina DOR Form E-589CI, Affidavit of Capital Improvement, will be issued by GARAA to Hensel Phelps when requested by onsite Trade Partners.
- Assumes that GARAA will have their 3% Owner Contingency allocated to support CMGP 02 and the approval process to transfer funds will not be dictated by the Board Meeting schedule/frequency.
- Refer to the Bridge the Gap portion of this submission for specific C&A’s associated with that scope.
- It is assumed that any remaining alternates as shown in CMGP 02 REV2 are void and GARAA has accepted the alternatives they wish to include.
- Minimal Security Escorts have been included as an allowance. The assumption included in the base proposal is that the trades all have a minimum of 1 foreman badged and those trades needing to perform work in restricted areas, have adequate badges to supervise the work per the schedule.



Remaining Scopes To Be Purchased less P&P Bonds:

- FINAL CLEANING \$3,810
- SITE CONCRETE \$1,181,000

Allowances Carried:

1	BHS DESIGN MODIFICATIONS	\$75,000	
2	BHS MISC STEEL CONNECTIONS	\$75,000	
3	PBB CARD READERS	\$12,000	Refer to Pre-Bid RFI#086
4	PBB UPGRADE/DESIGN MODIFICATIONS	\$240,000	By the time of procurement, it is assumed that there will be technology upgrades available that may be worth AVL review/approval.
5	LANDSCAPING	\$55,000	Currently no landscape design in BP 02. Allowance includes Arborist.
6	OUTSIDE GAS SERVICE	\$25,000	Interior gas service is under the plumber. This is for the exterior gas service gap between the Dominion install and the connection to interiors.
7	CEP CX/TURNOVER	\$60,000	Once Mechanical is under contract, need to discuss options of Load Bank/Manual start up vs warranty extensions to support CEP turnover.
7	TEMPORARY WAYFINDING SIGNAGE	\$10,000	
8	UNDERGROUND INVESTIGATIONS	\$20,000	
9	INDUSTRIAL HYGIENIST	\$16,800	
10	STONE RETAINING WALL	\$25,000	
11	TEMPORARY AIRCRAFT PAVEMENT MARKINGS	\$60,000	This is to cover the temporary safety envelopes and/or any changes/updates to the temporary markings required by GS/GARAA
12	TEMPORARY APRON POLE LTG	\$25,000	Request from Architect to boot exterior light levels associated with the temp walkways.
13	EXISTING STRUCTURE UNDERPINNING	\$50,000	
14	MATERIALS TESTING	\$254,310	Increased to pick up cost for Special Inspections. Further discussion still required w/ AHJ to confirm any conflict of interest.

15	SECURITY ESCORT SERVICES	\$105,000	
16	PERMITTING	\$134,000	
17	TEMPORARY CONSTRUCTION	**	**Please refer to the backup included herein for these breakdowns.

**As outlined in the contract, whenever costs are more or less than the stated allowance, the Contract Sum shall be adjusted accordingly by Change Order.*

Alternates Summary:

Alt 1	Delete One (1) Generator	(\$434,018)	As per specification section 01 2300 Alternates.
Alt 2	Delete One (1) Chiller	(\$734,091)	As per specification section 01 2300 Alternates.
Alt 3	Not Applicable for CGMP2	--	As per specification section 01 2300 Alternates.
Alt 4	Delete Two (2) Inbound BHS Systems	(\$999,088)	As per specification section 01 2300 Alternates.
Alt 5	Delete PBB Gates 1 & 2	(\$2,139,640)	As per specification section 01 2300 Alternates.
Alt 6	Delete CEP Building Screening	(\$470,347)	As per specification section 01 2300 Alternates.
Additional Alt 1	Delete Temp Bag Claim BHS	-	APPROVED and removed from this scope. The final requirements for the Temp Baggage Hall to be discussed prior to CGMP 03.
Additional Alt 2	Delete New S. Concourse BHS	(\$1,079,565)	Delete the furnishing and installation of the New South Concourse BHS. BHS to be deleted commences approximately at column line V.2/44.2 on drawing BH201C4.P2 and continues on drawings BH201C5.P2 and BH201C6.P2.
Additional Alt 3	CGMP 02 NC DBE % decrease	-	See NC Disadvantage Business Enterprise Section further in this narrative. This alternate was PARTIALLY APPROVED.
Additional Alt 4	Security Escorts	-	APPROVED and moved to an allowance.
Additional Alt 5	Removal of AWI requirements	-	APPROVED and reflected in the cost of work.

Unit Price Summary:

U/P 1	Additional 30-Day BHS Operational Periods	\$98,616	This is the unit price for additional 30-Day BHS operational periods required for BHS section
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turnovers; outside of the 6 required in the base scope.

General Exclusions:

- Installation of Duke Energy duct banks, cabling, equipment, patching asphalt parking area. Duke costs to be direct to owner.
- Gas line, service fees, and taps (up to and including the gas meter) is to be covered by an allowance. Further coordination is required with the local utility to advise on their inclusions/exclusions.
- Spray Applied Fireproofing in not anticipated and is excluded.
- Temporary Bagge Hall:
 - There have been some discussions about possibly adding a temporary baggage claim area, in the existing taxi waiting area. The foundations, structure, finishes, MEPT/FP requirements have yet to be developed. This CGMP does not include any work associated with this potential temporary baggage claim area, with the only exception being the temporary baggage handling system that might be incorporate. (See Additional Alternate #1 – Delete Temp Bag Claim BHS).
- HP is excluding monthly utility bills for water, sewer, and internet as those will be direct bill to the Owner.
- Any construction work beyond March of 2025 is excluded. The billable rates approved and included as part of the original Prime Agreement were for a construction schedule that outlined a March 2025 project completion.
 - In return, HP is excluding as part of CGMP 02, any cost-of-living adjustment or salary increases as those increases do not apply based on the anticipated construction schedule for CGMP 02.
 - Please note the CGMP 02 schedule included shows a 2024 finish; however, there are components that cannot be complete until the award/commencement of CGMP 03 and the terminal. Please refer to the schedule section of this narrative for specifics on what scope work must be completed in conjunction with the terminal build of CGMP03.
- AWI certified millwork/casework for CGMP 02 is excluded.

Temporary Construction:

For CGMP 02, temporary construction includes three main areas (all other areas will be part of CGMP 03). These areas were priced utilizing the Bluebeam Session Phased Drawing set provided by Gresham Smith to HP on 04/14/22.

1. The Temporary South Hold Room (THR)
2. The Temporary Walkways (TW)
3. The Temporary CBIS (CBIS/BHS)



- ***South Hold Room (THR) specific:***
 - The allowance included herein is based upon a clear span trailer purchase price. This scope will be further reviewed and potentially modified to a standard trailer layout and rental agreement post award.
 - The warranty period for the South Hold Room trailers (assuming a purchase) will be 1 year from install. Extended warranty is excluded at this time. Personal property tax is also excluded from the proposal (\$1,625/mo) assuming a purchase.
 - It is assumed the AVL janitorial staff will handle custodial and general maintenance
 - HP is excluding Light bulb replacement, HVAC filter replacement and general maintenance.
 - Excluding supply of furniture for temp hold room.
 - Hensel Phelps has included within the overall Temp Hold Room Allowance a \$10,000 value to assist with relocating furniture. Per conversations with GARAA, furniture relocation will be mostly completed by internal resources with HP on-call for large object moves as required.
 - It is assumed due to size (under 6000 sf) and distance from terminal, that no fire suppression is required.
 - Relocation of any additional gates is excluded outside of existing North Hold Room to Temporary South Hold Room.
 - Allowance for American Airlines ATO Swing Space trailers are included, assumed allowance includes the cost for 1 set of double-wide trailers. Trailers consist of standard finishes and amenities included and is assumed to be located on airport property. Due to uncertainty of location, all underground utilities and connections are excluded from this allowance.
 - Concrete patching (if required) is excluded for THR.
 - Relocation of existing Trash/Recycling/Compactor containers is excluded (coordination with AVL on relocation for waste services access is still required).
 - Pricing does not include design or install of stormwater for hold room trailer, assumed 300 LF of trench drain.
 - High impact protection ratings of trailer windows (from wind/blast) is excluded. State code minimums are included.
 - Relocation of the temp hold room trailers (assuming purchase) is excluded, but is an option that the vendor can support should GARAA chose to make that decision at a later date.

- ***Temporary Walkways (TW) specific:***
 - Assumption is based on temporary scaffold system, not inclusive of any overhead protection system that would require additional structural ratings above scaffolding. Standard wind load ratings and structural ratings of scaffold applies only.
 - Roof maintenance is excluded.
 - Low profile light barriers will be provided by AVL, HP assumes cost for install and maintenance for the east face of TW/west face of temp tug path and excluded from west face of TW/east face of temp tug path.



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- Assumption at time of submission was per the Bluebeam Session which included Phasing Drawings (301B.P1) provided by Gresham Smith on_05.16.22.

 - **Temp CBIS specific:**
 - Re-Mag and moving of TSA equipment is assumed by Owner.
 - Excluding any early relocating of Blue Ridge grease trap that is in the way of the permanent foundations as that work is assumed to be part of CGMP 03.
 - An allowance has been provided to assist with underpinning of exposed existing building foundations as required while completing the CBIS area of work.
 - Excluding any additional antenna relocation outside of the North Concourse gray antenna that needs to be relocated due to install of the temp BHS pathway. HP assumes de-cabling and relocation within 100 feet and clear pathways for re-hookup. (Any remedial roof patching is excluded.)
 - All low voltage, communication and/or technical advancements needed to take existing airline proprietary systems to common use has been excluded within temp construction cost.
 - It is assumed that the BHS is the only portion that needs to be covered for Overhead protection, personnel /tug protection is excluded in the tug pickup area of the temp BHS line.
 - It is assumed that HP will be responsible for maintenance of temporary BHS systems, however, bag jams and/or mishandling of BHS equipment by airlines and/or AVL Operations is the responsibility of AVL.

NC Disadvantaged Business Enterprises Participation

CGMP 02 Specific Strategy and Recommendations:

In early conversations with GARAA, it was requested to include the Low Value bidders as part of the base proposal for CGMP 02. This approach offered 0% in CGMP 02 DBE participation. After further discussion and review of the NC DBE requirements for this development as well as the Trade Partner values offered, GARAA have chosen to move forward with a portion of the original recommended DBE participation. The approved and final amount of the DBE participation for CGMP 02 is 1.27% for this package (bringing us to 1.06% overall).

AVL DBE Projection Plan						
Total Est. Contract Value	\$ 249,266,120					
DBE Goal Percentage	4.80%					
DBE Goal Value	\$ 11,964,774					
Work Package	Total Est. Value	Cost of Work	Remaining	DBE Value Obtained/Required	% of Cost of Work (Future Bid Pack Req.'s)	% of Total CGMP
CGMP1	\$ 6,215,900	\$ 4,479,797	\$ 1,736,103	\$ 22,045	0.49%	0.35%
CGMP2	\$ 77,999,756	\$ 65,207,661	\$ 12,792,095	\$ 828,635	1.27%	1.06%
CGMP3	\$ 165,050,464	\$ 135,594,459	\$ 29,456,005	\$ 11,114,094	8.20%	6.73%
Total	\$ 249,266,120	\$ 179,471,606	\$ 69,794,514	\$ 11,964,774	6.67%	4.80%

Figure 1 - Current (proposed) DBE Projection

Note: The values listed for CGMP 03 above have not been adjusted for current market conditions. HP reserves the right to continue to analyze the projected CGMP 03 values in further detail.

Please note the proposed contractors bringing participation for CGMP 02 are as follows:

- Mechanical
 - (w/ Cadence – Lowest Responsive Bidder)
- Electrical
 - (w/ Fountain – Lowest Responsive Bidder)

Additional Alternate #03 has been updated to show the remaining option for the PBB scope of work to obtain DBE participation at a premium of \$360k. Per the directive of GARAA, this alternate is not accepted at this time, and the team will refocus their efforts to get a higher participation value within CGMP 03 (as per the goals listed in the table above).

Overall Program Strategy:

The CGMP 2 Rev 2 submission includes 1.06% of NC DBE participation. Despite soliciting NCDOT firms that lineup with the Central Energy Plant, Site work and the Specialty Systems, the majority of the CGMP2 bid package trade scopes received less than 3 proposals from non-NC DBE firms, with little to no 2nd tier NC DBE participation included with the low bids. There was only one proposal received from a direct DBE firm for the Mechanical scope that came in 2nd place (dollarwise). In addition to the low NC DBE participation provided in proposals there was an overall challenge of market interest in the scopes and sizes of the opportunities of CGMP2.

The remaining CGMP3 work package has always been anticipated to have the most viable opportunities for NC DBE participation, with viable opportunities for the finish trades and other building scopes. Our projection plan is to obtain 8.5 – 8.6% NC DBE participation for the cost of work in the remaining package, which will result in exceeding the overall 4.8% goal. Our plan to accomplish this will begin with an outreach event being planned for mid-June 2022 ahead of the bid package release, with another “Pre-Bid” outreach event before proposals are due. Coupling the outreach events with one-on-one meetings to review scopes & drawings, encouraging relationship building for potential teaming relationships, and providing any other support necessary, we endeavor to encourage sufficient proposal submissions with viable NC DBE participation included.

Based on the CGMP3 scopes to be available and the anticipation of sparking interest in the project, we feel there is opportunity to obtain proposals with substantial NC DBE participation.

Schedule Narrative:

The schedule revision is based upon CGMP 02 gaining Conditional Approval at the July 8th Board Meeting and Notice to Proceed to be received on July 11th, 2022, with an executed contract to be issued no later than July 12th, 2022.

Scopes Included

The scopes included within this CGMP 2 schedule are the CEP building, civil work around the CEP, the access roads to the CEP, DPS, and employee parking lot. The installation of the south hold room and temporary baggage and CBIS relocation enabling work to start the North Concourse.

Scopes Excluded

The scopes excluded from the CGMP 2 schedule due to future work package issuances, is the Civil work associated near the existing and future terminal and concourses, the Baggage System and Passenger Boarding Bridge.

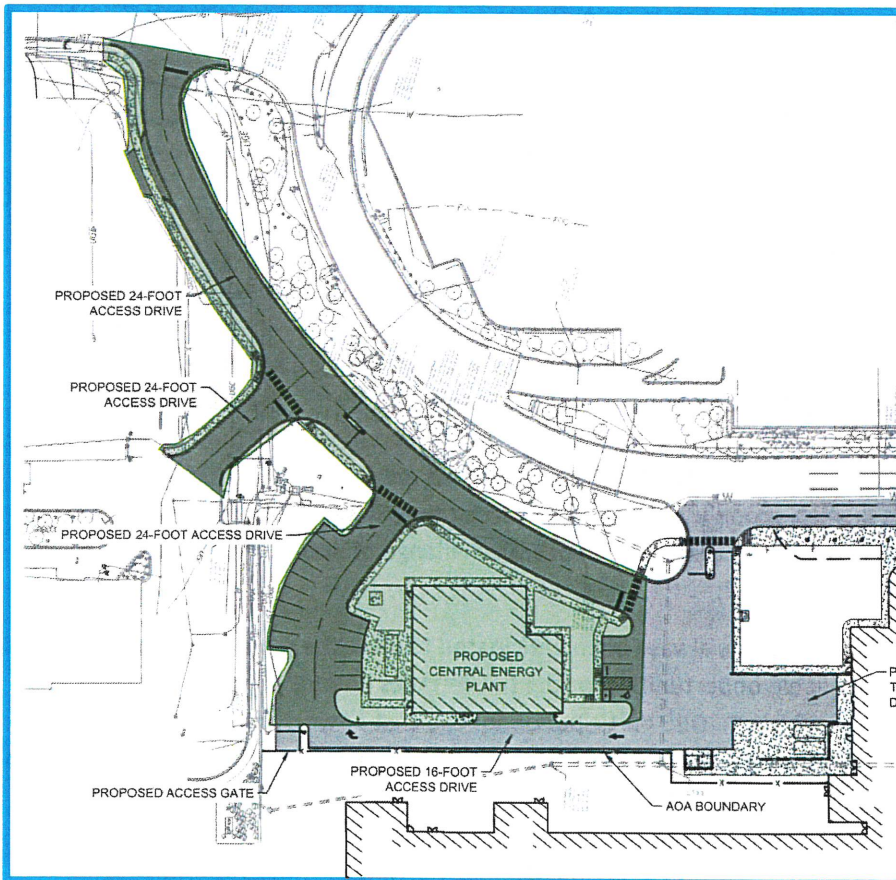


Figure 2 Areas of CGMP 02 Schedule

Critical Path

The current critical path to complete the CEP building is through WP 1 and getting the network switch installed and relocating the existing telecom to the new pathway, in order to demolish the existing telecom. This is required to start the CEP building and finish the civil work around the building to also complete the remaining access drive at Wright Brothers Way.

The current critical path to complete the south hold room is through board approval and releasing of the hold room trailer for delivery and trailer buildout.

The current critical path to complete the temporary baggage and CBIS relocation is from completing the south hold room and moving the existing gates from the North Concourse to the south hold room and installing the new temporary baggage and then relocating the existing EDS machine to connecting the new EDS machine to the temporary baggage belt.

Schedule Concerns

The following items are schedule concerns for scope included in this schedule.

- Long lead times on equipment and materials, currently there 40 different material lead times that are 12 weeks or longer associated with the included scope of work. The most critical of these materials are the south hold room trailers, baggage handling equipment for the temporary bag line, and roofing for the CEP building.
- This schedule revision submission includes the Stop Work notice for the Hensel Phelps Trailers and Bridge the Gap services. Depending on when this stop work is released this has some potential to impact CGMP 02 schedule with demo of the existing allegiant building in time for the CEP to start. Secondly, the Bridge the Gap services has the potential to impact the future CGMP bidding and submission schedule. Once the stop work has been released further evaluation can occur.

The project is scheduled using 5-day work week calendar plus federal holidays. Saturday and Sundays are utilized to make up for weather delays.

CX/Turnover – The CEP as designed in the Bid Package 02 construction documents will not operate. There is no load for the mechanical equipment, nor are there electronic/smart controls, or control valves which will prevent full final Commissioning of the system as installed. It is assumed that the CEP will be accepted for Substantial Completion at the end of the date shown in the accompanying CPM schedule and the warranty will commence as outlined in the Prime Contract.

**Please note, an allowance has been established to support the CX and turnover of the CEP, to Airport Operations. It is anticipated after contract award that the design team, in conjunction with the Airport and the Contractor will brainstorm Best Practice Solutions which could include a temporary load bank and manual start up scenario, a strategic method of install to avoid “moth balling” equipment, or warranty extensions.*

AVL TERMINAL MODERNIZATION PROJECT
BP 2 - ALTERNATES

Scope of Work	Alternate #1 Delete 1 Generator	Alternate #2 Delete 1 Chiller	Alternate #3 N/A CGMP 2	Alternate #4 Delete 2 Inbound Systems	Alternate #5 Delete PBB Gates 1 & 2	Alternate #6 Delete CEP Bidg Screening	Additional Alt. #1 Delete Temp Bag Claim BHS	Additional Alt. #2 Delete New S. Concourse BHS	Additional Alt. #3 Delete DBE Participation	Additional Alt. #4 ADD Security Escort Allowance for Bid Package 2	Additional Alt. #5 Allow Non-AWI Certified Millwork & Cabinetry
CGMP 02											
2A01 Baggage Handling Systems	N/A	N/A	N/A	N/A	N/A	N/A	(381,617)	(985,000)	N/A	N/A	N/A
2A02 Passenger Boarding Bridges	N/A	N/A	N/A	N/A	(1,935,218)	N/A	N/A	N/A	(360,858)	N/A	N/A
2B01 Site Development	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2B02 Site Concrete	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2B03 Turnkey Concrete	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2C01 Fire Protection	N/A	(658,000)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2C02 Mechanical	(136,000)		N/A	N/A	N/A	N/A	N/A	N/A	(60,144)	N/A	N/A
2C03 Plumbing	(260,000)	(20,000)	N/A	(11,500)	(17,000)	(138,000)	N/A	N/A	(60,000)	N/A	N/A
2C04 Electrical & Technology			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2D01 Structural & Misc Steel	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2D02 Precast	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E01 Waterproofing and Sealants	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E02 Roofing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E03 Fencing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E04 Drywall & Related	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E05 Doors, Frames and Hardware	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E06 Overhead Doors	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E07 Glass and Glazing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E08 Flooring	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E09 Painting	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E10 Building Specialties	--	--	--	--	--	--	--	--	--	--	--
2E10.1 Signage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E10.2 Wall & Door Protection	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E10.3 Toilet Accessories	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E10.4 Emergency Aid Equipment	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E10.5 Fire Extinguishers	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E10.6 Metal Canopies	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2E11 Millwork, Cabinetry & Countertops	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	(37,771)
2E12 Wall Panels & Siding	N/A	N/A	N/A	N/A	N/A	(291,147)	N/A	N/A	N/A	N/A	N/A
2E13 Bridge the Gap Services	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z40 Aggregate Piers	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z50 Temporary Construction	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z51 Final Cleaning	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z55 Allowances	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z60 CoW Escalation Contingency	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z90 Building Permit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2Z91 General Requirements	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	105,000	N/A
SUBTOTAL	(395,000)	(678,000)	(911,500)	(900,000)	(1,952,218)	(428,147)	(381,617)	(985,000)	(481,002)	105,000	(37,771)
Subcontractor Bonds	(5,940)	(10,170)	(13,673)	(13,673)	(29,283)	(6,437)	(5,724)	(14,775)	(7,215)	1,575	(567)
CMAR Contingency - 3.00% of Total	(13,021)	(22,293)	(29,970)	(29,970)	(64,189)	(14,110)	(12,548)	(32,387)	(15,815)	3,452	(1,242)
Insurance Outside of OCIP - 0.48% of Total	(2,076)	(3,554)	(4,778)	(4,778)	(10,234)	(2,250)	(2,001)	(5,164)	(2,522)	550	(196)
CMR P&P Bonds - 1.00% of Total	(4,349)	(7,431)	(9,950)	(9,950)	(21,396)	(4,703)	(4,183)	(10,796)	(5,272)	1,151	(414)
SUBTOTAL	(421,377)	(721,446)	(959,911)	(959,911)	(2,077,321)	(458,648)	(406,072)	(1,048,121)	(511,826)	111,729	(40,191)
CMR Fee - 3.00%	(12,641)	(21,643)	(29,087)	(29,087)	(62,320)	(13,699)	(12,182)	(31,444)	(15,355)	3,352	(1,206)
TOTAL	(434,018)	(743,091)	(989,008)	(999,008)	(2,139,640)	(470,347)	(418,254)	(1,079,565)	(527,181)	115,081	(41,397)

AVL Acceptance / Rejection >>>

Accepted / Rejected / Rejected / Accepted / Accepted / Accepted / Accepted / Accepted / Accepted / Accepted / Accepted / Accepted

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AVL TERMINAL MODERNIZATION PROJECT
OCIP TRACKING

CGMP Cost of Work (Current Subcontracts)		
#	Scope	Trade Partner

OCIP Alternate ADDS

CGMP 02

2A.01	Baggage Handling Systems	ASI	38,950
2A.02	Passenger Boarding Bridges	TK Airport Solutions	0
2B.01	Site Development	NHM Constructors	19,204
2B.02	Site Concrete	SCOPE TO BE PURCHASED	0
2B.03	Building Concrete	SCOPE TO BE PURCHASED	0
2C.01	Fire Protection	FE Moran	236
2C.02	Mechanical	Cadence	25,000
2C.03	Plumbing	TP Howards	1,557
2C.04	Electrical & Technology	Fountain Electric	5,840
2D.01	Structural & Misc. Steel	Dave Steel	0
2D.02	Precast	Spring Precast	2,500
2E.01	Waterproofing and Sealants	ABG Caulking	5,720
2E.02	Roofing	Benton	0
2E.03	Fencing	NHM Constructors	0
2E.04	Drywall & Related	Precision Walls	7,955
2E.05	Doors, Frames and Hardware	GoForth Builders	380
2E.06	Overhead Doors	GoForth Builders	380
2E.07	Glass and Glazing	MSJ Glass	110
2E.08	Flooring	Real Floors	2,000
2E.09	Painting	United Painting	1,930
2E.10	Building Specialties	--	--
2E.10.1	Signage	Poblocki	0
2E.10.2	Wall & Door Protection	Accessories Unlimited	0
2E.10.3	Toilet Accessories	Accessories Unlimited	0
2E.10.4	Emergency Aid Equipment	Accessories Unlimited	0
2E.10.5	Fire Extinguishers	Accessories Unlimited	0
2E.10.6	Metal Canopies	Elite Awnings	0
2E.11	Millwork, Cabinetry & Countertops	Lentz	0
2E.12	Wall Panels & Siding	Carros Metal Concepts	1,745
2Z.40	Aggregate Piers	Wurster Betterground	0
TOTAL CGMP 02 PROJECTED SUBCONTRACTED			113,507

**Similar to the CGMP 01 Submission; Hensel Phelps will work with McGriff to get the OCIP program well understood and enrolled with each new trade partner recommended above. The trades that listed \$0 above have been contacted and Hensel Phelps will work with them to better understand what is being requested.*

**** Updated in CGMP 2, Revision 1**

**** Updated in CGMP 2, Revision 2**



AVL - GCs BP 2 - 220630

HP Selfwork Combined Report
Project: Asheville Airport Terminal Modernization

Description	Quantity	Labor			Material		Subcontract		Equipment		Total	
		Crew	MH/Unit	Hours	Unit cost	Amount	Unit cost	Amount	Unit cost	Amount	Unit cost	Amount
Trailer Rodent/Pest Control HP & Owner Trailer Janitorial Services	14.00 month 14.00 month								2,800 28,000	200.00 2,000.00	\$2,800 \$28,000	\$2,800 \$28,000
01-10-70.00 Inspection and Quality Control Outreach / Partnering	1.00 ls						\$7,900		\$30,800		\$30,800	\$38,700
01-10-90.00 Equipment and Transportation Job Truck/ATV HP Vehicles - Repairs & Maintenance Project Warranty Expense	11.00 month 73.00 month 156,664.00 sf				576.00	6,336	\$12,000 \$12,000		1,024.00 29,200 12,533	1,600.00 400.00 0.08	\$12,000 \$11,264 \$29,200 \$12,533	\$12,000 \$17,600 \$29,200 \$12,533
Total Bid Package 2 - Central Energy Plant, Civil, PBB, BHS						\$6,336 \$175,336	\$318,892	\$318,892	\$52,997 \$195,657		\$52,997 \$195,657	\$59,333 \$5,407,205
Subtotal						\$175,336	\$318,892	\$318,892	\$195,657		\$195,657	\$5,407,205
ESTIMATE TOTAL						\$175,336	\$318,892	\$318,892	\$195,657		\$195,657	\$5,407,205

AVL - GRs BP2 Rev 2 - 220630

HP Selfwork Combined Report
Project: Asheville Airport Terminal Modernization

Description	Quantity	Labor			Material		Subcontract		Equipment		Total	
		Crew	MH/Unit	Hours	Unit cost	Amount	Unit cost	Amount	Unit cost	Amount	Unit cost	Amount
Power Washer	1.00 ea						1,500.00	1,500			1,500.00	\$1,500
Generator	1.00 ea						1,221.94	1,222			1,221.94	\$1,222
Pallet Jack	1.00 ea						1,118.15	1,118			1,118.15	\$1,118
Dumpster Covers	3.00 ea						340.26	1,021			340.26	\$1,021
Floor trash cans	10.00 ea						155.15	1,552			155.15	\$1,552
Tippy Dumpster Wheeled	2.00 ea						1,382.44	2,765			1,382.44	\$2,765
Door/Jamb Protection	30.00 ea						10.90	327			10.90	\$327
FE Supplies MH/Rate (Field Engineer/AS/PS)	75.00 mm						80.25	6,019			80.25	\$6,019
Total Station (Rental)	12.00 wk						561.75	6,741			561.75	\$6,741
Utilities Locating Equipment	1.00 ea						1,317.17	1,317			1,317.17	\$1,317
Equipment calibration (Total station & Level)	1.00 ea						326.35	326			326.35	\$326
Temp HVAC for Construction	24.00 mo						4,500.00	108,000			4,500.00	\$108,000
GPS (Purchase)	1.00 ls						29,455.28	29,455			29,455.28	\$29,455
Total General Requirements							\$106,272	29,455			\$106,272	\$29,455
Subtotal							\$106,272	\$621,388			\$106,272	\$727,660
ESTIMATE TOTAL							\$106,272	\$621,388			\$106,272	\$777,660



Description	Quantity	Total	
		Unit cost	Amount
BP2 CEP, Civil, PBBs, & BHS			
22.50 Temporary Construction Allowance			
BHS N - Air Purifiers	2.00 ea	799.00	\$1,598
BHS N - Baggage Pick-Up for Tugs (Tents)	150.00 lf	200.00	\$30,000
BHS N - Concrete patching	100.00 sf	22.72	\$2,272
BHS N - Hard Ceiling (CBIS to Tug Pick-Up)	174.00 lf	200.00	\$34,800
BHS N - Lighting Temp pickup and walkways	5,671.00 sf	3.00	\$17,013
BHS N - Re-grading for Tugs / BHS	2,000.00 sf	13.00	\$26,000
BHS N - Safety Protection for Tug Pick-Up	443.00 lf	100.00	\$44,300
BHS N - Security Card Reader	1.00 ea	4,000.00	\$4,000
BHS N - Signage (Tugs & People)	10.00 ea	300.00	\$3,000
BHS N - Temp Door	1.00 ea	12,800.00	\$12,800
BHS N - Temp Fence Fabric / Screen	20.00 lf	18.10	\$362
BHS N - Temp Striping for Tug Pick-Up	1,350.00 lf	5.00	\$6,750
BHS N - Temp Walls	525.00 lf	30.00	\$15,750
BHS N - Wall Patching	162.00 sf	75.00	\$12,150
CBIS - Antenna Relocation (Direct TV)	1.00 ls	5,000.00	\$5,000
CBIS - Cattle Guards / Sida Line @ Roof	29.00 ea	120.00	\$3,480
CBIS - Door Security Set	1.00 ea	2,500.00	\$2,500
CBIS - Employee Badging	4.00 ea	140.00	\$560
CBIS - Impact Protection for BHS for Tug Pick-Up	225.00 ea	100.00	\$22,500
CBIS - Low Voltage and Computer Relocation for Ticket Offices	6.00 ea	20,000.00	\$120,000
CBIS - Motorized push cart for oversize items	2.00 ea	4,959.00	\$9,918
CBIS - Porters	576.00 hr	18.00	\$10,368
CBIS - Temp Rolling Counters	3.00 ea	1,599.95	\$4,800
THR - Access Control	6.00 ea	4,000.00	\$24,000
THR - Bathroom Accessories Upgrade	1.00 ls	20,000.00	\$20,000
THR - Employee Badging	4.00 ea	140.00	\$560
THR - Existing Apron Striping Demo	2,709.00 lf	2.00	\$5,418
THR - Existing Dry Storage Modification (Walls & Doors)	1.00 ea	12,500.00	\$12,500
THR - Existing Gate Counters Elec & Low Voltage Reconfiguration	3.00 ea	7,500.00	\$22,500
THR - Existing SIDA Fence Relocation	488.00 lf	100.00	\$48,800
THR - Fire Watchman Service	160.00 hr	50.00	\$8,000
THR - Holdroom Furniture (Relocate)	1.00 LS	10,000.00	\$10,000
THR - Impact Protection	594.00 lf	100.00	\$59,400
THR - Insurance	24.00 mo	600.00	\$14,400
THR - IP TV Move & Setup	1.00 ls	20,000.00	\$20,000
THR - Professional Surveyor	1.00 ls	2,000.00	\$2,000
THR - Relocate Existing GSE Power Panel	1.00 ea	12,500.00	\$12,500
THR - Skirting/Ramp/Stairs	1.00 ls	94,616.00	\$94,616
THR - Temp Demo (GSE Bollard & Light Poles)	1.00 ls	15,000.00	\$15,000
THR - Temp Power Hook-Up	1.00 ea	75,000.00	\$75,000
THR - Temp Roadways & Access	1,410.00 sy	400.00	\$564,000
THR - Temp Signage	1.00 ls	5,000.00	\$5,000
THR - Temp Striping for Tug Path	2,709.00 lf	5.00	\$13,545
THR - Traffic Control	240.00 hr	50.00	\$12,000
THR - Wayfinding Signage (Existing Concourse, THR, Walkways)	1.00 ls	12,000.00	\$12,000
THR - Wifi & Wireless Access Points	1.00 ls	10,500.00	\$10,500
TW - Block In-Fill at Existing Terminal	2.00 ea	12,500.00	\$25,000
TW - Concrete Patching (Anchors)	700.00 lf	22.72	\$15,904
TW - Hauling To & From Job	2.00 ea	10,250.00	\$20,500
TW - Impact Protection	700.00 lf	200.00	\$140,000
TW - Lighting & EMT	1.00 ls	25,000.00	\$25,000
TW - Screen Walls	700.00 lf	3.00	\$2,100
TW - Security Cameras	24.00 mo	300.00	\$7,200
TW - Temp Fire Alarm (Horn & Strobes)	1.00 ls	15,000.00	\$15,000
TW - Temp Signage	1.00 ls	5,000.00	\$5,000
TW - Temp Wall Bracing (2x4s)	700.00 lf	18.00	\$12,600
TW - Temp Walls	700.00 lf	23.25	\$16,275
TW - Temp Walls (3/4" Plywood Barrier)	700.00 lf	23.25	\$16,275



Description	Quantity	Unit	Total	
			Unit cost	Amount
TW - Temporary Walkways	700.00	lf	502.26	\$351,582
TW - Wifi & Wireless Access Points	1.00	ls	10,500.00	\$10,500
TW Dumpster Rental	2.00	ea	465.00	\$930
TW - Ramps (following PBB #2/3 removal)	1.00	ls	10,000.00	\$10,000
THR - Purchase & Sell Back (Option #2) +Bond (2.5%)	1.00	ls	1,266,908.00	\$1,266,908
THR - Gutters & Downspouts	1.00	ls	15,000.00	\$15,000
CBIS - ATO Swing Space Trailers (1 Trailer)	1.00	ea	79,000.00	\$79,000
CBIS - Canopy / Awning Demo	1.00	ea	15,000.00	\$15,000
THR - 20' Connector (Weather Protection Holdroom to Existing)	1.00	ls	62,400.00	\$62,400
THR - 20' Connector Door Sets to Concourse	2.00	ea	2,500.00	\$5,000
THR Additional Power/Data	1.00	ls	75,000.00	\$75,000
THR Restoration to Existing	1.00	ls	25,000.00	\$25,000
THR - Temp Fire Alarm (Horns & Strobes)	1.00	ls	50,000.00	\$50,000
THR - Temp Water/Sewer/Trench Drain	3.00	ls	31,666.67	\$95,000
THR - Water/Sewer Concessions	1.00	ls	20,000.00	\$20,000
THR - Low Profile Airport Barriers (Install/Maintenance West Tug/South THR)	827.00	lf	7.67	\$6,343
Total Temporary Construction Allowance			503.96	\$3,840,177
Subtotal				\$3,840,177
ESTIMATE TOTAL				\$3,840,177



MEMORANDUM

TO: Members of the Airport Authority

FROM: Jared Merrill
Planning Manager

DATE: July 8, 2022

ITEM DESCRIPTION – New Business Item B

Approve Amendment to Design Contract with Pond & Company, Inc. for the Air Traffic Control Tower and Associated Facilities Project

BACKGROUND

The Authority entered into a contract with Pond & Company, Inc. on March 12, 2021 for design and construction administration services in the amount of \$4,157,923.00 for the new Air Traffic Control Tower and Associated Facilities Project. The design effort recently achieved the 70 percent milestone and is scheduled to be complete in August of this year. The scope of this project included design of the new tower, and an approximately 9,600 sq ft. base building which would house FAA offices and the Terminal Radar Approach Control (TRACON) facilities. This project when undertaken, was required to be funded entirely by the Authority.

The Federal Aviation Administration (FAA) has recently requested to increase the size of the base building by approximately 3,000 square feet. This change comes with substantial additional cost to the program, estimated to be \$5.5M, which FAA has agreed to fund through grants or other reimbursements to the Authority. Of this amount, \$722,133.00 (not to exceed) is the portion associated with re-design efforts which needs to get underway shortly in order for the project to remain on schedule. The remaining cost would be associated directly with increased construction costs.

New Business – Item B



ISSUES

None.

ALTERNATIVES

The Board could elect to not move forward with this approval. However, this would delay the tower relocation and subsequently delay the terminal project.

FISCAL IMPACT

The current approved contract amount is \$4,157,923.00, which includes both design and resident project representative services during construction. The total cost for the required additional design services is not to exceed \$722,133.00. This additional cost will be paid for utilizing FAA funds that will be in addition to any other federal funding that may be received for this project. The FY 21/22 budgeted amount for these services, which will be carried over into ensuring fiscal years as appropriate, is \$5M.

RECOMMENDED ACTION

It is respectfully requested that the Airport Authority Board resolve to (1) approve the amendment to the design contract of the new Air Traffic Control Tower and Associated Facilities with Pond & Company, Inc. in the amount of \$722,123.00; and (2) authorize the President and CEO to execute the necessary documents.

July 5, 2022

Mr. Michael Reisman, A.A.E., Deputy Executive Director
Greater Asheville Regional Airport Authority
61 Terminal Drive, Suite 1
Fletcher, North Carolina 28732

**RE: Additional Services Request #1
Air Traffic Control Tower (ATCT) and Associated Facilities Project
Asheville Regional Airport (AVL); Asheville, NC**

Dear Mr. Reisman,

Pond & Company (Pond) understands that the Federal Aviation Authority (FAA) has requested, and the Greater Asheville Regional Airport Authority (GARAA) has agreed to provide, an additional 3,000 square feet (approx.) in the TRACON building. Pond is pleased to submit this scope of work and not to exceed professional fees for providing the additional Architectural and Engineering services for the proposed Airport Traffic Control Tower (ATCT) and Associated Facilities project for the GARAA at the Asheville Regional Airport (AVL) for your review and feedback. Due to the expedience required to address the FAA requested changes, it was necessary that each discipline presume a worse case approach to changes would be needed. Following the Task 1 event, Pond will further develop the currently estimated costs for the work associated with Task's 2 & 3. In conjunction with the actual design services, Pond has included the continued coordination with appropriate FAA technical review groups.

The attached scope of work (Attachment A) outlines the anticipated services of Tasks that we are anticipating being needed for this change to our scope of work in support of GARAA and the project.

- Task 1 Design Charrette with GARAA & FAA Stakeholders to develop a new TRACON Floor Plan.
- Task 2 Development of a Construction Document Addenda reflecting the changes in the TRACON Floor Plan
 - Includes one (1) additional design submittal review at approx. 70% complete with the Addenda Package.
 - Includes one (1) additional Design Review Meeting to be held at AVL.
- Task 3 Processing of revised construction documents required for issuance of the Building Permit, including coordination with the Henderson County AHJ and local Fire Marshal.

The following professional fees and attachments outline the Summary Page (Attachment B) covers the scope of work proposed in support of

PROFESSIONAL FEES:

Pond proposes to accomplish the above additional services work under a Lump Sum Task Order modification for the following amount as illustrated in the enclosed spreadsheet.

Task 1 – Redesign Charrette	\$ 31,263.00
Task 2 - Redesign and update od CD's (Estimated)	\$609,867.38
Task 3 – Processing AHJ Permit revisions (Estimated)	<u>\$ 20,000.00</u>
Total Estimated Fees	\$661,133.00

The following Alternate Scope of Work items are also being presented to GARAA based on communication from the FAA to assist GARAA in improving the operational date of the new facility by including certain items into the Airports project. Communication from the FAA indicates that the FAA will provide a scope of work package that the design team would need to integrate into the construction Documents

Alternate Design Scope of Work items:

A. FAA Equipment Console base Slatwall system	\$40,000.00
B. FAA Electronics Equipment Racks	\$6,000.00
C. FAA provided Back-up Power System	\$15,000.00
a. Est. of between 80 and 100 hours Elect. Engineer time	

Schedule

- Task 1 – is schedule to be held July 6 and 7, 2022 at the AVL Airport
 - Meeting minutes and concept plan to be provided within 7 business days of the charrette.
 - Refined, final lump sum fee estimate to be provided to GARAA within 3-weeks following the redesign charrette.
- Task 2 – To be determined following redesign Charrette
- Task 3 –Update construction document package to be submitted to the AHJ offices within 5 business days of final acceptance of the revised documents,

We look forward to the opportunity to continue our support for GARAA and the AVL Staff on this exciting project. Thank you for the confidence in Pond for your project and please advise should you have any questions related to this outline please do not hesitate to contact me.

A handwritten signature in blue ink, reading "David R. Woods". The signature is fluid and cursive, with a large initial "D" and "W".

David R. Woods, AIA
Project Manager

Attachment A – Scope of Work

Pond Scope of Work

- Task 1 Design Charrette with GARAA & FAA Stakeholders to develop a new TRACON Floor Plan.
- Task 2 Development of a Construction Document Addenda reflecting the changes in the TRACON Floor Plan
 - Includes one (1) additional design submittal review at approx. 70% complete with the Addenda Package.
 - Includes one (1) additional Design Review Meeting to be held at AVL.
- Task 3 Processing of revised construction documents required for issuance of the Building Permit, including coordination with the Henderson County AHJ and local Fire Marshal.

Based upon the email notification that the FAA made a commitment to GARAA related to this added square footage , and upon your request, we are proposing the following:

Task 1

- Pond will facilitate a 2-day design charrette, on-site with all the critical project stakeholders. This includes GARAA staff, Headquarters FAA, Engineering Services FAA and local FAA, along with the design team project manager and architect.
 - The charrette will obtain a consensus of the revised floor plan by all parties for the development of an updated design package.

Task 2

- Following the charrette, the design team will make the applicable revisions to the construction documents reflecting the new floor plan including changes for all design disciplines, updated calculations on building systems, re-selection of building system equipment and components as well as any new building details.
- Pond will provide GARAA with a supplemental design submittal package incorporating the revised floor plan and updated construction documents.
 - The supplemental submittal will be similar in detail to the recently provided 70% design level package, it will be reviewed by GARAA, and it will be provided to FAA for an expedited review as well.
 - Following GARAA & FAA review of the interim submittal, if needed, there will be an on-site design review meeting to discuss any critical comments by any of the stakeholders.
- Following the design review period or design review meeting, Pond will make final adjustments as a result of comment resolution (agreed to at the review meeting by all stakeholders) and will then completed the construction documents to a 100% completion level.

- Pond will provide GARAA with an updated 100% design submittal package reflecting the design to be constructed.
 - The 100% submittal, in accordance with the original contract, will be reviewed by GARAA and it will be provided to FAA for an expedited review as well.

Task 3

- The updated construction documents will then be submitted to the Henderson County AHJ and local Fire Marshal for review of the revised documents.
 - An in person meeting with the Henderson County AHJ and local Fire Marshal will be scheduled to review the revised TRACON plans and answer any questions they present.

Other Misc. Task items:

- Pond will provide an updated Cost Estimate and anticipated Construction Schedule, in representative detail to the milestone submittal, in a CSI Format Breakout including:
 - Site development and Building Facilities (sub-structure, super-structure, exterior envelope, interior build out & finishes, mechanical, plumbing, fire protection, electrical, communications, security infrastructure and communications).
 - Provide Summary Report breakout in accordance with the CSI format.
 - Provide a summary deviation report at each milestone identifying changes from previous submittals.
 - Update the anticipated construction schedule, including milestones in accordance with GARAA's requirements.
- Project Design Scheduling:
 - Due to the various possibilities of arrangement on the floor plan, each creating different impacts to the building system trades, a firm schedule of deliverables is not currently able to be developed.
 - The design team will meet following the charrette to review the new floor plan and discuss the timing of the interim submittal.
 - To minimize the impact to the overall schedule to GARAA, as discussed at the end of the design review meeting, we are planning to submit the current design documents for permit reviews and to assist GARAA is starting the procurement package.
- Pond will submit the new design documents as an Addendum for permit update when ready.
 - Henderson County indicated an understanding of the need to process the permit in this manner and will be accepting of a "For Permit Only" set to do the initial reviews and provide comments keeping the project moving along.

- GARAA will provide the bidding contractors the Addendum set for final pricing and contracting of the work.

Alternate Scope of Work Items:

The following Alternate Scope of Work items have been presented to GARAA by the FAA to assist GARAA in improving the operational date of the new facility by including certain items into the Airports project in lieu of waiting for the FAA to implement these items.

- A. FAA Equipment Console base Slatwall system** – Pond is very familiar with the current FAA approved vendors. Should this alternate scope of work be added to our scope of work, our architectural documents will be updated using an FAA provided statement of work to incorporate added plan details, sections and specifications to the project documents.
- B. FAA Electronics Equipment Racks** - Pond is also familiar with the current style of electronics equipment racks the FAA uses. Should this alternate scope of work be added to our scope of work, our communications engineering documents will be updated using an FAA provided statement of work to incorporate any necessary plan details, sections and specifications to the project documents.
- C. FAA provided Back-up Power System** – Pond has experience coordinating with the FAA on government provided Equipment including the Emergency Generator and Uninterrupted Power Supply (UPS) Systems. Should GARAA agree for the FAA to provide this equipment, Ponds electrical engineering documents need to be evaluated for any impacts, revise the electrical system design that is already complete and provide new specifications outlining the GFM requirements

Qualifications for the additional Scope of Work items

1. This proposal is limited to changes of approx. 3,000 SF of added TRACON space to align it with the FAA's Final RDWB.
1. No change to the ATCT plans is planned.
2. No updates related to conformance with any new FAA TFDS requirements are included.
3. No movement or relocation of the Tower is planned; therefore, no added wind tunnel testing or geotechnical investigation work is included.
 - a. If, during the redesign process, the Tower is required to move, additional engineering will be required along with additional wind tunnel testing and geotechnical investigation.
4. Alternate scope items identified above, shall only be included based on written direction from GARAA.
5. Design Fees for Tasks #2 & #3 are currently estimated costs and will be re-evaluated following the re-design charrette.
6. Unless noted otherwise, design fees identified for the alternate scope of work items, have been calculated based on a generalized 10% cost using the FAA provided ROM cost for each item. After review of the FAA provided scope of work documents, Pond will confirm the fees presented.

NEW AVL ATCT & TRACON at GARAA

<u>Discipline</u>		<u>Design Fee</u>	<u>Remarks</u>
CV	AVCON	\$ 100,000.00	Assumes we have to develop multiple additional schematics (based on any options in floor plan development), then move one site design forward
Airfield	AVCON	\$ -	No anticipated change for airfield cabling work
AR/ID	Pond	\$ 166,779.38	Includes 2-day Charrette and misc. follow-up to get Revit Model ready for the supporting disciplines
ST	Pond	\$ 162,400.00	If 2-story structure is not needed, cost drops by +/- \$100,000 and time reduces.
EL	Pond	\$ 40,000.00	New service calculations will be needed and some panels / feeders, equipment sizing will change
PM	Pond	\$ 40,260.00	
ME(h)			
ME(p)	VoltAir	\$ 63,900.00	We will have to rerun the entire HVAC load, reselect equipment, revise duct runs, move or modify plumbing if needed and relocate and modify the sprinkler system as well.
FP			
Telcom			
FA	Arora	\$ 26,550.00	
ACS			
Cost Est	Connico	\$ 49,641.00	Same as initial 70% to do revised submittal
Schedule	Connico	\$ 11,600.00	Same as initial 70% to do revised submittal
Total Design Related Fees		\$ 661,130.38	No change to ATCT; No updates to TFDS requirements included; No Movement of Tower, therefore no CPP or Geotech impact. If Tower moves, will need to involve both. No change in RPR if it stays within 24 months. FAA Scope and Agreement with Airport remain the same with maintenance falling to the airport as an airport owned building.
Est. Added Const. Cost for 3,000 sf		\$ 2,853,180.00	Est Cost per Square Foot using same mark ups as 70% estimate.

Est. Added Const. Cost for 500 SF Misc.	\$	475,530.00
Anticipated Escalation	\$	249,653.25
FAA Slatwall Consoles	\$	440,000.00
FAA IT Comm Racks	\$	66,000.00
FAA E/G Changes - Coordination	\$	15,000.00
Total Estimated Impact to Project	\$	4,760,493.63

Est Cost per Square Foot using same mark ups as 70% estimate.

Projecting 7.5%

FAA Estimated Costs + Design Coordination (specs, drawings, etc.)

FAA Estimated Costs + Design Coordination (specs, drawings, etc.)

FAA Estimated Costs + Design Coordination (specs, drawings, etc.)

Does not include GARAA associated Costs to costs for any Temporary ATCT work.



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New ATCT and Base Building Facility for Asheville Regional Airport (AVL)
 Prepared for Greater Asheville Regional Airport (GARAA)
 Asheville, NC
 6/29/2022 Ad Service #1 - Add 3,000 SF per
 FAA Request

Discipline	DESIGN RELATED SERVICES		
	2-Day Redesign Charrette	N/A	N/A
Project Management POND	\$8,721.62	\$0.00	\$0.00
Subconsultant - Civil-Site, Utilities & Landscape AVCON	\$1,248.00	\$0.00	\$0.00
Architecture POND	\$12,370.06	\$0.00	\$0.00
Structural Engineering POND	\$0.00	\$0.00	\$0.00
Subconsultant - Mechanical Engineering VOLT AIR (DBE)	\$0.00	\$0.00	\$0.00
Subconsultant - Plumbing Engineering VOLT AIR (DBE)	\$0.00	\$0.00	\$0.00
Subconsultant - Fire Protection VOLT AIR (DBE)	\$0.00	\$0.00	\$0.00
Electrical (Power, Lighting, IT) Engineering POND	\$0.00	\$0.00	\$0.00



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Attachment "B"
DESIGN FEE BREAKOUT

Special Systems (Fire Alarm, Security Infrastructure) Engineering Arora Engineering (DBE)	\$0.00	\$0.00	\$0.00
Travel & Expenses POND	\$1,129.52	\$0.00	\$0.00
Subconsultant - Cost Estimating Connico, Inc. (DBE)	\$7,794.00	\$0.00	\$0.00
Subconsultant Management - Waived	\$0.00	\$0.00	\$0.00
Subtotal -A/E Design Services	\$31,263.20	\$0.00	\$0.00
Total - A/E Services		\$31,263	



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New ATCT and Base Building Facility for Asheville Regional Airport (AVL)
Prepared for Greater Asheville Regional Airport (GARAA)
Asheville, NC
6/29/2022 Ad Service #1 - Add 3,000 SF per FAA Request

	DESIGN RELATED SERVICES									
	2-Day Redesign Charrette					N/A				
Project Management Services (POND)	Prog Mgr	Proj Mgr	Dpty PM	Spec Writer	Clerical	Prog Mgr	Proj Mgr	Dpty PM	Spec Writer	Clerical
Engineering Services: Design Team Kick-off Meeting with Owner Design Team Kick-off Meeting Engineer Narrative Report Cost Estimate Coordination Code Research & Review Review AVL & FAA Design Standards and Criteria Coordination Meetings with Local AHJ Prepare/Review Preliminary Load Calculations Task 2 – Design Services Scope of Work: 2-day Charrette with GARAA & FAA, & follow up Revisions to Design and Floor Plans based on Changes resulting from FAA's request for approx. 3,000 SF NO ADJUSTMENT TO CA SERVICES										
	2	28								



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Attachment "B"
DESIGN FEE BREAKOUT

New ATCT and Base Building Facility for Asheville Regional Airport (AVL)
Prepared for Greater Asheville Regional Airport (GARAA)
Asheville, NC
6/29/2022 Ad Service #1 - Add 3,000 SF per FAA Request

	DESIGN RELATED SERVICES									
	2-Day Redesign Charrette					N/A				
Project Management Services (POND)	Prog Mgr	Proj Mgr	Dpty PM	Spec Writer	Clerical	Prog Mgr	Proj Mgr	Dpty PM	Spec Writer	Clerical
Total Hours	2	28	0	0	0	0	0	0	0	0
Hourly Rates	\$320.75	\$288.58	\$218.07	\$149.83	\$100.82	\$320.75	\$288.58	\$218.07	\$149.83	\$100.82
LEED Administration										
Subtotal Fees by Category	\$642	\$8,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Fees	\$8,722					\$0				
Total	\$8,722									

New ATCT and Base Building Facility for Asheville Regional Airport (AVL)
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Asheville, NC
6/29/2022 Ad Service #1 - Add 3,000 SF per FAA Request

	DESIGN RELATED SERVICES												DESIGN RELATED SERVICES																				
	Up to 10% PPD Effort (No Review Meetings)								45% Design Submital				2-Day Redesign Charrette				N/A				Final Design 0				N/A								
	Principal QA/QC	Sr. Project Manager	Project Manager	Sr. Engineer	Engineer	Jr. Engineer	CAD	Admin/ Clerical	Principal QA/QC	Sr. Project Manager	Project Manager	Sr. Engineer	Engineer	Jr. Engineer	CAD	Admin/ Clerical	Principal QA/QC	Sr. Project Manager	Project Manager	Sr. Engineer	Engineer	Jr. Engineer	CAD	Admin/ Clerical	Principal QA/QC	Sr. Project Manager	Project Manager	Sr. Engineer	Engineer	Jr. Engineer	CAD	Admin/ Clerical	
Civil Engineering Services (AVCON)																																	
Engineering Services: (AVCON)																																	
Design Team Kick-off Meeting with Owner Design Team Kick-off Meeting Engineer Narrative Report Cost Estimate Coordination Code Research & Review Review AVL & FAA Design Standards and Criteria Coordination Meetings with Local ANJ Prepara/Review Preliminary Load Calculations QC Review Energy Modeling and confirmation Task 2 - Design Services Scope of Work: 2-day Charrette with GARAA & FAA, & follow up Revisions to Design based on impact to Floor Plans resulting from FAA's request for approx. 3,000 SF NO ADJUSTMENT TO CA SERVICES																	6																
Total Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Rates	\$240.00	\$240.00	\$175.00	\$115.00	\$115.00	\$100.00	\$100.00	\$60.00	\$240.00	\$240.00	\$175.00	\$115.00	\$115.00	\$100.00	\$100.00	\$60.00	\$240.00	\$240.00	\$175.00	\$115.00	\$115.00	\$100.00	\$100.00	\$60.00	\$240.00	\$240.00	\$175.00	\$115.00	\$115.00	\$100.00	\$100.00	\$60.00	
LEED Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Fees by Category	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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New ATCT and Base Building Facility for Asheville Regional Airport (AVL)
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Asheville, NC
6/29/2022 Ad Service #1 - Add 3,000 SF per FAA Request

		DESIGN RELATED SERVICES							
		2-Day Redesign Charrette				N/A			
Architecture / Interior Design Services (POND)		Sr. Arch.	Arch.	CADD	Clerical	Sr. Arch.	Arch.	CADD	Clerical
Engineering Services: Design Team Kick-off Meeting with Owner Design Team Kick-off Meeting Engineer Narrative Report Cost Estimate Coordination Code Research & Review Review AVL & FAA Design Standards and Criteria Coordination Meetings with Local AHJ Prepare/Review Preliminary Load Calculations QC Review Energy Modeling and confirmation									
Task 2 – Design Services Scope of Work: 2-day Charrette with GARAA & FAA, & follow up Revisions to Design and Floor Plans based on Changes resulting from FAA's request for approx. 3,000 SF NO ADJUSTMENT TO CA SERVICES		32	32						
Total Hours		32	32	0	0	0	0	0	0



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		DESIGN RELATED SERVICES							
		2-Day Redesign Charrette				N/A			
Architecture / Interior Design Services (POND)		Sr. Arch.	Arch.	CADD	Clerical	Sr. Arch.	Arch.	CADD	Clerical
Hourly Rates accounting for Project Duration up to 4 years		\$223.20	\$163.37	\$125.35	\$100.82	\$223.20	\$163.37	\$125.35	\$100.82
LEED Design Fee									
Subtotal Fees by Category		\$7,142	\$5,228	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Fees		\$12,370.06				\$0.00			
Total		\$12,370.06							

New ATCT and TRACON Facility for Asheville Regional Airport (AVL)
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Asheville, NC
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	DESIGN RELATED SERVICES																			
	2-Day Redesign Charrette										N/A									
Project Cost Estimating Services (CONNICO)	Principal	Director	Chief Cost	Senior Cost	Senior Cost	Senior Cost	Senior Project	Analyst III	Analyst I	Admin Specialist	Principal	Director	Chief Cost	Senior Cost	Senior Cost	Senior Cost	Senior Project	Analyst III	Analyst I	Admin Specialist
Estimating and Scheduling Services																				
Provide cost estimate for Interim Design Submittal including: i) Provide detailed cost estimates for use in the design process. ii) Provide Cost Estimates, in representative detail to the particular milestone submittal, in a CSI Format Breakout including site development and building facilities (grading, drainage site utilities, site improvements, sub-structure, super-structure, exterior envelope, interior build out & finishes, mechanical, plumbing, fire protection, electrical, communications, security infrastructure and communications). Provide Summary Report breakout in accordance with the CSI format Provide a summary deviation report at each milestone identifying changes from previous submittals. Prepare and maintain (i.e.: update at each design milestone submittal) an anticipated construction schedule including milestones in accordance with GARAA's requirements. Attend / Support 2-day Charrette		24			8															
Total Hours	0	24	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Original Proposed																				
Hourly Rates accounting for Project Duration up to 4 years	\$319.00	\$234.00	\$212.00	\$182.00	\$181.00	\$172.00	\$133.00	\$114.00	\$88.00	\$91.00	\$319.00	\$234.00	\$212.00	\$182.00	\$181.00	\$172.00	\$133.00	\$114.00	\$88.00	\$91.00
LEED Administration																				
Subtotal Fees by Category	\$0	\$5,616	\$0	\$0	\$1,448	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Fees					\$7,064										\$0					
Travel Expenses					\$730															
Total																				\$7,794



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POND TRAVEL COSTS & EXPENSES

TRACON Re-design Charrette

1) PURPOSE OF TRIP Charrette (PM, 2-Arch for 2 days and 1 night)

No. of People = 2
 No. of Days = 2
 No. of Nights = 1

Rental Car	3	No. Days	x	\$ 112.00	\$/Day	\$336.00
Airfare	0	No. People	x	\$ 448.00	\$/Flight	\$0.00
Airport Parking	0	No. Days	x	\$ 12.00	\$/Day	\$0.00
Baggage Fees and Mileage	0	No. People	x	\$ 75.00	\$/person	\$0.00
Gasoline	3	Days Rental		\$ 30.00	\$/Day	\$90.00
Subsistence - Hotel	2	No. Nights	x	\$ 221.76	\$/Night	\$443.52
Subsistence - Meals	4	No. Days	x	\$ 65.00	\$/Day	\$260.00
TRIP SUBTOTAL =						\$1,129.52

TRACON Re-design Charrette = \$1,129.52

Interim Design Review Meeting

2) PURPOSE OF TRIP Interim Design Review Meeting

No. of People = 0
 No. of Days = 0
 No. of Nights = 0

Rental Car	0	No. Days	x	\$ 112.00	\$/Day	\$0.00
Airfare	0	No. People	x	\$ 448.00	\$/Flight	\$0.00
Airport Parking	0	No. Days	x	\$ 12.00	\$/Day	\$0.00
Baggage Fees and Mileage	0	No. People	x	\$ 75.00	\$/person	\$0.00
Gasoline	0	Days Rental		\$ 30.00	\$/Day	\$0.00
Subsistence - Hotel	0	No. Nights	x	\$ 221.76	\$/Night	\$0.00
Subsistence - Meals	0	No. Days	x	\$ 65.00	\$/Day	\$0.00
TRIP SUBTOTAL =						\$0.00

Interim Design Review Meeting = \$0.00

Wildcard Meeting

2) PURPOSE OF TRIP Interim Design Review Meeting



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Asheville, NC
6/29/2022 Ad Service #1 - Add 3,000 SF per FAA Request

POND TRAVEL COSTS & EXPENSES

No. of People = 1
 No. of Days = 1
 No. of Nights = 0

Rental Car	<u>0</u>	No. Days	x	\$ 112.00	\$/Day	<u>\$0.00</u>
Airfare	<u>0</u>	No. People	x	\$ 448.00	\$/Flight	<u>\$0.00</u>
Airport Parking	<u>0</u>	No. Days	x	\$ 12.00	\$/Day	<u>\$0.00</u>
Baggage Fees and Mileage	<u>0</u>	No. People	x	\$ 75.00	\$/person	<u>\$0.00</u>
Gasoline	<u>0</u>	Days Rental		\$ 30.00		<u>\$0.00</u>
Subsistence - Hotel	<u>0</u>	No. Nights	x	\$ 221.76	\$/Night	<u>\$0.00</u>
Subsistence - Meals	<u>0</u>	No. Days	x	\$ 65.00	\$/Day	<u>\$0.00</u>
				TRIP SUBTOTAL =		<u>\$0.00</u>
				Wildcard Meeting =		\$0.00
				TOTAL TRAVEL & REPRODUCTION EXPENSES =		\$1,129.52



MEMORANDUM

TO: Members of the Airport Authority
FROM: Lew Bleiweis, A.A.E., President & CEO
DATE: July 8, 2022

ITEM DESCRIPTION – Information Section Item A

May, 2022 Traffic Report – Asheville Regional Airport

SUMMARY

May, 2022 overall passenger traffic numbers were up 27.8% compared to the same period last year. Passenger traffic numbers reflect a 27.8% increase in passenger enplanements from May, 2021. Enplanements for Fiscal Year to Date total 758,944, which is a 96.0% increase over the same period last year.

AIRLINE PERFORMANCE

Allegiant Airlines: Year over Year passenger enplanements for Allegiant in May 2022 were up by 35.6%. There were 37 flight cancellations for the month.

American Airlines: American's May 2022 passenger enplanements represent a 9.4% increase over the same period last year. There were 10 flight cancellations for the month.

Delta Airlines: Enplanements for Delta in May 2022 increased by 44.1%. There were no flight cancellations for the month.

United Airlines: In May 2022, United Airlines saw a decrease in enplanements by 16.3% over the same period last year. There were no flight cancellations for the month.

Monthly Traffic Report

Asheville Regional Airport

May 2022



Category	May 2022	May 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change	*MOV12-2022	*MOV12-2021	Percentage Change
Passenger Traffic									
Enplaned	79,946	62,546	27.8%	307,358	195,581	57.2%	827,792	398,881	107.5%
Deplaned	<u>78,709</u>	<u>61,605</u>	27.8%	<u>304,295</u>	<u>193,584</u>	57.2%	<u>822,962</u>	<u>395,004</u>	108.3%
Total	158,655	124,151	27.8%	611,653	389,165	57.2%	1,650,754	793,885	107.9%
Aircraft Operations									
Airlines	1,422	1,314	8.2%	5,673	5,421	4.6%	14,355	11,394	26.0%
Commuter/ Air Taxi	<u>889</u>	<u>1,123</u>	-20.8%	3,059	3,330	-8.1%	12,317	8,169	50.8%
Subtotal	<u>2,311</u>	<u>2,437</u>	-5.2%	<u>8,732</u>	<u>8,751</u>	-0.2%	<u>26,672</u>	<u>19,563</u>	36.3%
General Aviation	4,299	4,504	-4.6%	17,791	16,233	9.6%	46,203	41,916	10.2%
Military	<u>394</u>	<u>285</u>	38.2%	<u>2,385</u>	<u>1,437</u>	66.0%	<u>5,350</u>	<u>3,069</u>	74.3%
Subtotal	<u>4,693</u>	<u>4,789</u>	-2.0%	<u>20,176</u>	<u>17,670</u>	14.2%	<u>51,553</u>	<u>44,985</u>	14.6%
Total	7,004	7,226	-3.1%	28,908	26,421	9.4%	78,225	64,548	21.2%
Fuel Gallons									
100LL	14,194	16,308	-13.0%	59,973	65,880	-9.0%	177,603	168,823	5.2%
Jet A (GA)	156,462	148,904	5.1%	572,886	514,068	11.4%	1,911,820	1,493,028	28.0%
Subtotal	<u>170,656</u>	<u>165,212</u>	3.3%	<u>632,859</u>	<u>579,948</u>	9.1%	<u>2,089,423</u>	<u>1,661,851</u>	25.7%
Jet A (A/L)	<u>646,866</u>	<u>555,966</u>	16.3%	<u>2,935,400</u>	<u>2,646,340</u>	10.9%	<u>8,207,991</u>	<u>5,232,417</u>	56.9%
Total	817,522	721,178	13.4%	3,568,259	3,226,288	10.6%	10,297,414	6,894,268	49.4%

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

Monday, June 20, 2022

Airline Enplanements, Seats, and Load Factors

Asheville Regional Airport

May 2022



	May 2022	May 2021	Percentage Change	*CYTD-2022	*CYTD-2021	Percentage Change
Allegiant Air						
Enplanements	38,130	28,128	35.6%	148,703	96,913	53.4%
Seats	43,983	40,587	8.4%	188,157	171,564	9.7%
Load Factor	86.7%	69.3%	25.1%	79.0%	56.5%	39.9%
American Airlines						
Enplanements	18,608	17,010	9.4%	66,171	52,244	26.7%
Seats	20,724	21,525	-3.7%	80,206	86,462	-7.2%
Load Factor	89.8%	79.0%	13.6%	82.5%	60.4%	36.5%
Delta Air Lines						
Enplanements	17,555	12,182	44.1%	68,899	32,408	112.6%
Seats	20,276	16,209	25.1%	86,537	60,670	42.6%
Load Factor	86.6%	75.2%	15.2%	79.6%	53.4%	49.1%
Sun Country						
Enplanements	1,279	0	#Div/0!	5,677	0	#Div/0!
Seats	1,488	0	#Div/0!	8,184	0	#Div/0!
Load Factor	86.0%	#Num!	#Type!	69.4%	#Num!	#Type!
United Airlines						
Enplanements	4,374	5,226	-16.3%	17,908	14,016	27.8%
Seats	4,750	6,176	-23.1%	21,420	23,376	-8.4%
Load Factor	92.1%	84.6%	8.8%	83.6%	60.0%	39.4%
Totals						
Enplanements	79,946	62,546	27.8%	307,358	195,581	57.2%
Seats	91,221	84,497	8.0%	384,504	342,072	12.4%
Load Factor	87.6%	74.0%	18.4%	79.9%	57.2%	39.8%

Monday, June 20, 2022

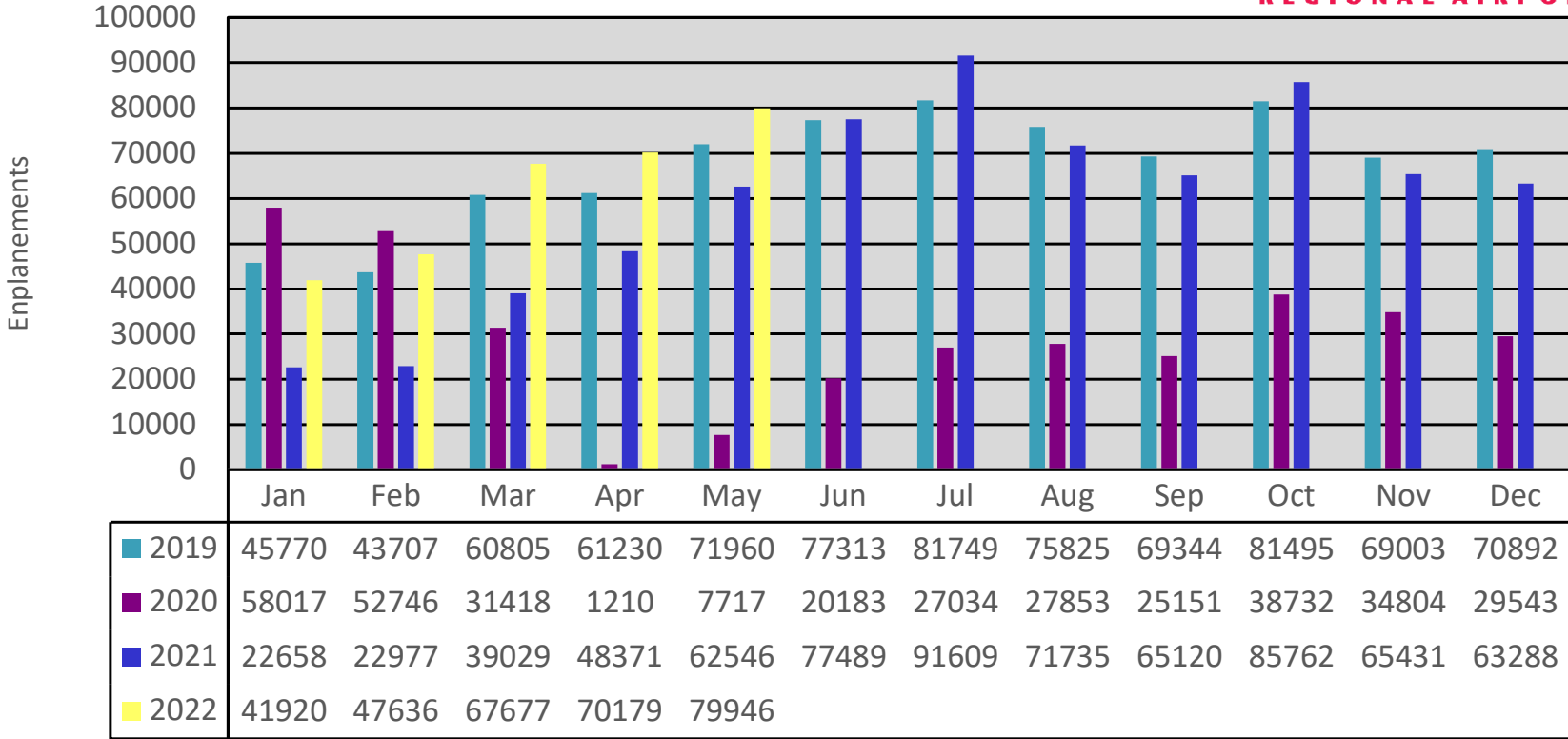
*CTYD = Calendar Year to Date and *Mov12 = Moving Twelve Months.

Airline Flight Completions Asheville Regional Airport May 2022

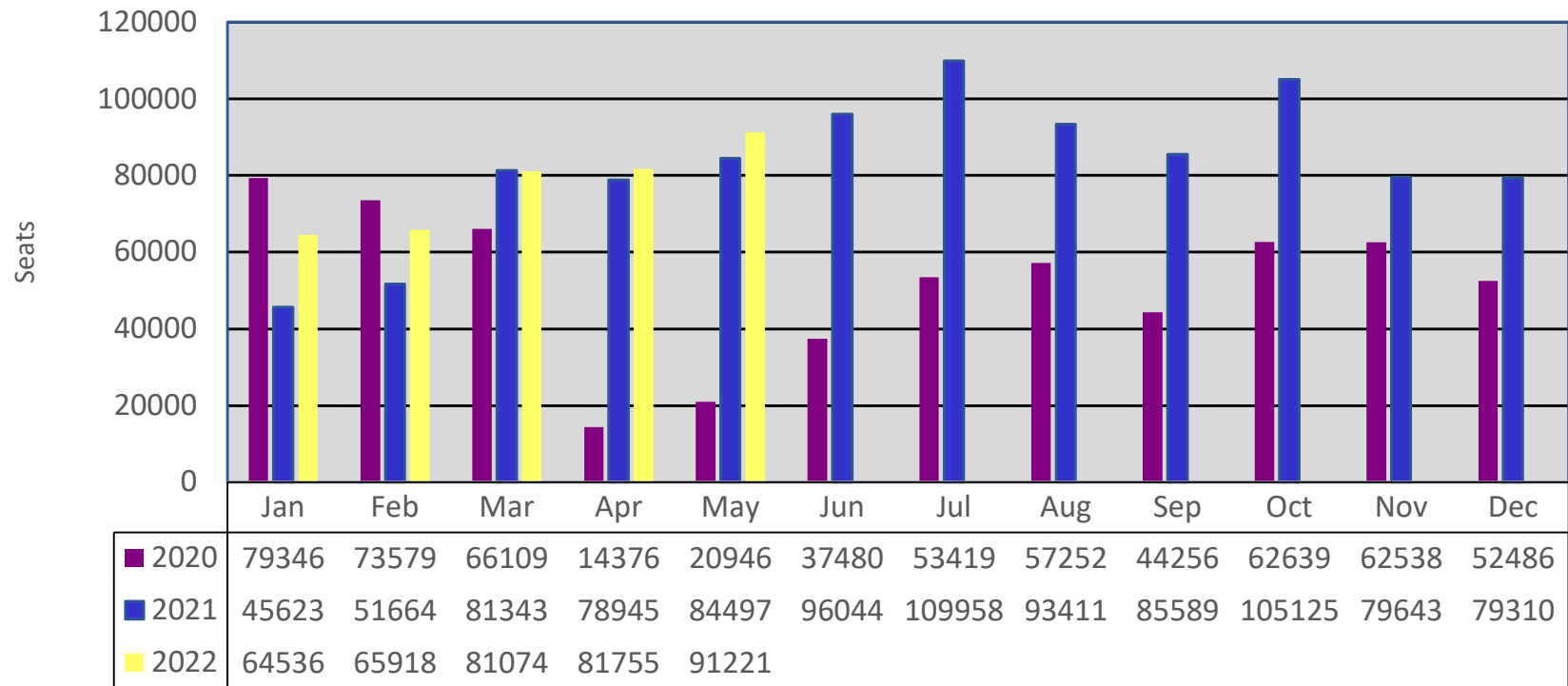


Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Allegiant Air	281	0	0	0	37	37	90.0%
American Airlines	306	0	0	10	0	10	96.7%
Delta Air Lines	202	0	0	0	0	0	100.0%
Sun Country	8	0	0	0	0	0	100.0%
United Airlines	92	0	0	0	0	0	100.0%
Total	889	0	0	10	37	47	94.7%

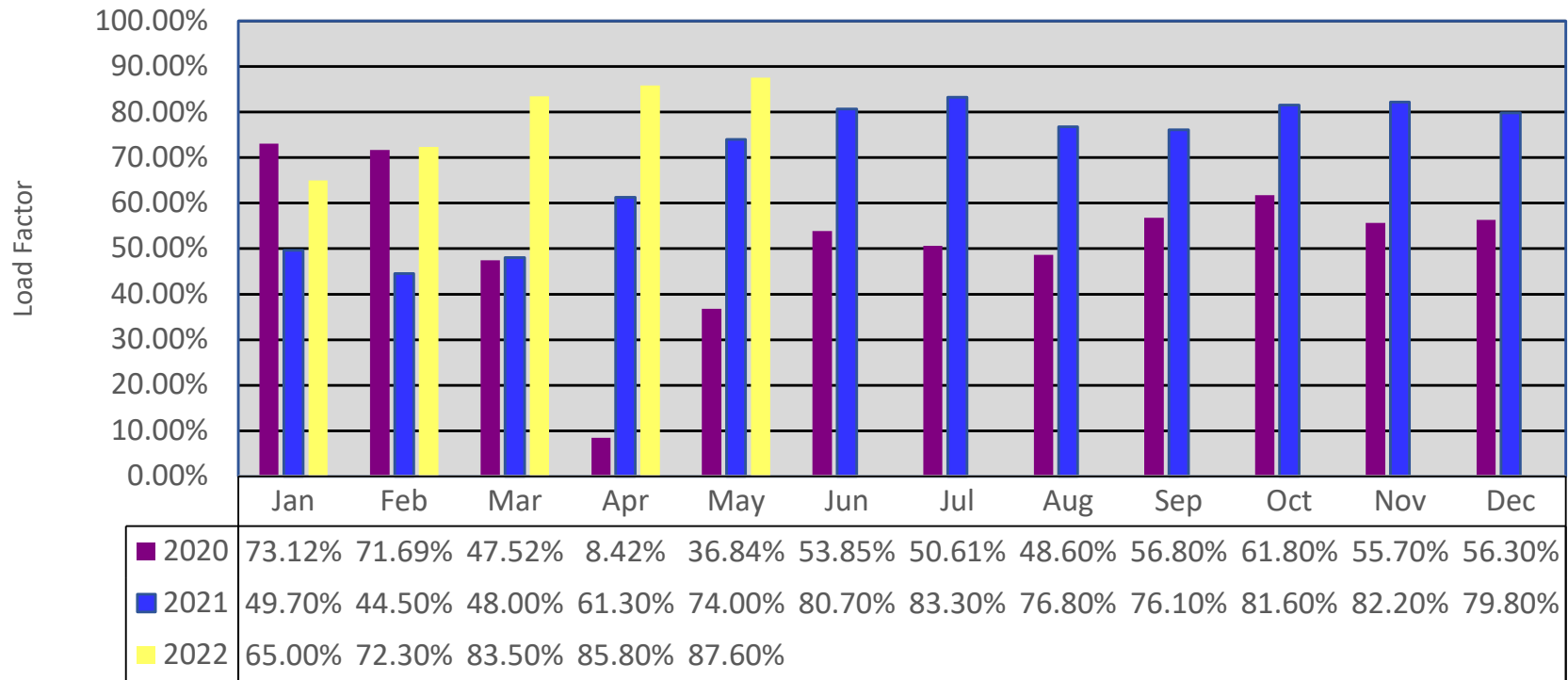
Monthly Enplanements By Year Asheville Regional Airport



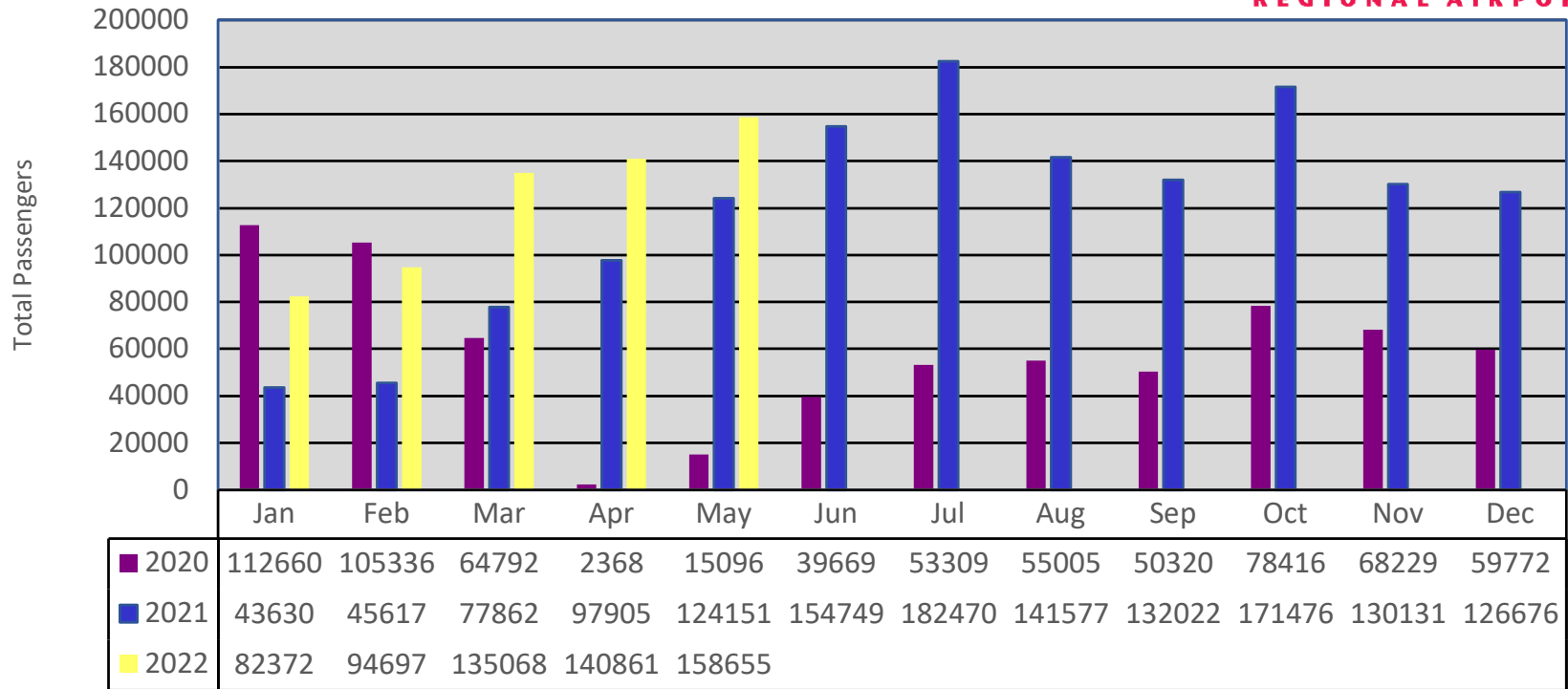
Monthly Seats By Year Asheville Regional Airport



Monthly Load Factors By Year Asheville Regional Airport



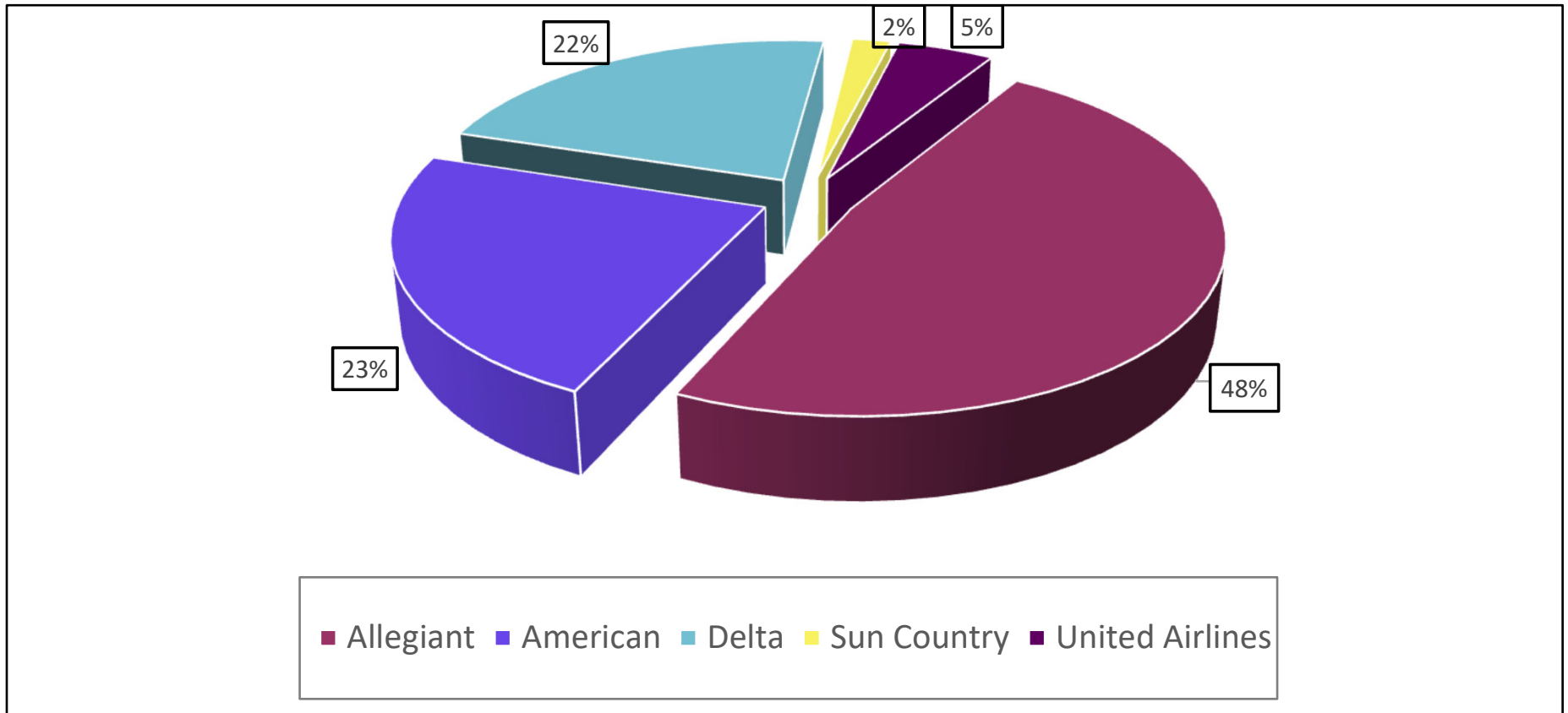
Total Monthly Passengers By Year Asheville Regional Airport



Airline Market Share Analysis (Enplanements)

Asheville Regional Airport

Report Period From May 2022 Through May 2022



AVL - Three month schedule Summary Report
 August 2022 to October 2022 vs. August 2021 to October 2021 vs. August 2020 to October 2020
 27-Jun-22

Mkt AI	Travel Period		Aug 2022		Aug 2021		Aug 2020		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY	
	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AUS-AVL	AVL	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	AVL-AUS	AUS	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	AVL-BOS	BOS	1	76	1	76	0	0	0	0.0%	0.0%	0	0	-	-	
AA	BOS-AVL	AVL	1	76	1	76	0	0	0	0.0%	0.0%	1	76	-	-	
AA	AVL-CLT	AVL	49	3,843	48	2,959	31	2,356	1	684	2.1%	23.1%	18	1,287	58.1%	54.6%
AA	CLT-AVL	AVL	49	3,843	48	2,959	31	2,356	1	684	2.1%	23.1%	18	1,287	58.1%	54.6%
AA	AVL-DCA	AVL	9	684	7	521	0	0	2	163	28.6%	31.3%	9	684	-	-
AA	DCA-AVL	AVL	9	684	7	521	0	0	2	163	28.6%	31.3%	9	684	-	-
AA	AVL-DFW	AVL	15	1,140	21	1,596	7	532	(6)	(456)	(28.6%)	(28.6%)	8	608	114.3%	114.3%
AA	DFW-AVL	AVL	15	1,140	21	1,596	7	532	(6)	(456)	(28.6%)	(28.6%)	8	608	114.3%	114.3%
AA	AVL-LGA	AVL	1	76	7	521	0	0	(6)	(445)	(85.7%)	(85.4%)	1	76	-	-
AA	LGA-AVL	AVL	1	76	7	521	0	0	(6)	(445)	(85.7%)	(85.4%)	1	76	-	-
AA	AVL-MIA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	MIA-AVL	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-ORD	AVL	7	532	7	455	0	0	0	77	0.0%	16.9%	7	532	-	-
AA	ORD-AVL	AVL	7	532	7	455	0	0	0	77	0.0%	16.9%	7	532	-	-
AA	AVL-PHL	AVL	7	455	13	665	0	0	(6)	(210)	(46.2%)	(31.6%)	7	455	-	-
AA	PHL-AVL	AVL	7	455	13	665	0	0	(6)	(210)	(46.2%)	(31.6%)	7	455	-	-
B6	AVL-BOS	BOS	7	700	0	0	0	0	7	700	-	-	7	700	-	-
B6	BOS-AVL	AVL	7	700	0	0	0	0	7	700	-	-	7	700	-	-
DL	ATL-AVL	AVL	35	3,850	34	3,672	33	2,984	1	178	2.9%	4.8%	2	866	6.1%	29.0%
DL	AVL-ATL	AVL	35	3,850	34	3,672	33	2,984	1	178	2.9%	4.8%	2	866	6.1%	29.0%
DL	AVL-DTW	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	DTW-AVL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	AVL-LGA	AVL	13	939	0	0	0	0	13	939	-	-	13	939	-	-
DL	LGA-AVL	AVL	13	939	0	0	0	0	13	939	-	-	13	939	-	-
DL	AVL-MSP	AVL	1	132	0	0	0	0	1	132	-	-	1	132	-	-
DL	MSP-AVL	AVL	1	132	0	0	0	0	1	132	-	-	1	132	-	-
G4	AUS-AVL	AVL	2	354	2	354	2	354	0	0.0%	0.0%	0	0	0.0%	0.0%	
G4	AVL-AUS	AVL	2	354	2	354	2	354	0	0.0%	0.0%	0	0	0.0%	0.0%	
G4	AVL-BOS	AVL	4	708	2	354	0	0	2	354	100.0%	100.0%	4	708	-	-
G4	BOS-AVL	AVL	4	708	2	354	0	0	2	354	100.0%	100.0%	4	708	-	-
G4	AVL-BWI	AVL	3	510	2	354	2	372	1	156	50.0%	44.1%	1	138	50.0%	37.1%
G4	BWI-AVL	AVL	3	510	2	354	2	372	1	156	50.0%	44.1%	1	138	50.0%	37.1%
G4	AVL-DEN	AVL	4	666	2	354	2	354	2	312	100.0%	88.1%	2	312	100.0%	88.1%
G4	DEN-AVL	AVL	4	666	2	354	2	354	2	312	100.0%	88.1%	2	312	100.0%	88.1%
G4	AVL-EWR	AVL	5	843	4	708	2	354	1	135	25.0%	19.1%	3	489	150.0%	138.1%
G4	EWR-AVL	AVL	5	843	4	708	2	354	1	135	25.0%	19.1%	3	489	150.0%	138.1%
G4	AVL-EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	12	1,977	11	1,947	7	1,239	1	30	9.1%	1.5%	5	738	71.4%	59.6%
G4	FLL-AVL	AVL	12	1,977	11	1,947	7	1,239	1	30	9.1%	1.5%	5	738	71.4%	59.6%
G4	AVL-HOU	AVL	2	312	2	354	2	354	0	(42)	0.0%	(11.9%)	0	(42)	0.0%	(11.9%)
G4	HOU-AVL	AVL	2	312	2	354	2	354	0	(42)	0.0%	(11.9%)	0	(42)	0.0%	(11.9%)
G4	AVL-LAS	AVL	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	LAS-AVL	AVL	2	312	2	354	0	0	0	(42)	0.0%	(11.9%)	2	312	-	-
G4	AVL-MDW	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	MDW-AVL	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	MSP-AVL	AVL	2	354	0	0	0	0	2	354	-	-	2	354	-	-
G4	AVL-PBI	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	PBI-AVL	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	7	1,197	4	726	4	717	3	471	75.0%	64.9%	3	480	75.0%	66.9%
G4	PGD-AVL	AVL	7	1,197	4	726	4	717	3	471	75.0%	64.9%	3	480	75.0%	66.9%
G4	AVL-PIE	AVL	12	1,893	9	1,593	8	1,434	3	300	33.3%	18.8%	4	459	50.0%	32.0%
G4	PIE-AVL	AVL	12	1,893	9	1,593	8	1,434	3	300	33.3%	18.8%	4	459	50.0%	32.0%
G4	AVL-SFB	AVL	11	1,863	10	1,824	6	1,062	1	39	10.0%	2.1%	5	801	83.3%	75.4%
G4	SFB-AVL	AVL	11	1,863	10	1,824	6	1,062	1	39	10.0%	2.1%	5	801	83.3%	75.4%
G4	AVL-SRQ	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	SRQ-AVL	AVL	2	354	2	354	2	354	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-VPS	AVL	1	156	2	354	0	0	(1)	(198)	(50.0%)	(55.9%)	1	156	-	-
G4	VPS-AVL	AVL	1	156	2	354	0	0	(1)	(198)	(50.0%)	(55.9%)	1	156	-	-
NK	AVL-FLL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	FLL-AVL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-GSO	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	MCO-AVL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-MCO	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	AVL-TPA	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
NK	TPA-AVL	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
SY	AVL-MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	14	1,028	7	350	0	0	7	678	100.0%	193.7%	14	1,028	-	-
UA	EWR-AVL	AVL	14	1,028	7	350	0	0	7	678	100.0%	193.7%	14	1,028	-	-
UA	AVL-IAD	AVL	0	0	21	1,232	14	700	(21)	(1,232)	(100.0%)	(100.0%)	(14)	(700)	(100.0%)	(100.0%)
UA	IAD-AVL	AVL	0	0	21	1,232	14	700	(21)	(1,232)	(100.0%)	(100.0%)	(14)	(700)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	14	700	28	1,582	14	700	(14)	(882)	(50.0%)	(55.8%)	0	0	0.0%	0.0%
UA	ORD-AVL	AVL	14	700	28	1,582	14	700	(14)	(882)	(50.0%)	(55.8%)	0	0	0.0%	0.0%
Total			516	54,908	504	47,934	280	29,148	12	6,974	2.4%	14.5%	236	25,760	84.3%	88.4%

Travel Period		Sep 2022		Sep 2021		Sep 2020		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY		
Mkt AI	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AUS-AVL	AUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AA	AVL-AUS	AVL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AA	AVL-BOS	AVL	0	0	0	0	0	0	0	0	0.0%	0.0%	1	76	-	-
AA	BOS-AVL	BOS	1	76	1	76	0	0	0	0	0.0%	0.0%	1	76	-	-
AA	AVL-CLT	AVL	43	3,633	43	2,979	35	2,660	0	754	0.0%	26.2%	8	973	23%	37%
AA	CLT-AVL	CLT	43	3,633	43	2,979	0	0	0	754	0.0%	26.2%	8	973	23%	37%
AA	AVL-DCA	AVL	8	608	7	521	0	0	1	87	14.3%	16.7%	8	608	-	-
AA	DCA-AVL	DCA	8	608	7	521	0	0	1	87	14.3%	16.7%	8	608	-	-
AA	AVL-DFW	AVL	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100%	100%
AA	DFW-AVL	DFW	14	1,064	14	1,064	0	0	0	0	0.0%	0.0%	7	532	100%	100%
AA	AVL-LGA	AVL	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	LGA-AVL	LGA	1	76	0	0	0	0	1	76	-	-	1	76	-	-
AA	AVL-MIA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	MIA-AVL	MIA	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-ORD	AVL	5	325	6	456	0	0	(1)	(131)	(16.7%)	(28.7%)	5	325	-	-
AA	ORD-AVL	ORD	5	325	6	456	0	0	(1)	(131)	(16.7%)	(28.7%)	5	325	-	-
AA	AVL-PHL	AVL	7	455	13	650	0	0	(6)	(195)	(46.2%)	(30.0%)	7	455	-	-
AA	PHL-AVL	PHL	7	455	13	650	0	0	(6)	(195)	(46.2%)	(30.0%)	7	455	-	-
BB	AVL-BOS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
BB	BOS-AVL	BOS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
DL	AVL-ATL	AVL	34	3,536	34	3,536	33	2,746	0	0	0.0%	0.0%	1	790	3%	29%
DL	ATL-AVL	ATL	34	3,536	34	3,536	33	2,746	0	0	0.0%	0.0%	1	790	3%	29%
DL	AVL-LGA	AVL	13	952	0	0	0	0	13	952	-	-	13	952	-	-
DL	LGA-AVL	LGA	13	952	0	0	0	0	13	952	-	-	13	952	-	-
DL	AVL-MSP	AVL	1	76	0	0	0	0	1	76	-	-	1	76	-	-
DL	MSP-AVL	MSP	1	76	0	0	0	0	1	76	-	-	1	76	-	-
G4	AVL-AUS	AVL	2	372	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	AUS-AVL	AUS	2	372	2	354	0	0	0	18	0.0%	5.1%	2	372	-	-
G4	AVL-BOS	AVL	3	558	2	372	2	372	1	186	50.0%	50.0%	1	186	50.0%	50.0%
G4	BOS-AVL	BOS	3	558	2	372	2	372	1	186	50.0%	50.0%	1	186	50.0%	50.0%
G4	AVL-BWI	AVL	2	312	2	312	2	312	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	BWI-AVL	BWI	2	312	2	312	2	312	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-DEN	AVL	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	DEN-AVL	DEN	2	372	2	372	0	0	0	0	0.0%	0.0%	2	372	-	-
G4	AVL-EWR	AVL	6	1,056	2	372	2	372	4	684	200.0%	183.9%	4	684	200.0%	183.9%
G4	EWR-AVL	EWR	6	1,056	2	372	2	372	4	684	200.0%	183.9%	4	684	200.0%	183.9%
G4	AVL-EYW	AVL	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	EYW-AVL	EYW	2	312	0	0	0	0	2	312	-	-	2	312	-	-
G4	AVL-FLL	AVL	12	2,148	10	1,798	4	708	2	360	20.0%	20.1%	8	1,440	200.0%	203.4%
G4	FLL-AVL	FLL	12	2,148	10	1,798	4	708	2	360	20.0%	20.1%	8	1,440	200.0%	203.4%
G4	AVL-HOU	AVL	0	0	2	372	2	372	(2)	(372)	(100.0%)	(100.0%)	(2)	(372)	(100.0%)	(100.0%)
G4	HOU-AVL	HOU	0	0	2	372	2	372	(2)	(372)	(100.0%)	(100.0%)	(2)	(372)	(100.0%)	(100.0%)
G4	AVL-LAS	AVL	2	312	2	372	0	0	0	(60)	0.0%	(16.1%)	2	312	-	-
G4	LAS-AVL	LAS	2	312	2	372	0	0	0	(60)	0.0%	(16.1%)	2	312	-	-
G4	AVL-MDW	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	MDW-AVL	MDW	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-MSP	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	MSP-AVL	MSP	0	0	0	0	0	0	0	0	-	-	0	0	-	-
G4	AVL-PBI	AVL	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	PBI-AVL	PBI	2	372	2	372	2	372	0	0	0.0%	0.0%	0	0	0.0%	0.0%
G4	AVL-PGD	AVL	4	735	2	372	2	372	2	363	100.0%	97.6%	2	363	100.0%	97.6%
G4	PGD-AVL	PGD	4	735	2	372	2	372	2	363	100.0%	97.6%	2	363	100.0%	97.6%
G4	AVL-PIE	AVL	8	1,398	4	744	4	708	4	654	100.0%	87.9%	4	690	100.0%	97.5%
G4	PIE-AVL	PIE	8	1,398	4	744	4	708	4	654	100.0%	87.9%	4	690	100.0%	97.5%
G4	AVL-SFB	AVL	8	1,398	5	921	4	654	3	477	60.0%	51.8%	4	744	100.0%	113.8%
G4	SFB-AVL	SFB	8	1,398	5	921	4	654	3	477	60.0%	51.8%	4	744	100.0%	113.8%
G4	AVL-SRQ	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	SRQ-AVL	SRQ	2	372	0	0	0	0	2	372	-	-	2	372	-	-
G4	AVL-VPS	AVL	0	0	2	372	0	0	(2)	(372)	(100.0%)	(100.0%)	0	0	-	-
G4	VPS-AVL	VPS	0	0	2	372	0	0	(2)	(372)	(100.0%)	(100.0%)	0	0	-	-
SY	AVL-MSP	AVL	2	372	0	0	0	0	2	372	-	-	2	372	-	-
SY	MSP-AVL	MSP	2	372	0	0	0	0	2	372	-	-	2	372	-	-
UA	AVL-EWR	AVL	14	1,052	7	526	0	0	7	702	100.0%	200.6%	14	1,052	-	-
UA	EWR-AVL	EWR	14	1,052	7	526	0	0	7	702	100.0%	200.6%	14	1,052	-	-
UA	AVL-IAD	AVL	0	0	21	1,050	13	650	(21)	(1,050)	(100.0%)	(100.0%)	(13)	(650)	(100.0%)	(100.0%)
UA	IAD-AVL	IAD	0	0	21	1,050	13	650	(21)	(1,050)	(100.0%)	(100.0%)	(13)	(650)	(100.0%)	(100.0%)
UA	AVL-ORD	AVL	21	1,414	28	1,400	14	700	(7)	14	(25.0%)	1.0%	7	714	50.0%	102.0%
UA	ORD-AVL	ORD	21	1,414	28	1,400	14	700	(7)	14	(25.0%)	1.0%	7	714	50.0%	102.0%
Total			456	48,520	430	38,898	256	23,804	26	9,622	6.0%	24.7%	200	24,716	78.1%	103.8%

Travel Period		Oct 2022		Oct 2021		Oct 2020		Diff YoY		Percent Diff YoY		Diff 2YoY		Percent Diff 2YoY		
Mkt AI	Orig	Dest	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	AUS-AVL	AUS	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-AUS	AVL	0	0	0	0	0	0	0	0	-	-	0	0	-	-
AA	AVL-BOS	AVL	0	0	1	76	0	0	(1)	(76)	(100.0%)	(100.0%)	0	0	-	-
AA	BOS-AVL	BOS	0	0	1	76	0	0	(1)	(76)	(100.0%)	(100.0%)	0	0	-	-
AA	AVL-CLT	AVL	44	3,973	47	3,390	36	2,725	(3)	583	(6.4%)	17.2%	8	1,248	22.2%	45.8%
AA	CLT-AVL	CLT	44	3,973	47	3,390	36	2,725	(3)	583	(6.4%)	17.2%	8	1,248	22.2%	45.8%
AA	AVL-DCA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	DCA-AVL	DCA	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	AVL-DFW	AVL	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100.0%	100.0%
AA	DFW-AVL	DFW	14	1,064	14	1,064	7	532	0	0	0.0%	0.0%	7	532	100.0%	100.0%
AA	AVL-LGA	AVL	1	65	0	0	0	0	1	65	-	-	1	65	-	-
AA	LGA-AVL	LGA	1	65	0	0	0	0	1	65	-	-	1	65	-	-
AA	AVL-MIA	AVL	7	532	0	0	0	0	7	532	-	-	7	532	-	-
AA	MIA-AVL	MIA	7	532	0	0	0	0</								



MEMORANDUM

TO: Members of the Airport Authority

FROM: Janet Burnette, Director of Finance & Accounting

DATE: July 8, 2022

ITEM DESCRIPTION – Information Section Item B

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

SUMMARY

Operating Revenues for the month of May were \$1,857,453, 43.2% over budget. Operating Expenses for the month were \$991,518, 4.6% under budget. As a result, Net Operating Revenues before Depreciation were \$865,935. Net Non-Operating Revenues were \$528,329, 73.2% over budget.

Year-to-date Operating Revenues were \$17,809,960, 24.9% over budget. Year-to-date Operating Expenses were \$8,774,907, 23.3% under budget. Year-to-date Net Operating Revenues before Depreciation were \$9,035,053. Net Non-Operating Revenues for the year were \$18,157,633, 441.2% over budget.

REVENUES

Significant variations to budget for May were:

Term rentals – airlines	\$67,867	37.10%	Enplanements over budget
Landing fees	\$20,909	16.73%	Landings over budget
Rental car-car rentals	\$127,098	54.47%	Enplanements over budget
Concessions	\$37,207	79.42%	Enplanements over budget
Auto parking	\$312,080	68.09%	Enplanements over budget
FBOs	\$21,937	23.96%	Rent increase
Ground transportation	(\$23,771)	(86.44%)	Tenant invoicing in previous month

Information Section – Item B



EXPENSES

Significant variations to budget for May were:

Professional services	\$17,776	31.62%	Audit and bond issuance fees
Other contractual services	\$62,537	48.27%	Parking invoices for 2 months
Travel and training	\$24,281	164.94%	Airfield marking training

STATEMENT OF NET ASSETS

Significant variations to prior month were:

Cash and Cash Equivalents – Cash and Cash Equivalents increased by \$1.2M mostly due to receipt of NCDOT funds.

Grants Receivable – Grants Receivable increased by \$1.2M mostly due to south apron construction project.

Construction in Progress – Construction in Progress increased by \$2.1M mostly due to the terminal design and south apron construction projects.

Property and Equipment, Net – Property and Equipment, Net decreased by \$487K due to depreciation and sale of snow plow.

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

<u>Institution:</u>	<u>Interest Rate</u>	<u>Investment Amount</u>	<u>Monthly Interest</u>
Bank of America - Operating Account	0.20%	\$ 28,924,588	4,849
NC Capital Management Trust - Cash Portfolio		484,469	239
Petty Cash		200	
 <u>Restricted Cash:</u>			
BNY Mellon		1,382,192	
Bank of America - PFC Revenue Account	0.20%	12,700,646	2,095
 Total		 <u>\$ 43,492,095</u>	 <u>\$ 7,183</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 May 31, 2022**

	Current Month	Prior Period
Cash and Investments Beginning of Period	\$ 42,282,596	\$ 39,383,866
Net Income/(Loss) Before Capital Contributions	941,983	3,886,067
Depreciation	452,280	452,282
Decrease/(Increase) in Receivables	(883,180)	(279,749)
Increase/(Decrease) in Payables	163,401	(21,890)
Decrease/(Increase) in Prepaid Expenses	25,735	51,470
Decrease/(Increase) in Fixed Assets	(2,115,680)	(1,237,393)
Principal Payments of Bond Maturities	-	-
Capital Contributions	2,624,960	63,690
Adjustment from Prior Month	-	(15,747)
Increase(Decrease) in Cash	1,209,499	2,898,730
Cash and Investments End of Period	\$ 43,492,095	\$ 42,282,596

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

	Current Month	Last Month
ASSETS		
Current Assets:		
Unrestricted Net Assets:		
Cash and Cash Equivalents	\$29,409,258	\$29,076,241
Investments	0	0
Accounts Receivable	1,021,934	1,001,670
Passenger Facility Charges Receivable	350,000	700,000
Refundable Sales Tax Receivable	128,116	122,716
Grants Receivable	2,646,430	1,438,914
Prepaid Expenses	1,295,852	1,321,587
Inventory - Broadmoor	0	0
Total Unrestricted Assets	34,851,590	33,661,128
Restricted Assets:		
Cash and Cash Equivalents	14,082,838	13,206,355
Total Restricted Assets	14,082,838	13,206,355
Total Current Assets	48,934,428	46,867,483
Noncurrent Assets:		
Construction in Progress	143,596,707	141,446,027
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	68,613,926	69,101,207
Total Noncurrent Assets	211,974,650	210,311,251
	\$260,909,078	\$257,178,734
LIABILITIES AND NET ASSETS		
Current Liabilities:		
Payable from Unrestricted Assets:		
Accounts Payable & Accrued Liabilities	(\$52,573)	(\$35,340)
Customer Deposits	85,518	85,518
Unearned Revenue	322,533	111,753
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	149,275	119,420
Total Payable from Unrestricted Assets	4,362,634	4,139,232
Total Current Liabilities	4,362,634	4,139,232
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
Revenue Bond 2022A Issue Costs	(60,000)	0
Total Noncurrent Liabilities	16,269,945	16,329,945
Total Liabilities	20,632,579	20,469,177
Net Assets:		
Invested in Capital Assets	197,220,633	195,557,234
Restricted	14,082,838	13,206,355
Unrestricted	28,973,028	27,945,968
Total Net Assets	240,276,499	236,709,557
	\$260,909,078	\$257,178,734



Income Statement

Through 05/31/22

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Fund Category Governmental Funds						
Fund Type General Fund						
Fund 10 - General Fund						
<i>Operating revenues</i>						
Terminal space rentals - non airline	24,853.57	264,264.46	264,942.33	(677.87)	289,028.00	24,763.54
Terminal space rentals - airline	250,805.11	2,362,824.13	2,012,319.83	350,504.30	2,195,258.00	(167,566.13)
Landing fees	145,908.60	1,433,298.31	1,375,000.00	58,298.31	1,500,000.00	66,701.69
Concessions	84,053.05	795,635.98	515,304.17	280,331.81	562,150.00	(233,485.98)
Auto parking	770,413.70	6,872,265.77	5,041,666.67	1,830,599.10	5,500,000.00	(1,372,265.77)
Rental car - car rentals	360,431.74	3,504,261.97	2,566,666.67	937,595.30	2,800,000.00	(704,261.97)
Rental car - facility rent	59,394.95	653,344.45	653,358.75	(14.30)	712,755.00	59,410.55
Commerce ground transportation	3,729.00	239,980.22	302,500.00	(62,519.78)	330,000.00	90,019.78
FBOs	113,496.29	1,094,845.79	1,007,156.33	87,689.46	1,098,716.00	3,870.21
Building leases	3,998.77	58,256.36	47,771.17	10,485.19	52,114.00	(6,142.36)
Land leases	27,849.85	243,653.69	252,504.08	(8,850.39)	275,459.00	31,805.31
Other leases and fees	12,518.48	287,329.13	225,316.67	62,012.46	245,800.00	(41,529.13)
<i>Operating revenues Totals</i>	\$1,857,453.11	\$17,809,960.26	\$14,264,506.67	\$3,545,453.59	\$15,561,280.00	(\$2,248,680.26)
<i>Non-operating revenue and expense</i>						
Customer facility charges	168,550.75	1,744,208.51	1,283,333.33	460,875.18	1,400,000.00	(344,208.51)
Passenger facility charges	382,449.95	3,353,924.89	2,062,500.00	1,291,424.89	2,250,000.00	(1,103,924.89)
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	.00	3,257,883.04	.00	3,257,883.04	.00	(3,257,883.04)
CRRSA grant	.00	2,948,029.97	.00	2,948,029.97	.00	(2,948,029.97)
Interest revenue	7,183.62	57,465.55	9,166.67	48,298.88	10,000.00	(47,465.55)
Interest expense	(29,855.08)	(328,407.44)	.00	(328,407.44)	.00	328,407.44
P-card rebate	.00	4,001.57	.00	4,001.57	.00	(4,001.57)
Miscellaneous	.00	7,000,000.00	.00	7,000,000.00	.00	(7,000,000.00)
<i>Non-operating revenue and expense Totals</i>	\$528,329.24	\$18,157,633.32	\$3,355,000.00	\$14,802,633.32	\$3,660,000.00	(\$14,497,633.32)



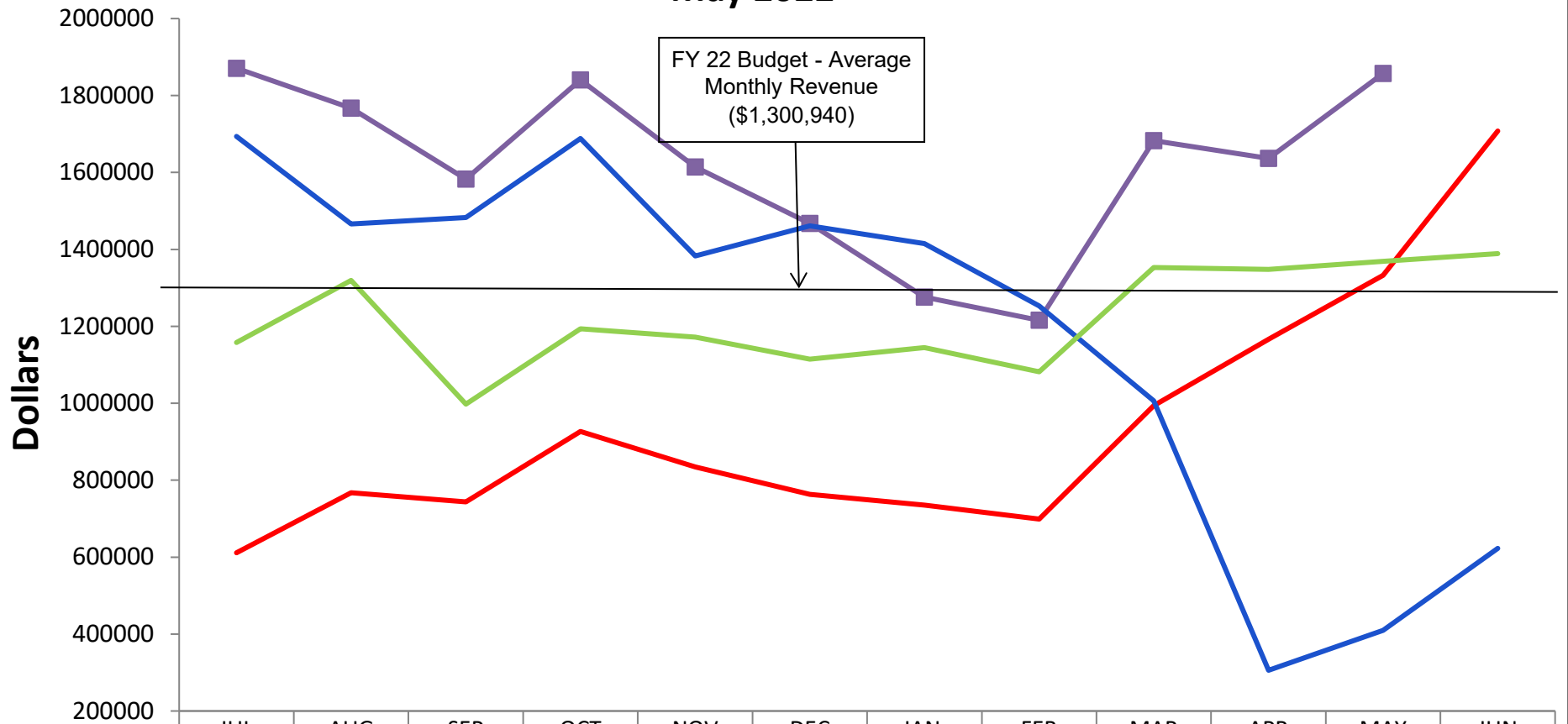
Income Statement

Through 05/31/22

Summary Listing

Classification	MTD Actual Amount	YTD Actual Amount	YTD Budget Amount	YTD Variance	Annual Budget Amount	Budget Less YTD Actual
Capital contributions	2,624,960.00	12,077,341.38	.00	12,077,341.38	.00	(12,077,341.38)
<i>Operating expenses</i>						
Personnel services	528,422.93	5,648,487.28	6,875,011.92	(1,226,524.64)	7,500,013.00	1,851,525.72
Professional services	74,001.18	468,047.69	618,475.00	(150,427.31)	674,700.00	206,652.31
Other contractual services	192,083.18	1,061,408.21	1,425,011.50	(363,603.29)	1,554,558.00	493,149.79
Travel and training	39,002.06	134,735.08	161,929.17	(27,194.09)	176,650.00	41,914.92
Communications	3,925.36	39,077.95	56,136.67	(17,058.72)	61,240.00	22,162.05
Utility services	38,666.23	331,616.21	439,603.08	(107,986.87)	479,567.00	147,950.79
Rentals and leases	.00	16,954.47	14,034.17	2,920.30	15,310.00	(1,644.47)
Insurance	25,734.87	87,990.61	306,533.33	(218,542.72)	334,400.00	246,409.39
Advertising, printing and binding	2,176.13	4,926.38	14,648.33	(9,721.95)	15,980.00	11,053.62
Promotional activities	14,809.78	157,069.02	270,118.75	(113,049.73)	294,675.00	137,605.98
Other current charges and obligations	6,695.78	67,109.76	72,554.17	(5,444.41)	79,150.00	12,040.24
Operating supplies	34,566.29	274,869.12	434,440.42	(159,571.30)	473,935.00	199,065.88
Publications, subscriptions, memberships, etc.	5,060.86	49,303.89	54,615.00	(5,311.11)	59,580.00	10,276.11
Repairs and maintenance	21,933.92	177,057.38	194,608.33	(17,550.95)	212,300.00	35,242.62
Small equipment	4,439.88	78,405.93	86,625.00	(8,219.07)	94,500.00	16,094.07
Contingency	.00	.00	91,666.67	(91,666.67)	100,000.00	100,000.00
Emergency repairs	.00	.00	45,833.33	(45,833.33)	50,000.00	50,000.00
Business development	.00	177,848.02	275,000.00	(97,151.98)	300,000.00	122,151.98
<i>Operating expenses Totals</i>	<u>\$991,518.45</u>	<u>\$8,774,907.00</u>	<u>\$11,436,844.83</u>	<u>(\$2,661,937.83)</u>	<u>\$12,476,558.00</u>	<u>\$3,701,651.00</u>
<i>Depreciation</i>						
Depreciation	452,281.00	4,975,091.00	.00	4,975,091.00	.00	(4,975,091.00)
<i>Depreciation Totals</i>	<u>\$452,281.00</u>	<u>\$4,975,091.00</u>	<u>\$0.00</u>	<u>\$4,975,091.00</u>	<u>\$0.00</u>	<u>(\$4,975,091.00)</u>
Grand Totals						
REVENUE TOTALS	5,010,742.35	48,044,934.96	17,619,506.67	30,425,428.29	19,221,280.00	(28,823,654.96)
EXPENSE TOTALS	1,443,799.45	13,749,998.00	11,436,844.83	2,313,153.17	12,476,558.00	(1,273,440.00)
Grand Total Net Gain (Loss)	<u>\$3,566,942.90</u>	<u>\$34,294,936.96</u>	<u>\$6,182,661.83</u>	<u>\$28,112,275.13</u>	<u>\$6,744,722.00</u>	<u>\$27,550,214.96</u>

ASHEVILLE REGIONAL AIRPORT Annual Operating Revenue by Month May 2022



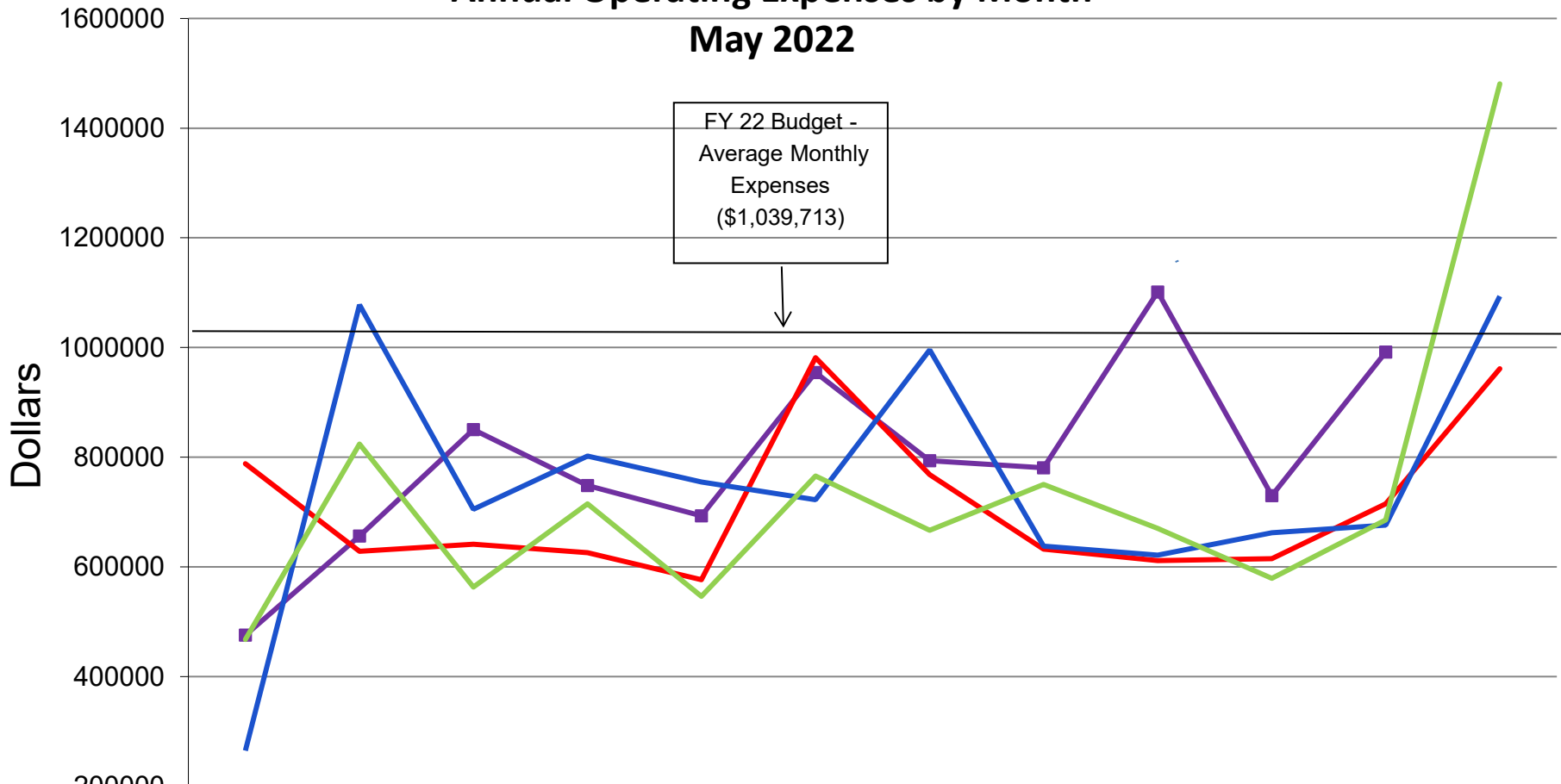
FY 22 Budget - Average
Monthly Revenue
(\$1,300,940)

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
■ 2022	1870783	1766994	1582459	1840835	1614185	1467415	1275749	1215598	1682310	1636179	1857453	
— 2021	611290	767485	743365	926512	834587	763375	735131	699104	993500	1166582	1332640	1707683
— 2020	1693639	1465826	1482983	1688471	1382894	1461166	1414955	1253245	1006396	305847	409453	622404
— 2019	1157880	1319448	997702	1193707	1171956	1114742	1144401	1081933	1352795	1348310	1369108	1388974

ASHEVILLE REGIONAL AIRPORT

Annual Operating Expenses by Month

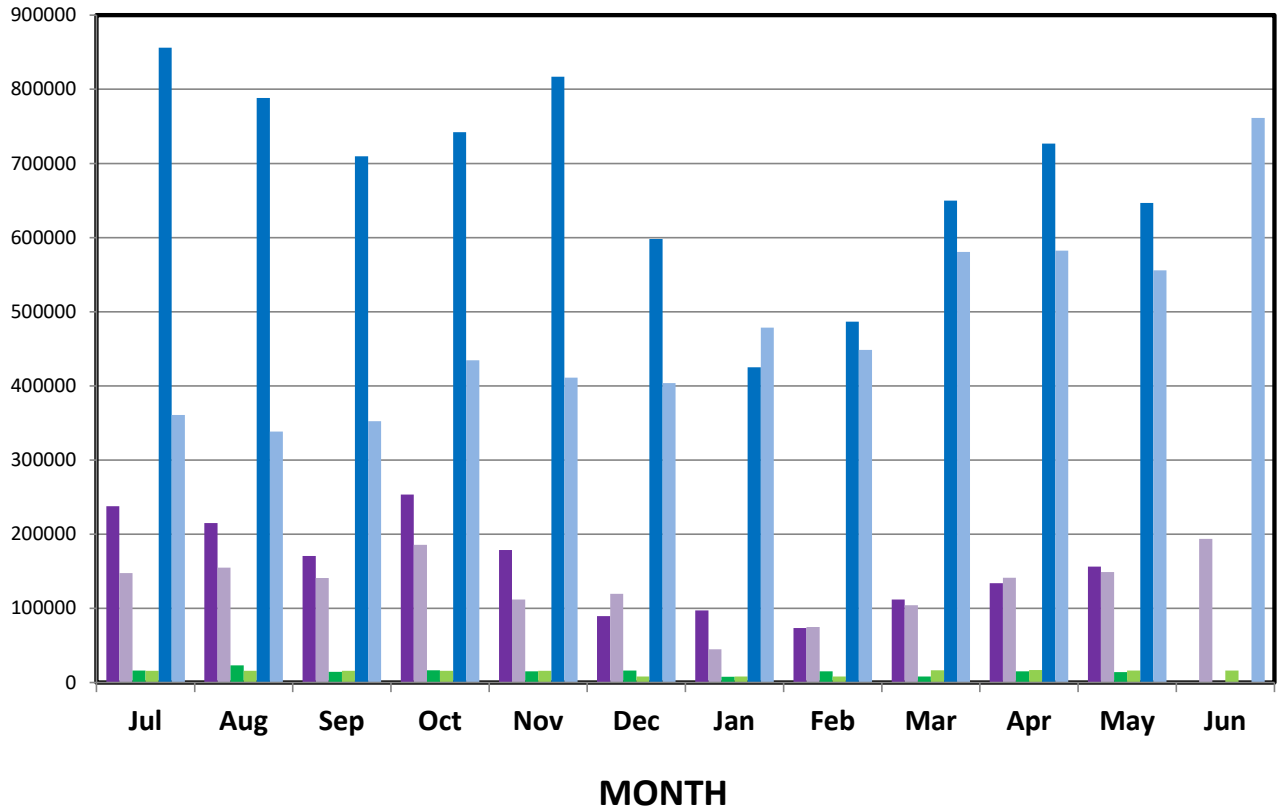
May 2022



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
2022	475489	656101	850419	748420	692984	954472	793428	780593	1101373	730109	991519	
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
May 2022**

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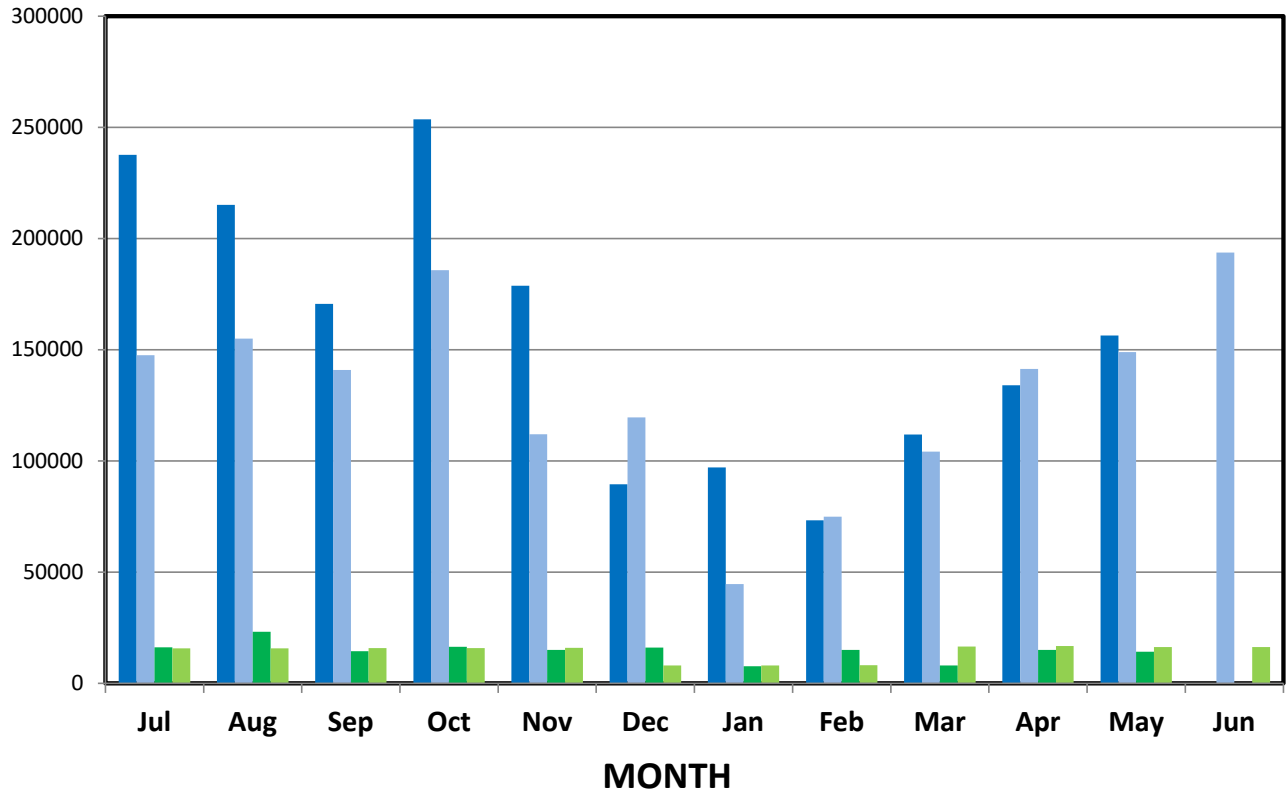


- Jet A FY22
- Jet A - FY21
- 100LL - FY22
- 100LL - FY21
- Airline - FY22
- Airline - FY21

Jet A - 156,462 Gallons
100LL - 14,194 Gallons
Airline - 646,866 Gallons

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

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Jet A - 156,462 Gallons
100LL - 14,194 Gallons

Greater Asheville Regional Airport Authority
Construction Project Report - July 2022

Design Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 07/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 07/01/2022)	Start Date	End Date	Current Project Status (as of 07/01/2022)
1	Terminal Building Renovations	Phase 2 - Terminal Building Modernization Design	Gresham Smith	\$12,608,794.00	N/A	N/A	\$7,232,602.00	8.3%	\$19,841,396	57.7%	\$11,439,248	Nov-19	Dec-24	Design nears 100% complete. CA services continues.
2	Terminal Building Renovations	CMR for Pre-Construction and CGMP1	Hensel Phelps	\$1,088,270.00	N/A	N/A	\$0.00	0.0%	\$1,088,270.00	96.3%	\$1,047,670	Dec-20	Dec-24	CMR Pre-Construction phase services.
3	Terminal Building Renovations	Program Management Services	Parsons Transportation Group, Inc.	\$1,329,368.36	N/A	N/A	\$0.00	0.0%	\$1,329,368	0.0%	\$0	May-22	Dec-24	Project management in process.
4	Air Traffic Control Tower	Design new facility	Pond Company	\$4,157,923.00	N/A	N/A	\$0.00	0.0%	\$4,157,923	31.8%	\$1,321,743	Mar-21	Sep-22	Design continues towards 100% with additional FAA added space.
5	Parking Lot D Restart	Continue design of parking lot across highway 280.	AVCON	\$25,000.00	N/A	N/A	\$0.00	0.0%	\$25,000	54.5%	\$13,630	Jun-21	Aug-22	Project management in process.
6	Rehabilitate South GA Apron	Design apron rehabilitation	Parrish and Partners	\$565,432.00	N/A	N/A	\$0.00	0.0%	\$565,432	27.5%	\$155,801	Jun-21	Jul-22	Contractor is onsite and phase 1 work area established.
7	Airport Master Plan	Update current Master Plan	CHA	\$989,004.00	N/A	N/A	\$0.00	0.0%	\$989,004	36.9%	\$364,933	Jul-21	Sep-22	Document preparation continues. 2nd Planning Advisory Committee meeting was held June 29th.
8	Stormwater Drainage Improvements	Identify deficiencies and design stormwater improvements	AVCON	\$205,000.00	N/A	N/A	\$0.00	0.0%	\$205,000	31.1%	\$63,737	Jan-22	Sep-22	Stormwater review in progress.

Construction Phase

Project Number	Project Name	Project Description	Professional Services Consultant	Professional Services Contract	General Contractor	Original Construction Contract	Change Orders (thru 07/01/2022)	Percent of Original Contract	Board Approved Project Cost	Percent Complete	Expensed to Date (thru 07/01/2022)	Start Date	End Date	Current Project Status (as of 07/01/2022)
1	Parking Lot D Restart	Construct parking lot across highway 280	AVCON Inc	Amount in Design Fees	Chatham Civil Construction	\$297,567	\$0	0.00%	\$489,328	0.0%	\$0	Aug-21	Aug-22	Pipe installed with base stone and paving to begin in July.
2	Terminal Building Modernization - CMR Construction	CGMP-1 Utilities relocation	Gresham Smith	Amount in Design Fees	Hensel Phelps	\$6,215,900.00	\$0	0.00%	\$6,215,900.00	14.0%	\$872,782	Jan-22	Dec-22	WP1 work continues.
3	Rehabilitate South GA Apron	Removal and replacement of pavement on South GA Apron	Parrish and Partners	Amount in Design Fees	Independence Excavating	\$6,746,800	\$0	0.00%	\$7,421,480	0.0%	\$0	May-22	Dec-22	Stone layer being placed without issues. Paving of Phase 1 is scheduled for early July.
									*(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