



AGENDA

Greenville-Spartanburg Airport Commission Regular Meeting
Greenville-Spartanburg International Airport Conference
Room C – Administrative Offices
Monday, January 11, 2016
9:00 a.m.

*** NOTE TO ALL PUBLIC ATTENDEES:**

The public may speak on any item on the agenda. There are request cards located outside the public seating area. These cards must be completed and presented to the Recording Secretary prior to the item being heard. Your comments will be addressed prior to the Airport Commission's discussion and you will have 5 minutes to address the Airport Commission. Thank you for your attention.

I. CALL TO ORDER:

II. CONSENT AGENDA:

- A. Approval of the Greenville-Spartanburg Airport Commission November 20, 2015 Regular Meeting Minutes ([document](#)).

III. PRESENTATIONS:

- A. Business Development & Marketing Update ([document](#)).

IV. OLD BUSINESS: None.

V. NEW BUSINESS: None

VI. PRESIDENT/CEO REPORT:

- A. Aviation Industry Update.
- B. Air Service Development Update.
- C. Construction Tour.



VII. INFORMATION SECTION:

(Staff presentations will not be made on these items. Staff will be available to address any questions the Commission may have.)

- A. November 2015 – Traffic Report ([document](#)).
- B. November 2015 – Financial Report ([document](#)).
- C. December 2015 – Development/Project Status Report ([document](#)).
- D. December 2015 – Communications Status Report ([document](#)).
- E. December 2015 – Properties and Development Report ([document](#)).
- F. December 2015 – OSHA Reportable Injury Report ([document](#)).
- G. Industry Presentation(s)/Article(s) of Interest ([document](#)).
- H. Potential Items for the Next Regular Scheduled Commission Meeting:

- Community Engagement/SEC-AAAE Conference Update

VIII. COMMISSION MEMBER REPORTS:

IX. EXECUTIVE SESSION:

The Airport Commission may hold an Executive Session for the purpose of receiving legal advice on various matters.

X. ADJOURNMENT.

This agenda of the Greenville-Spartanburg Airport Commission 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 to this agenda, The Airport Commission does not warrant or guarantee its accuracy or completeness for any purpose. The agenda is subject to change before or at the Airport Commission meeting.

GREENVILLE-SPARTANBURG AIRPORT COMMISSION

MINUTES

NOVEMBER 20, 2015

The Greenville-Spartanburg Airport Commission met on November 20, 2015 at 9:00 a.m. in the Greenville-Spartanburg District Office Conference Room C located at 2000 GSP Drive, Suite 1, Greer, South Carolina 29651. The public and media were given proper notice of this meeting, under applicable law. This was a regular, non-emergency meeting.

MEMBERS PRESENT: Minor Shaw, Leland Burch, and Bill Barnet. Hank Ramella via conference call.

MEMBERS NOT PRESENT: Valerie Miller and Doug Smith.

STAFF AND LEGAL COUNSEL PRESENT: David Edwards, President/CEO; Kevin Howell, Vice President/COO; Jack Murrin, Vice President Administration and Finance/CFO; Rosylin Weston, Vice President Communications; Marsha Madore, Director of Human Resources; Betty O. Temple, WCSR; and Tina Honeycutt, Executive Assistant/Recording Secretary.

GUESTS PRESENT: Alan Robinson, Cherry Bekaert; Alex Chambers, Spartanburg High School.

CALL TO ORDER: Chair Minor Shaw called the meeting to order at 9:05 a.m.

CONSENT AGENDA:

A motion was made, seconded, and unanimous vote received to approve the regular meeting minutes from the September 14, 2015 Commission Meeting.

A motion was made, seconded, and unanimous vote received to accept the minutes approved by the Audit Committee.

PRESENTATIONS:

A. Human Resources Presentation

Ms. Marsha Madore, Director of Human Resources presented a brief presentation highlighting the Greenville-Spartanburg Airport District Human Resources Department and their overall responsibilities. The presentation addressed five areas that are accomplished on a daily basis; Recruitment, Benefits, Compensation, Employee Relations and Training.

Chair Shaw thanked Ms. Madore for her presentation and the work performed by the Human Resources Department.

OLD BUSINESS: None

NEW BUSINESS:

A. Acceptance of the Greenville-Spartanburg Airport District Financial Audit and Schedules of Expenditures of Federal Awards as of and for Fiscal Years Ended June 30, 2015 and 2014, and Report of Independent Auditor.

Mr. Robinson of Cherry Bekaert stated that a detailed audit presentation was presented to the Audit Committee in October. The audit was clean, unmodified, with no exceptions, qualifications, or surprises. The audit was completed and delivered on time and on schedule with no adjustments or changes to the accounting records. Mr. Robinson also reported that this year there is a new accounting rule requiring Governments, Districts and the like to record the State of South Carolina proportionate share of the unfunded pension liability. The State of South Carolina has a ten (10) billion dollar unfunded pension liability. The proportionate share for Greenville-Spartanburg Airport District was approximately nine (9) million dollars that has to be included as a journal entry but it is a non-cash liability.

Mr. Barnet, Chair of the Audit Committee stated Mr. Robinson and Mr. Murrin have done a great job with a clean process. Mr. Burch made a motion to approve; Mr. Ramella seconded and unanimous vote was received to accept the Greenville-Spartanburg Airport District Financial Audit and Schedules of Expenditures of Federal Awards as of and for Fiscal Years Ended June 30, 2015 and 2014 approved by the Audit Committee.

PRESIDENT/CEO REPORT:

- A. Mr. Edwards reported that the aviation industry is healthy and strong. Airlines are making record profits and growth and expansion of route networks are being seen around the country.
- B. Mr. Edwards stated that Congress has approved a two year federal budget. Mr. Edwards anticipates that FAA re-authorization will be addressed after the new year. It has been re-authorized for the six months which reaches out to March 2016. It is expected that it will be approved for a full Federal fiscal year through 2016 and there is the possibility of a two year approval in order to get past the election cycle.
- C. Southwest changes that were announced a few weeks ago and the loss of certain non-stop destinations from Greenville-Spartanburg International Airport is a concern within the community. A positive attribute of the change is that Southwest will offer three flights out of Greenville-Spartanburg International Airport to Atlanta which may resonate better with the business traveler. Fifty percent (50%) of Southwest passengers are going beyond the destination Southwest flies nonstop today. Those passengers will now be connecting through Atlanta versus other locations. Other carriers may increase

capacity to destinations as a result to continue to service origin and destination customers. There will also most likely be a competitive fare response from Delta which will result in lower fares for the consumer. Approximately twenty airports were affected by the Southwest schedule change. If the model change is more successful for Southwest and resonates well with the business community it will be a positive for Greenville-Spartanburg International Airport.

- D. Mr. Edwards and Staff attended the National Business Aviation Association (NBAA) Conference and Exhibition in Las Vegas, NV. Greenville-Spartanburg International Airport had a booth and marketed our airport properties to aviation aerospace companies. NBAA also provided an opportunity for conversations and meetings with fuel providers, fuel truck providers and helped to identify FBO software opportunities as we are working toward our 2016 FBO operations. The conference also resulted in several leads for land development at Greenville-Spartanburg International Airport.

Chair Shaw stated she would like Staff to communicate to the flying public from Greenville-Spartanburg International Airport the additional routes that Southwest will offer from Atlanta that may provide more destinations to travelers. Informing the community of the Atlanta flight routes could be beneficial. Mr. Edwards commented that the change also opens up southeast destinations that previously were not available with Southwest.

Chair Shaw asked Mr. Edwards to provide an update on the Terminal Improvement Project. Mr. Edwards stated the project is progressing at a consistent pace. TSA has delivered the baggage handling x-ray devices which is a good milestone for the project. There will be a major move in the spring with airlines relocating to permanent counters, the opening of the new outbound baggage system, and the TSA checkpoint. Completion of the concessions and Grand Hall area will follow.

COMMISSION MEMBER REPORTS:

Mr. Leland Burch reported that he has agreed to Chair the ACI-NA Commissioners Committee. A topic of interest noted at the meeting in Long Beach, CA was that noise issues are becoming a concern among communities with FAA implementing next generation practices. The FAA is realigning the way airlines enter and exit the airport to save fuel and make operations better. Mr. Edwards commented that Greenville-Spartanburg International Airport has not been impacted by the FAA flight pattern changes as much as other airports.

Mr. Burch also stated that he attended a presentation on beacon technology which allows passengers to use an application to provide area maps and notification when luggage is available which is becoming popular with larger airports. Mr. Edwards replied that Greenville-Spartanburg International Airport will be implementing beacon technology through the Thanks Again Program and will then work to transition such technology into an airport wide program. It is an opt-in application that will connect customers to a beacon, which then pushes information to their personal devices.

Chair Shaw congratulated Mr. Burch on becoming Chairman of the ACI-NA Commissioners Committee.

EXECUTIVE SESSION:

There being no further business, a motion was made, seconded, and carried to go into Executive Session. The specific purpose of the executive session was announced as to receive legal advice regarding a lawsuit filed by iStar Tara, LLC as lender, against Stevens Aviation, a Greenville-Spartanburg Airport District ("GSP") tenant and related matters. GSP was included as a "nominal" defendant by virtue of its ownership of the property underlying the leasehold interest.

ADJOURNMENT:

At approximately 11:25 a.m. public session resumed with no action being taken. The meeting was adjourned at 11:26 a.m.

SIGNATURE OF PREPARER:

A handwritten signature in cursive script that reads "Tina Honeycutt". The signature is written in dark ink and is positioned above a horizontal line.

Tina Honeycutt



MEMORANDUM

TO: Members of the Airport Commission

FROM: Scott C. Carr, A.A.E., Vice President – Commercial Business & Properties

DATE: January 11, 2016

ITEM DESCRIPTION – Presentation Item A

Business Development & Marketing Update

BACKGROUND

An informational overview of the business development and marketing programs that are being rolled out in 2016 will be presented.

This includes a new business community partnership program, new ground transportation and parking options, air service development leakage and retention programs, and concession revenue enhancement initiatives.



MEMORANDUM

TO: Members of the Airport Commission

FROM: David Edwards, President/CEO

DATE: January 11, 2016

ITEM DESCRIPTION – Information Section Item A

November 2015 - Traffic Report

SUMMARY

For November 2015 passenger traffic was up **7.6%** over the same month in 2014. Cargo traffic was down **4.2%** for November 2015 over November 2014. Overall load factors continue to be strong with an overall average of **82.6%**.

A comparison of the North America National Passenger Traffic Growth Averages for 2015 to GSP's 2015 Passenger Traffic Growth is depicted below:

Passenger Traffic			
Month	2015		
	GSP	National Average	Difference
Jan	2.10%	2.50%	-0.40%
Feb	0.30%	3.90%	-3.60%
Mar	-4.90%	3.70%	-8.60%
Apr	1.40%	4.70%	-3.30%
May	-2.60%	4.40%	-7.00%
Jun	-0.30%	4.60%	-4.90%
Jul	4.00%	6.30%	-2.30%
Aug	2.80%	5.60%	-2.80%
Sep	3.70%	6.70%	-3.00%
Oct	8.70%	7.00%	1.70%
Average	1.52%	4.94%	-3.42%

Attached are copies of the detailed traffic report for November 2015.

Providing a look forward into the service levels for February 2016 is a schedule comparison for the month vs the same month last year including flights and seats by airline and non-stop markets served. While there were minor adjustments to flight operations, there continues to a positive up-tick in flights and seat capacity. As such flights are up 4.4% and seats are up at 7.5%.

Schedule Weekly Summary Report for nonstop Passenger (Air - All) flights from GSP for travel February 2016 vs. February 2015											
<i>All flights, seats, and ASMs given are per week.</i>											
Mkt	Travel Period		Miles	Feb 2016		Feb 2015		Diff		Percent Diff	
	Orig	Dest		Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	GSP	CLT	76	55	2,800	0	0	55	2,800		
AA	GSP	DCA	396	17	945	0	0	17	945		
AA	GSP	DFW	862	20	1,364	20	1,203	0	161	0.0%	13.4%
AA	GSP	PHL	514	13	650	0	0	13	650		
DL	GSP	ATL	153	53	5,869	53	5,762	0	107	0.0%	1.9%
DL	GSP	DTW	508	22	1,100	24	1,278	(2)	(178)	(8.3%)	(13.9%)
DL	GSP	LGA	810	10	500	11	550	(1)	(50)	(9.1%)	(9.1%)
G4	GSP	FLL	620	2	354	2	332	0	22	0.0%	6.6%
G4	GSP	PGD	550	2	312	2	332	0	(20)	0.0%	(6.0%)
G4	GSP	PIE	482	2	354	3	531	(1)	(177)	(33.3%)	(33.3%)
G4	GSP	SFB	426	2	354	2	332	0	22	0.0%	6.6%
UA	GSP	EWR	594	16	800	13	650	3	150	23.1%	23.1%
UA	GSP	IAD	383	14	800	14	596	0	204	0.0%	34.2%
UA	GSP	IAH	838	7	410	7	350	0	60	0.0%	17.1%
UA	GSP	ORD	577	18	960	13	650	5	310	38.5%	47.7%
US	GSP	CLT	76	0	0	50	2,620	(50)	(2,620)	(100.0%)	(100.0%)
US	GSP	DCA	396	0	0	19	950	(19)	(950)	(100.0%)	(100.0%)
US	GSP	PHL	514	0	0	13	650	(13)	(650)	(100.0%)	(100.0%)
WN	GSP	BWI	425	12	1,716	7	995	5	721	71.4%	72.5%
WN	GSP	HOU	845	6	858	6	822	0	36	0.0%	4.4%
WN	GSP	MDW	562	14	2,002	14	2,002	0	0	0.0%	0.0%
TOTAL				285	22,148	273	20,605	12	1,543	4.4%	7.5%

Monthly Traffic Report

Greenville-Spartanburg International Airport

November 2015



Category	Nov 2015	Nov 2014	Percentage Change	*CYTD-2015	*CYTD-2014	Percentage Change	*MOV12-2015	*MOV12-2014	Percentage Change
Passenger Traffic									
Enplaned	85,623	78,958	8.4%	893,665	877,230	1.9%	972,000	958,063	1.5%
Deplaned	<u>84,942</u>	<u>79,506</u>	6.8%	<u>887,476</u>	<u>866,089</u>	2.5%	<u>963,086</u>	<u>943,719</u>	2.1%
Total	170,565	158,464	7.6%	1,781,141	1,743,319	2.2%	1,935,086	1,901,782	1.8%
Cargo Traffic (Pounds)									
Express and Mail									
Enplaned	1,480	2,917	-49.3%	24,465	1,442,971	-98.3%	29,270	1,446,227	-98.0%
Deplaned	<u>505</u>	<u>2,539</u>	-80.1%	<u>18,390</u>	<u>989,176</u>	-98.1%	<u>32,762</u>	<u>992,649</u>	-96.7%
Subtotal	1,985	5,456	-63.6%	42,855	2,432,147	-98.2%	62,032	2,438,876	-97.5%
Freight									
Enplaned	2,260,222	2,565,165	-11.9%	29,069,000	28,767,815	1.0%	32,801,315	31,633,458	3.7%
Deplaned	<u>2,188,176</u>	<u>2,074,003</u>	5.5%	<u>24,919,929</u>	<u>23,774,555</u>	4.8%	<u>27,542,267</u>	<u>26,020,286</u>	5.8%
Subtotal	4,448,398	4,639,168	-4.1%	53,988,929	52,542,370	2.8%	60,343,582	57,653,744	4.7%
Total	4,450,383	4,644,624	-4.2%	54,031,832	54,974,517	-1.7%	60,405,662	60,092,620	0.5%

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

Monthly Traffic Report

Greenville-Spartanburg International Airport

November 2015



Category	Nov 2015	Nov 2014	Percentage Change	*CYTD-2015	*CYTD-2014	Percentage Change	*MOV12-2015	*MOV12-2014	Percentage Change
Aircraft Operations									
Airlines	1,160	1,068	8.6%	12,132	10,567	14.8%	13,186	11,561	14.1%
Commuter /Air Taxi	<u>1,819</u>	<u>1,942</u>	-6.3%	18,447	21,109	-12.6%	20,282	23,086	-12.1%
Subtotal	<u>2,979</u>	<u>3,010</u>	-1.0%	<u>30,579</u>	<u>31,676</u>	-3.5%	<u>33,468</u>	<u>34,647</u>	-3.4%
General Aviation	702	786	-10.7%	8,450	8,342	1.3%	9,136	9,007	1.4%
Military	<u>102</u>	<u>113</u>	-9.7%	<u>1,221</u>	<u>889</u>	37.3%	<u>1,263</u>	<u>955</u>	32.3%
Subtotal	<u>804</u>	<u>899</u>	-10.6%	<u>9,671</u>	<u>9,231</u>	4.8%	<u>10,399</u>	<u>9,962</u>	4.4%
Total	3,783	3,909	-3.2%	40,250	40,907	-1.6%	43,867	44,609	-1.7%
Fuel Gallons									
100LL	2,528	3,835	-34.1%	35,857	40,529	-11.5%	39,075	43,238	-9.6%
Jet A (GA)	61,113	67,708	-9.7%	641,880	633,912	1.3%	706,787	695,670	1.6%
Subtotal	<u>63,641</u>	<u>71,543</u>	-11.0%	<u>677,737</u>	<u>674,441</u>	0.5%	<u>745,862</u>	<u>738,908</u>	0.9%
Jet A (A/L)	<u>928,418</u>	<u>830,449</u>	11.8%	<u>8,893,043</u>	<u>8,776,898</u>	1.3%	<u>9,956,068</u>	<u>9,777,259</u>	1.8%
Total	992,059	901,992	10.0%	9,570,780	9,451,339	1.3%	10,701,930	10,516,167	1.8%

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

Scheduled Airline Enplanements, Seats, and Load Factors

Greenville-Spartanburg International Airport



November 2015

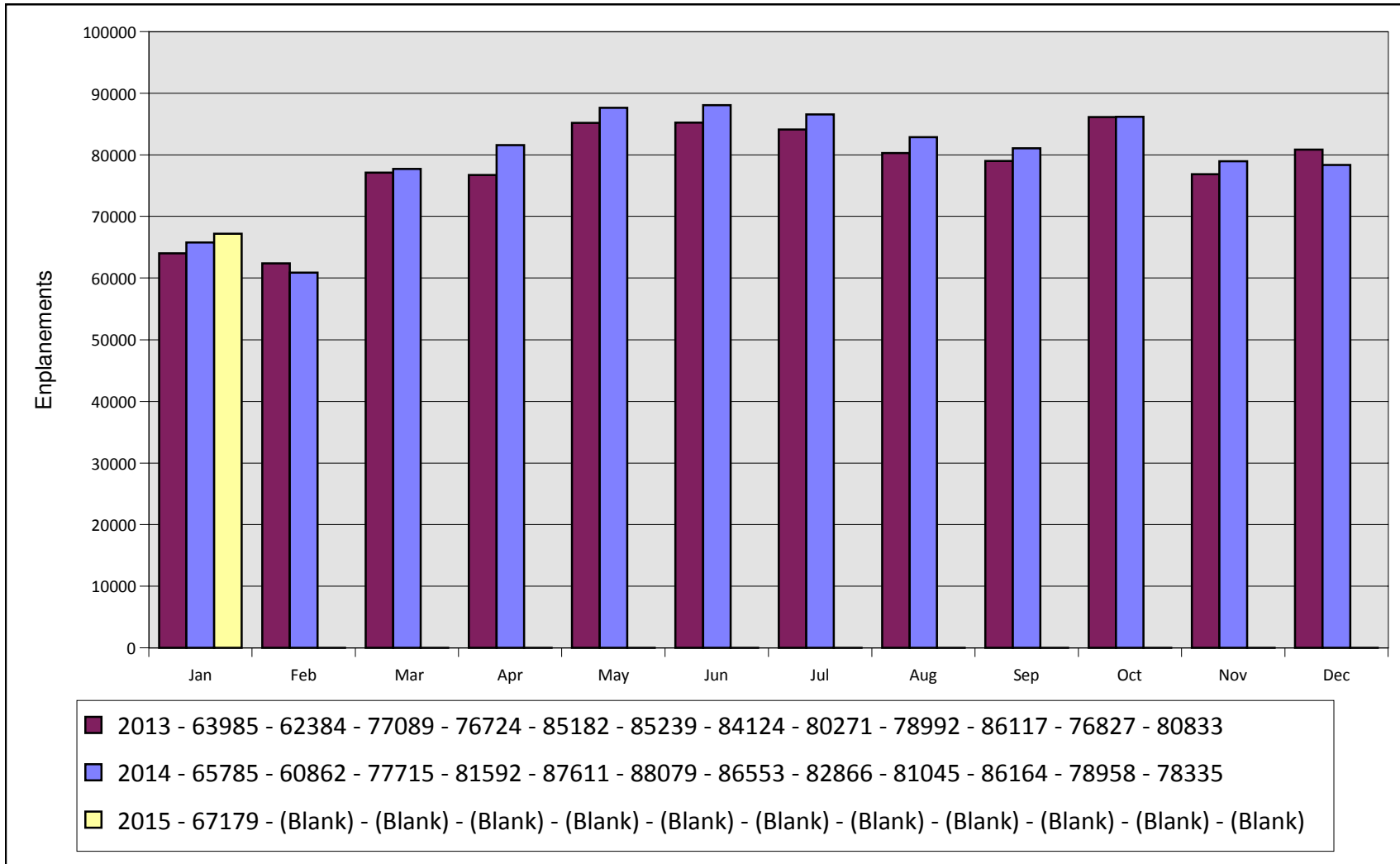
	Nov 2015	Nov 2014	Percentage Change	*CYTD-2015	*CYTD-2014	Percentage Change
Allegiant Air						
Enplanements	6,644	6,545	1.5%	64,312	71,101	-9.5%
Seats	7,741	7,978	-3.0%	77,645	81,166	-4.3%
Load Factor	85.8%	82.0%	4.6%	82.8%	87.6%	-5.4%
American Airlines						
Enplanements	4,614	4,867	-5.2%	50,417	43,848	15.0%
Seats	5,394	6,602	-18.3%	59,041	48,994	20.5%
Load Factor	85.5%	73.7%	16.0%	85.4%	89.5%	-4.6%
Delta Air Lines						
Enplanements	30,832	27,300	12.9%	321,421	299,611	7.3%
Seats	34,757	32,424	7.2%	367,060	346,582	5.9%
Load Factor	88.7%	84.2%	5.4%	87.6%	86.4%	1.3%
Southwest Airlines						
Enplanements	13,353	12,233	9.2%	132,244	148,806	-11.1%
Seats	19,312	16,826	14.8%	187,717	200,257	-6.3%
Load Factor	69.1%	72.7%	-4.9%	70.4%	74.3%	-5.2%

Tuesday, December 15, 2015

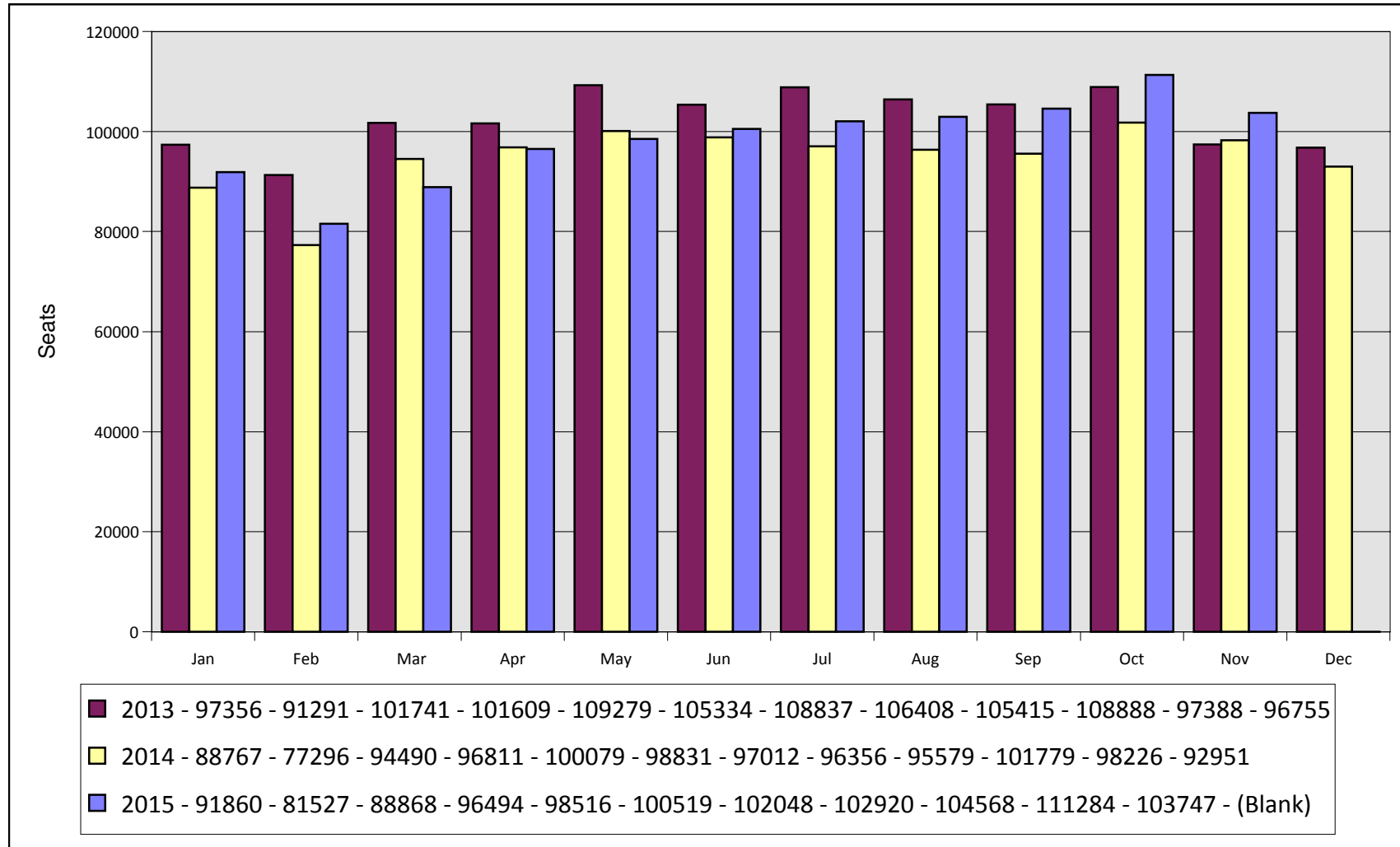
*CTYD = Calendar Year to Date and *Mov12 = Moving Twelve Months.

	Nov 2015	Nov 2014	Percentage Change	*CYTD-2015	*CYTD-2014	Percentage Change
United Airlines						
Enplanements	13,728	12,195	12.6%	135,446	129,615	4.5%
Seats	16,213	14,900	8.8%	160,315	155,966	2.8%
Load Factor	84.7%	81.8%	3.5%	84.5%	83.1%	1.7%
US Airways						
Enplanements	16,094	15,607	3.1%	183,787	182,269	0.8%
Seats	19,835	19,172	3.5%	222,038	209,133	6.2%
Load Factor	81.1%	81.4%	-0.3%	82.8%	87.2%	-5.0%
Totals						
Enplanements	85,265	78,747	8.3%	887,627	875,250	1.4%
Seats	103,252	97,902	5.5%	1,073,816	1,042,098	3.0%
Load Factor	82.6%	80.4%	2.7%	82.7%	84.0%	-1.6%

Monthly Enplanements By Year Greenville-Spartanburg International Airport

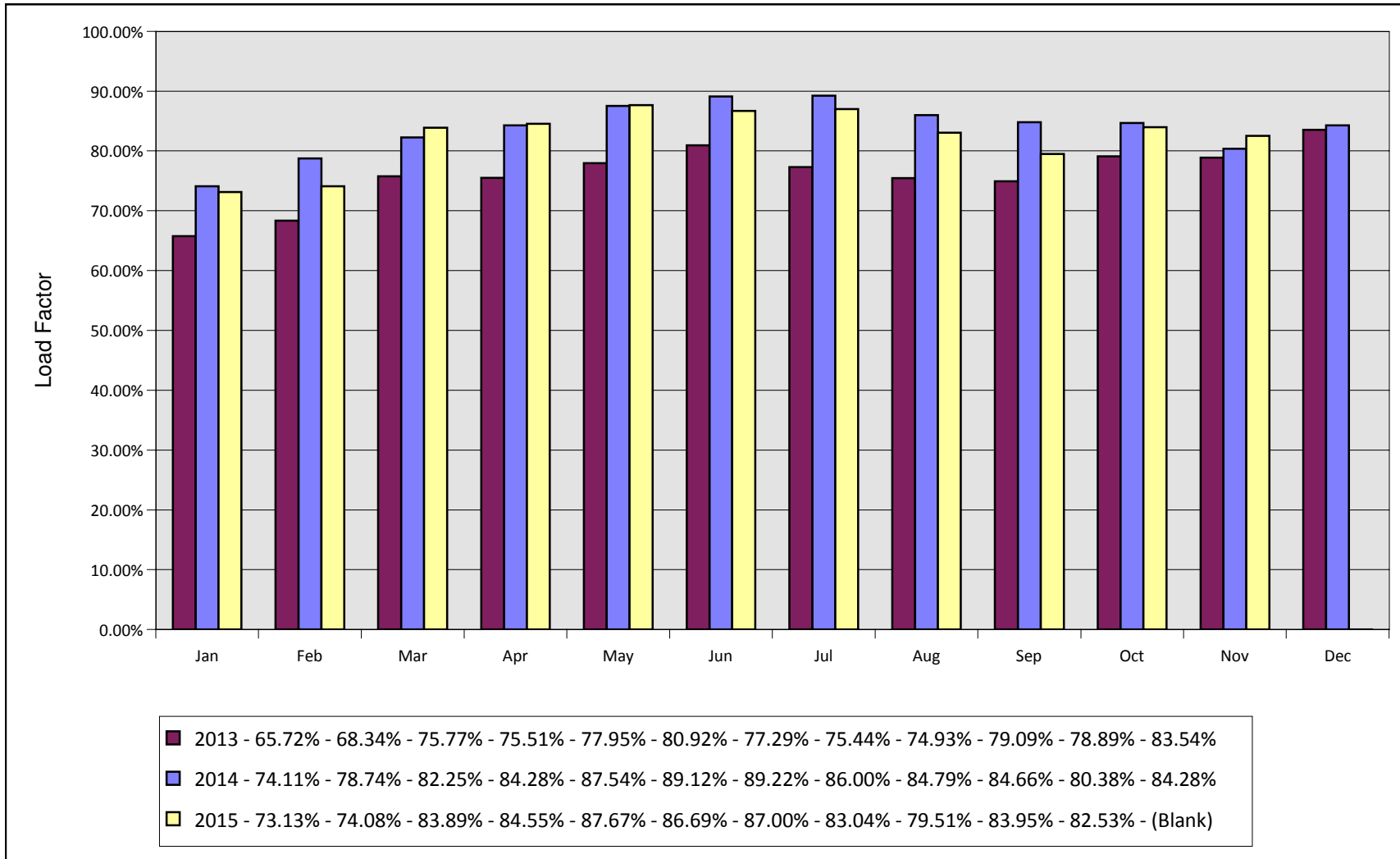


Monthly Seats By Year Greenville-Spartanburg International Airport

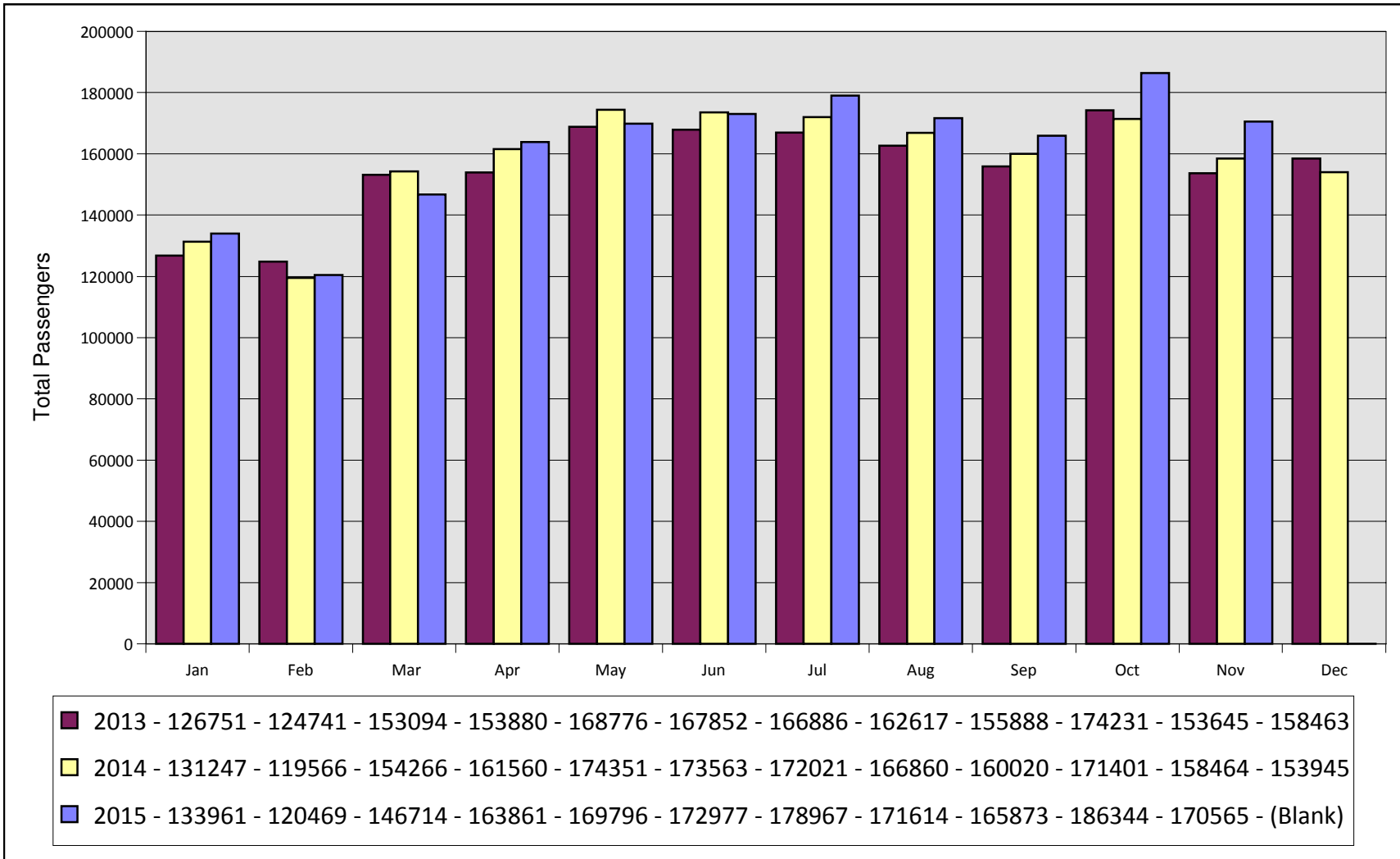


Monthly Load Factors By Year

Greenville-Spartanburg International Airport

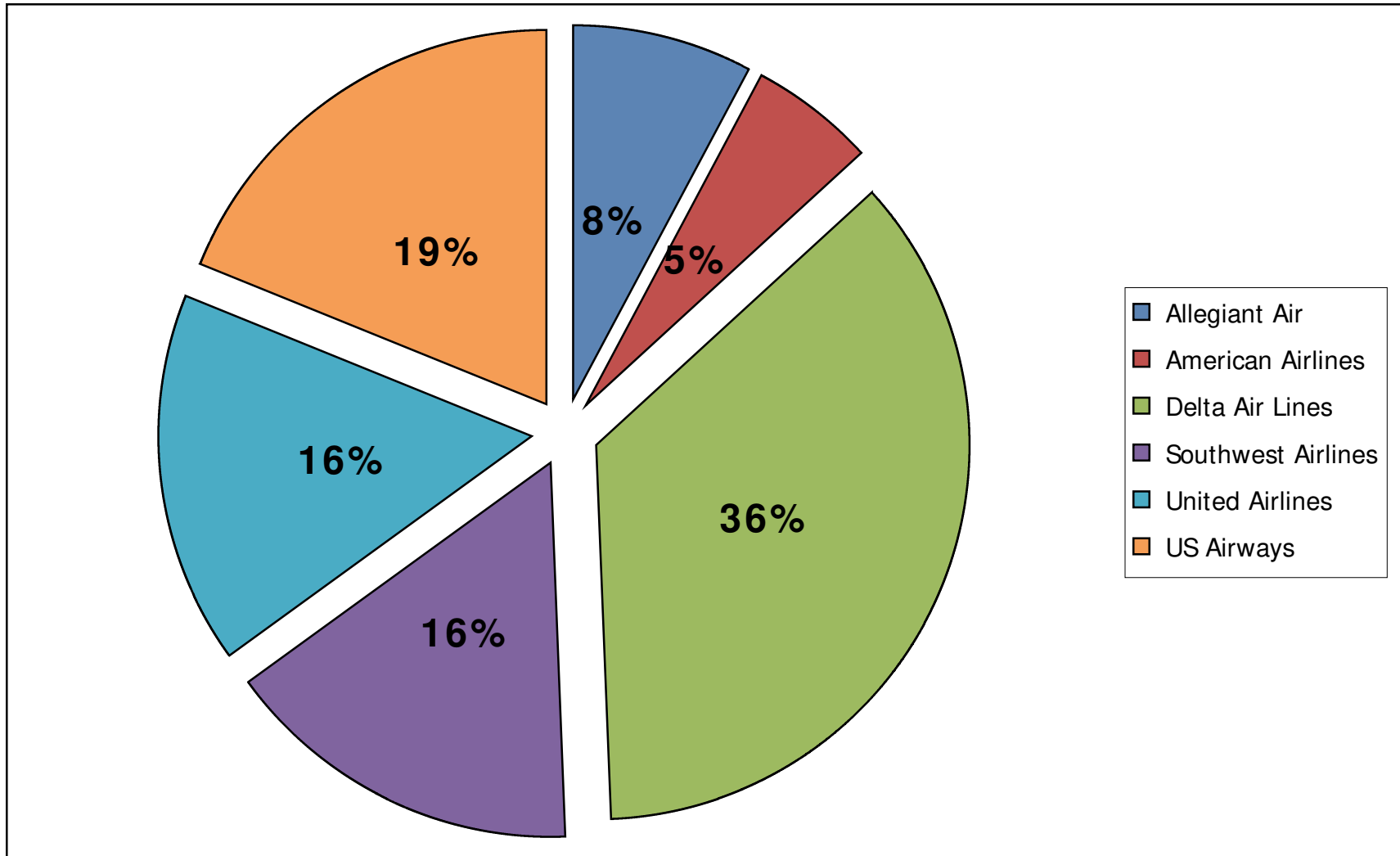


Total Monthly Passengers By Year Greenville-Spartanburg International Airport



Scheduled Airline Market Shares (Enplanements) Greenville-Spartanburg International Airport

Report Period From November 2015 Through November 2015



Airline Flight Completions Greenville-Spartanburg International Airport

November 2015



Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Aeronaves	2	0	0	0	0	0	100.0%
Air Cargo Carriers	0	0	0	0	0	0	#Div/0!
Allegiant Air	49	0	0	0	0	0	100.0%
Alliance Air Charter	1	0	0	0	0	0	100.0%
American Airlines	78	0	1	0	0	1	98.7%
Ameristar Jet Charter	1	0	0	0	0	0	100.0%
Berry Aviation	1	0	0	0	0	0	100.0%

Tuesday, December 15, 2015

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Delta Air Lines	373	0	0	1	0	1	100.0%
Eastern Airlines	3	0	0	0	0	0	100.0%
Federal Express	38	0	0	0	0	0	100.0%
IFL Group	1	0	0	0	0	0	100.0%
Kolo Canyons Air Service	2	0	0	0	0	0	100.0%
M2 Aircraft Management	1	0	0	0	0	0	100.0%
PAK West Airlines	1	0	0	0	0	0	0.0%
Priority Air Charter	5	0	0	0	0	0	100.0%
Republic Airlines	5	0	0	0	0	0	100.0%

Tuesday, December 15, 2015

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Royal Air Freight	5	0	0	0	0	0	100.0%
Southwest Airlines	136	0	0	0	0	0	100.0%
TSM	2	0	0	0	0	0	100.0%
United Airlines	324	0	0	3	0	3	99.1%
UPS	29	0	0	0	0	0	100.0%
US Airways	396	0	6	4	0	10	98.7%
WIGGINS AIRWAYS	10		0	0	0		100.0%
Total	1,463	0	7	8	0	15	99.0%

Tuesday, December 15, 2015



MEMORANDUM

TO: Members of the Airport Commission

FROM: Jack G. Murrin, VP of Administration & Finance/CFO

DATE: January 11, 2016

ITEM DESCRIPTION – Information Section Item B

November 2015 - Monthly Financial Report

SUMMARY

Operating Income was up by **5.32%** when compared to the budget for Year-to-Date November 2015. Operating Expenses were down by **17.95%** over the budgeted amount for the period. Net operating income was up **40.04%** versus the budget through November 2015. For the period ending November 2015, which represents five months of the fiscal year, a total of about **\$6.38 million** has been returned to the bottom line in operating income.

Attached is a copy of the detailed financial report for November 2015.

Please recognize that this is a preliminary report, unaudited, and only represents five months of activity resulting in variances from budget which can be quite volatile.

November 30, 2015 FINANCIAL STATEMENT PACKAGE

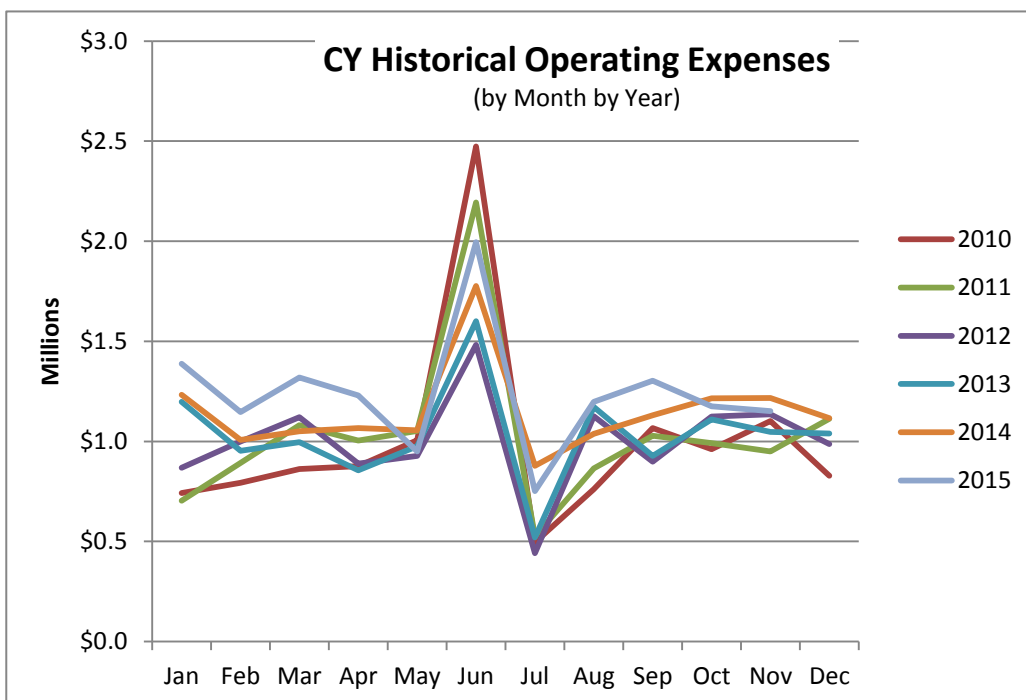
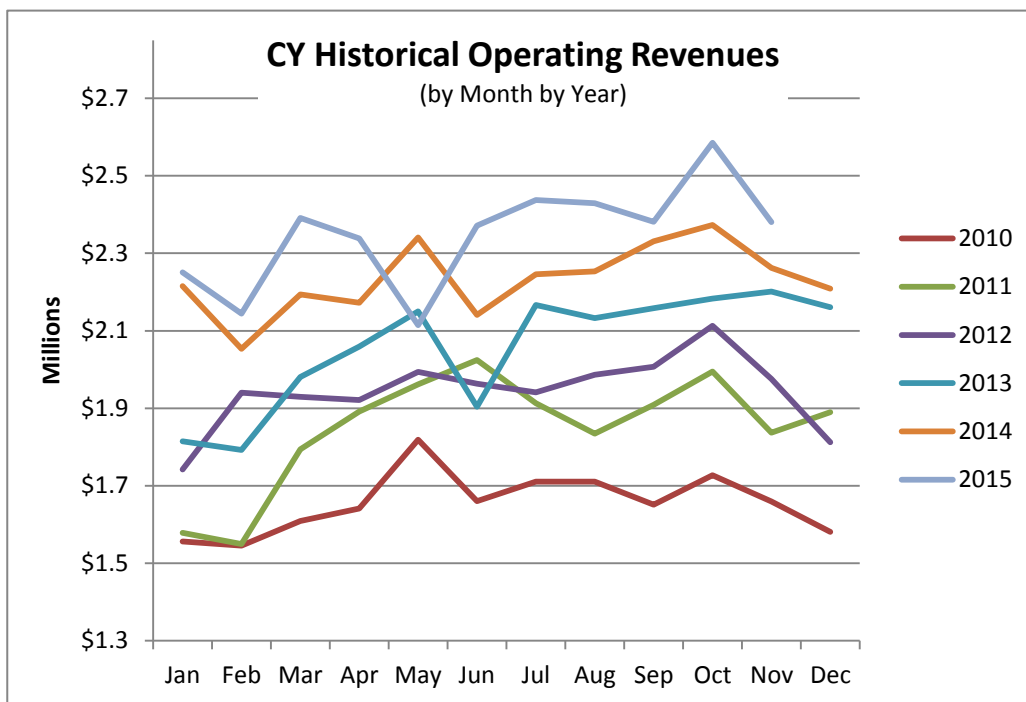
GREENVILLE SPARTANBURG AIRPORT DISTRICT
STATEMENT OF NET POSITION

	Current Month Current FY <u>11/30/2015</u>	Current Month Prior FY <u>11/30/2014</u>
Assets		
Cash Accounts	3,458,787.60	12,605,758.00
Investments-Airport	31,447,203.87	36,292,107.46
Bond Trustee Assets	198,123.85	196,089.90
Accounts Receivable	416,952.22	583,283.78
Less: Reserve for Doubtful Accts	-	-
Net Accounts Receivable	<u>416,952.22</u>	<u>583,283.78</u>
Inventory	146,921.04	171,452.31
Prepaid Insurance	198,582.49	206,533.81
Notes Receivable-RAC District Funds	1,943,734.66	2,154,686.66
Property, Plant & Equipment (PP&E)	319,991,822.32	285,707,759.66
Less: Accumulated Depreciation	(120,877,768.08)	(110,679,939.49)
Net PP&E	<u>199,114,054.24</u>	<u>175,027,820.17</u>
TOTAL ASSETS	<u>236,924,359.97</u>	<u>227,237,732.09</u>
LESS: Liabilities		
Accounts Payable	1,230,455.26	917,381.04
Revenue Bonds Payable	2,344,787.12	2,648,170.62
SCRS Pension Liability	9,311,330.00	7,118,066.00
Benefit Liability	803,234.13	802,241.18
TOTAL LIABILITIES	<u>13,689,806.51</u>	<u>11,485,858.84</u>
LESS: Deferred Inflows of Resources		
Deferred Revenues	1,943,734.66	2,154,686.66
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>1,943,734.66</u>	<u>2,154,686.66</u>
NET POSITION		
Invested in Capital Assets, net of Related Debt	196,834,054.24	165,334,754.17
Restricted:		
A/P - Capital Projects - Restricted	133,336.73	122,919.28
Contract Facility Charge	2,081,054.27	1,498,660.79
Total Restricted:	<u>2,214,391.00</u>	<u>1,621,580.07</u>
Unrestricted	22,275,497.56	46,640,852.35
TOTAL NET POSITION	<u>221,323,942.80</u>	<u>213,597,186.59</u>

GREENVILLE SPARTANBURG AIRPORT DISTRICT
PROFIT and LOSS STATEMENT

<----- FISCAL YEAR TO DATE ----->				
	November 30, 2015 Actual	November 30, 2015 Budget	Actual - Budget	% Change
INCOME				
Landing Area:				
Landing Fees	1,040,217.60	997,715.80	42,501.80	4.26% (a)
Aircraft Parking Fees	155,702.86	140,301.90	15,400.96	10.98%
FBO Into-Plane & Fuel Flowage	51,059.27	47,030.70	4,028.57	8.57%
Subtotal Landing Area	1,246,979.73	1,185,048.40	61,931.33	5.23%
Space & Ground Rentals	3,631,515.59	3,592,615.70	38,899.89	1.08% (b)
Auto Parking	4,158,028.60	3,711,998.85	446,029.75	12.02% (c)
Commercial Ground Transportation	61,110.30	62,083.35	(973.05)	-1.57%
Concessions:				
Advertising	170,417.50	104,166.65	66,250.85	63.60% (d)
Food & Beverage	143,599.30	150,000.00	(6,400.70)	-4.27%
Rental Car	1,382,909.70	1,272,858.95	110,050.75	8.65% (e)
Retail	212,265.07	155,833.35	56,431.72	36.21% (f)
Subtotal Concessions	1,909,191.57	1,682,858.95	226,332.62	13.45%
Expense Reimbursements	517,075.91	508,881.25	8,194.66	1.61%
Other Income	439,522.34	615,947.30	(176,424.96)	-28.64% (g)
Total Operating Income	11,963,424.04	11,359,433.80	603,990.24	5.32%
EXPENSES				
Salary & Benefits	2,820,791.68	3,340,159.95	(519,368.27)	-15.55% (h)
Professional Services	164,853.02	313,876.65	(149,023.63)	-47.48% (i)
Promotional Activities	307,891.78	384,841.75	(76,949.97)	-20.00% (j)
Administrative	344,549.05	414,178.45	(69,629.40)	-16.81% (k)
Insurance	172,708.30	172,708.30	-	0.00%
Contractual Services	777,510.91	1,025,206.05	(247,695.14)	-24.16% (l)
Rentals & Leases	11,794.94	25,374.20	(13,579.26)	-53.52%
Repairs & Maintenance	278,712.64	209,659.60	69,053.04	32.94% (m)
Supplies & Equipment	179,123.30	319,054.45	(139,931.15)	-43.86% (n)
Utilities	522,511.76	596,404.75	(73,892.99)	-12.39% (o)
Total Operating Expenses	5,580,447.38	6,801,464.15	(1,221,016.77)	-17.95%
NET OPERATING INCOME	6,382,976.66	4,557,969.65	1,825,007.01	40.04%

GREENVILLE SPARTANBURG AIRPORT DISTRICT
REVENUES AND EXPENSES TREND GRAPHS



November 30, 2015

YTD ACTUAL VS YTD BUDGET FOOTNOTES

(a)	Landing Fees	OVER BUDGET	\$42,501.80	- Actual passenger airline landed weights are higher than budgeted landed weights
(b)	Space & Ground Rentals	OVER BUDGET	\$38,899.89	- MSE space rent more than budgeted 24K YTD - UPS 23K (or 4.5K/mo) budgeted for North Cargo for FY2016 which has not taken place - Per Turn more than budgeted 43K YTD
(c)	Auto Parking	OVER BUDGET	\$446,029.75	- Conservative budgeting
(d)	Advertising	OVER BUDGET	\$66,250.85	- Conservative budgeting & aggressive marketing of spots
(e)	Rental Car	OVER BUDGET	\$110,050.75	- Conservative budgeting
(f)	Retail	OVER BUDGET	\$56,431.72	- Conservative budgeting
(g)	Other Income	UNDER BUDGET	\$176,424.96	- Ground handling (charter) 103K under budget YTD - Ground handling (non-tenant) 13K under budget YTD - ID Cards/Fingerprinting 14K over budget YTD - Parking Tickets/Seized Funds 12K over budget YTD - Lease Income (Runion) 21K over budget YTD - Centralized Distribution facility 125K under budget YTD as facility is not yet complete - "Gov deals" sales not budgeted 19K YTD - Less activity in Cargo Ops than budgeted 30K
(h)	Salary & Benefits	UNDER BUDGET	\$519,368.27	- Turnover, military leaves and new positions not filled resulted in lower salaries and the corresponding benefits
(i)	Professional Services	UNDER BUDGET	\$149,023.63	- Personal rapid transit consulting 63K under budget YTD - Intervistas Consulting Regional Air Service Alliance 21K under budget YTD - Trillion Aviation FBO consulting 18K over budget YTD - Campbell-Hill Aviation Leakage analysis 11.5K over budget YTD - ICF Strategic planning 12K under budget YTD - Lexvolvo passenger development research 10K under budget YTD - Art Consulting 10K as these amounts are being capitalized with the project - Legal 11.5K under budget YTD
(j)	Promotional Activities	UNDER BUDGET	\$76,949.97	- Advertising expense 33K under budget YTD - Special Events expenses 50K under budget YTD - General marketing expenses 20K under budget YTD - Sponsorships expenses 27K over budget YTD

November 30, 2015

YTD ACTUAL VS YTD BUDGET FOOTNOTES

(k)	Administrative	UNDER BUDGET	\$69,629.40	<ul style="list-style-type: none"> - Travel/Training 61K under budget TYD - Dues & Subscriptions 40K under budget YTD - Corporate Function 24K over budget YTD
(l)	Contractual Services	UNDER BUDGET	\$247,695.14	<ul style="list-style-type: none"> - Timing: Many of our expenses paid in July (computer 19K & janitorial 63K) were booked back to June for year-end purposes. - 125K Centralized Distribution facility expenses not yet incurred as facility is not yet complete - Nursery & Landscaping 18K under budget YTD - Elevator & Escalator 54K over budget YTD
(m)	Repairs & Maintenance	OVER BUDGET	\$69,053.04	<ul style="list-style-type: none"> - Projects-Unanticipated 24K over budget YTD - Building 13K over budget YTD - Heating & Air 12K over budget YTD
(n)	Supplies & Equipment	UNDER BUDGET	\$139,931.15	<ul style="list-style-type: none"> - Timing: Many of our expenses paid in July were booked back to June for year-end purposes. - Computer-Equip/Supplies 61K under budget YTD - Computer-Software 8K under budget YTD - Lamps 9K under budget YTD - Office Supplies 7K under budget YTD - Nursery & Landscaping 18K under budget YTD - Fuel for vehicles 7K under budget - Snow Removal 8K under budget YTD - Tires 8K under budget YTD
(o)	Utilities	UNDER BUDGET	\$73,892.99	<ul style="list-style-type: none"> - Gas 74K under budget YTD, gas primarily used in Winter

Note: Please recognize that this is a preliminary report, unaudited, and only represents Five months of activity, resulting in variances which can be quite volatile.

Greenville-Spartanburg Airport District
November 30, 2015

	Issue Date	Maturity Date	Interest Rate	Cost Basis or BOY FMV	Par	EOM FMV	FMV Adj
US Treasury							
UST T-Bill 4-wk	11/5/2015	12/3/2015	0.071%	4,999,727.80	5,000,000.00	4,999,727.80	-
	11/5/2015	12/3/2015	0.071%	4,999,727.80	5,000,000.00	4,999,727.80	-
	11/12/2015	12/10/2015	0.076%	4,999,708.35	5,000,000.00	4,999,708.35	-
	11/12/2015	12/10/2015	0.076%	4,999,708.35	5,000,000.00	4,999,708.35	-
	11/27/2015	12/24/2015	0.122%	4,999,550.00	5,000,000.00	4,999,550.00	-
						-	-
FRNs	1/31/2014	1/31/2016	0.045%	4,998,950.00	5,000,000.00	4,998,950.00	-
Subtotal-UST				29,997,372.30	30,000,000.00	\$ 29,997,372.30	-

	Issue Date		Cost Basis	Yield	Cumulative Balance
NBSC:					
UST T-Bill	7/24/2014	5/31/2016	1,263,000.00		1,263,000.00
	10/6/2015		186,831.57		
Subtotal-UST			\$ 1,449,831.57		
			\$ 31,447,203.87	Total	

US Treasury Investment Types	T-Bill	T-Note	T-Bond	Fed Ag
Negotiable Debt Obligation	Yes	Yes	Yes	Yes
Backed by Gov Full Faith/Credit	Yes	Yes	Yes	No
Maturity	< 1 yr	1-7 yrs	7+ yrs	1-5 yrs
Coupon-Bearing	No	Yes	Yes	Yes
Interest is paid	at Maturity	Semi-Ann	Semi-Ann	Semi-Ann
State & Local Tax Exemption	Yes	Yes	Yes	Only FHLB (*)
(*) Note: Since GSP is a political subdivision of SC, we are tax-exempt from all taxes, including state and local.				

Weighted blended yield = 0.0768%

GREENVILLE SPARTANBURG AIRPORT DISTRICT
Terminal Improvement Project

through:	11/30/2015		<i>cash basis</i>	<i>cash basis</i>	<i>cash basis</i>		
		FYE	YTD FYE	YTD FYE	YTD FYE	YTD FYE	Total
	Budgeted	6/30/2012	6/30/2013	6/30/2014	6/30/2015	6/30/2016	
Skanska		\$ 2,916,235	\$ 9,570,188	\$ 35,931,932	\$ 22,815,954	\$ 15,271,006	\$ 83,589,080
RS&H			\$ 2,650,023				\$ 5,566,258
Baker (aka LPA)			\$ 1,367,784	\$ 2,742,449	\$ 765,298	\$ 538,124	\$ 5,413,656
Jacobs	\$ 961,516		\$ 885,315	\$ 942,348	\$ 394,840		\$ 3,184,019
Air-Transport IT Services					\$ 424,339		\$ 424,339
RJ Design			\$ 65,350	\$ 220,050			\$ 285,400
At&t				\$ 205,594			\$ 205,594
A3 Communications				\$ 170,341			\$ 170,341
Warco Construction						\$ 145,862	\$ 145,862
G2 Secure Staff			\$ 8,508	\$ 85,979	\$ 31,889		\$ 126,376
CDW Government			\$ 1,911	\$ 62,649	\$ 3,062		\$ 67,622
Michael M. Simpson			\$ 49,696	\$ 9,957			\$ 59,653
Phoenix Mechanical					\$ 62,000		\$ 62,000
Parsons Brincke			\$ 50,000				\$ 50,000
Project Link				\$ 42,509	\$ 27,799		\$ 70,307
McGriff				\$ 32,890	\$ 51,436		\$ 84,326
Tidewater Lumber			\$ 30,434	\$ 1,908	\$ 918		\$ 33,260
I-SYS					\$ 31,277		\$ 31,277
TPM			\$ 29,212				\$ 29,212
Duke Energy				\$ 22,088			\$ 22,088
Source Group			\$ 21,196				\$ 21,196
Other	\$ 400	\$ 57,128	\$ 64,692	\$ 87,935	\$ 3,861		\$ 214,016
Total	\$ 123,762,496	\$ 3,878,151	\$ 14,786,745	\$ 40,535,386	\$ 24,696,747	\$ 15,958,853	\$ 99,855,881
Cumulative \$ Spent		\$ 3,878,151	\$ 18,664,896	\$ 59,200,282	\$ 83,897,029	\$ 99,855,882	
% of Budget spent		3.13%	15.08%	47.83%	67.79%	80.68%	80.68%
Construction		\$ 9,635,538	\$ 35,934,969	\$ 22,953,017	\$ 15,420,729	\$ 83,944,253	
Professional	\$ 3,877,751	\$ 5,002,818	\$ 3,667,600	\$ 993,082	\$ 538,124	\$ 14,079,374	
Owners Reserve	\$ 400	\$ 148,389	\$ 932,817	\$ 750,649		\$ 1,832,254	
Total	\$ -	\$ 3,878,151	\$ 14,786,745	\$ 40,535,385	\$ 24,696,747	\$ 15,958,853	\$ 99,855,882
Cumulative \$ Spent		\$ 3,878,151	\$ 18,664,896	\$ 59,200,281	\$ 83,897,028	\$ 99,855,882	
		\$ 0	\$ 0	\$ 0	\$ (0)	\$ 0	\$ (1)

TIP Public Relations Expenses

through:	11/30/2015						
		FYE	FYE	FYE	FYE	FYE	Total
	Budgeted	6/30/2012	6/30/2013	6/30/2014	6/30/2015	6/30/2016	
Crawford Strategies	\$ 261,000	10,900	61,157	75,948	76,776	27,250	252,031
Launch Something	\$ 279,730	25,870	90,133	23,045	20,604		159,652
Total	\$ 540,730	36,770	151,290	98,993	97,379	27,250	411,683
Cumulative \$ Spent		\$ 36,770	\$ 188,060	\$ 287,053	\$ 384,433	\$ 411,683	
% of Budget spent		6.80%	34.78%	53.09%	71.10%	76.13%	76.13%

GREENVILLE SPARTANBURG AIRPORT DISTRICT
Other Operating and Maintenance Reserve Funds

	FY \$ Amount Authorized	Date	\$ Amount Used YTD	
Emergency Repair/Replacement/Operations Fund	\$ 750,000			
		8/4/2015	\$ 1,371	Crossroads Environmental LLC - Perform Asbestos inspection of US Air Ops Area
		8/4/2015	\$ 11,192	Harris Integrated Solutions - Chiller
		10/5/2015	\$ 5,400	Schneider Treecare - Debris removal/trees
			<u>\$ 17,963</u>	
			<u>\$ 732,037</u>	Remaining Reserve
 Business Development Obligations/Incentives	 \$ 600,000			
			<u>\$ -</u>	
			<u>\$ 600,000</u>	Remaining Reserve

November, 2015

Procurement / Capital Acquisitions

Project/Item Description	Date	Monthly \$ Amount
Capital Improvements:		
Avcon, Inc. / Apron Rehab	11/6/2015	19,264
GLF / Apron Rehab	11/20/2015	214,275
WK Dickson / Taxiway G Rehab	11/20/2015	15,782
Equipment and Small Capital Outlays:		
Evelyn Rosenberg/ Terminal art	11/4/2015	12,720
Renewals and Replacements:		
Clayton Constrution Co / S Cargo Project	11/20/2015	114,963
Professional Service Projects:		
WK Dickson / Landscape Master Plan	11/20/2015	11,937
Total Procurements/Capital Additions for the month		\$ 388,941



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin Howell, Vice President/COO

DATE: January 11, 2016

ITEM DESCRIPTION – Information Section Item C

December 2015 – Development/Project Status Report

SUMMARY

Terminal Improvement Program (TIP):

Status – Project wrap-up continues on the Enabling Package and Bag Claim/South Bridge Packages. The Core Phase construction is currently underway.

Project Budget – \$125,000,000.00

Estimated Completion Date – October 2016

Enabling:

SKM continues to work on several completion items from the Enabling Phase. The contractor also continues to work on Enabling punch list work and closeout simultaneously. On September 15, 2015, SKM requested the Owner complete the punch list inspections for specific remaining areas of work. The Owner and CA Services Team completed these inspections and provided the punch list reports to SKM. Some areas were not complete and not ready for inspection. SKM is currently working on the identified items.

Bag Claim / South Bridge:

The Bag Claim/South Bridge Phase continues to progress towards completion as SKM attempts to wrap up several completion and punch list items simultaneously. On September 15, 2015, SKM requested the Owner complete the punch list inspections for specific remaining areas of work. The Owner and CA Services Team completed these



inspections and provided the punch list reports to SKM. Some areas were not complete and not ready for inspection. SKM is currently working on the identified items.

Core & Concourse:

During the month of December, in the Grand Hall the curtain wall was started and the escalators were installed. On the Level 1, the ticketing back wall and airline ticket office (ATO) spaces are beginning to wrap up. On the Concourses, floor leveling was started on the B Concourse.

Apron Rehabilitation Project Phase 2:

Status – Construction Phase

Project Budget – \$5,800,000

Estimated Completion Date – schedule to be updated (WX)

The Apron Rehabilitation Project Phase 2 includes the Year 2 recommended items outlined in the 2012 LPA Apron Pavement Study. Year 2 priority items included rehabilitation of the B concourse concrete apron surfaces from the building to the new trench drain (Apron Rehab Phase 1) and from the new trench drain to the apron taxi lane.

Project engineering is led by AVCON, Inc., one of the District's on-call consultants. GLF Construction is the contractor for the project. Contract time for this project is 275 calendar days. Phase 1 of the project (Gate B-1) is underway. The project has had significant weather impacts during the last 3 months. The project schedule will be revisited at the next project meeting.

Airfield Signage Replacement Project:

Status - Close out Phase

Project Budget - \$400,000.00

Estimated Completion Date – December 2016

The Airfield Signage Replacement Project includes the replacement of all airfield, taxiway and runway signage. Engineering is being led by GSP on-call consultant Michael Baker International (Baker). Cedar Peaks is the electrical contractor for the project. Signage replacement is ongoing. This project is substantially complete. The only outstanding items are some minor punch list items, and close out documents. A final close out report will be provided in January.



Taxiway G Rehabilitation Project:

Status – Close out Phase

Project Budget - \$1,100,000

Estimated Completion Date – December 2015

The TW G Rehab Project involves the milling and replacement of the TW G asphalt pavement. WK Dickson is handling the engineering portion of this project. Sloan Construction is the contractor. This project is substantially complete. The only outstanding items are some close out documents. A final close out report will be provided in January.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Rosylin Weston, Vice President - Communications

DATE: January 11, 2016

ITEM DESCRIPTION – Information Section Item D

December 2015 – Communications Report

News Stories Broadcast, Print and Online:

- Spartanburg Herald-Journal – GSP offering flights for Clemson fans heading to Orange Bowl
- The Greenville News – American offering special flight for Clemson playoff game
- GSA Business - Special flight to Miami scheduled at GSP for Clemson bowl game
- WYFF (Channel 4) – Special flight offered to take Clemson fans to Orange Bowl
- WSPA (Channel 7) – Plane Makes Emergency Landing At GSP Airport
- Daily Journal (Greenwood) – Plane makes emergency landing Wednesday at Greenville Spartanburg International Airport
- WYFF (Channel 4) – Jet lands at GSP after 'declared emergency'
- Live 5 News (Charleston) – GSP official: 76 uninjured in plane's emergency landing
- WSPA (Channel 7) – Plane Forced To Land At GSP After Reported Engine Problem
- Anderson Independent Mail – Plane forced to land at GSP Airport
- GSA Business – Automated transportation system still being considered
- GSA Business – Construction won't impact holiday travel
- Bluffton Today – Greenville-Spartanburg Airport loses power on Christmas Eve
- WSPA (Channel 7) – GSP Power Back On
- The Greenville News – Power restored to Greenville-Spartanburg Airport
- Anderson Independent Mail – GSP Airport experiencing power outage
- Upstate Business Journal – GSP reports 3-year monthly passenger record for October, November
- Greer Today – GSP sets all-time passenger records for October, November
- WYFF (Channel 4) – Christmas travel in full swing at GSP Airport
- WYFF (Channel 4) – Delays put damper on holiday travel



- WYFF (Channel 4) – Clemson Tigers arrive back in SC after Orange Bowl win

Online Statistics 12/ 01/ 15 – 12/ 31/ 15:

Elevatingtheupstate.com

- 228 Sessions, 76% New Visitors
- Average visit duration on the renovation website was 01:13 minutes
- Most visitors were referred by the banner link on the GSP website homepage

Elevatingtheupstate.com (Mobile Site)

- 334 Sessions, 94% New Visitors
- Average duration on the renovation website was 00:22 Minutes
- Most visitors arrived directly from searching for elevatingtheupstate.com

WINGSPAN blog

- 816 Sessions, 70% were new visitors
- 1,211 pages were viewed by visitors to the blog
- There was one large spike and several smaller spikes in views this month. The largest spike was the Construction Update: We're making progress post

GSPAirport.com

- 102,124 Sessions, 75% were new visitors
- Average page view per visit was 3.46 Pages
- Average duration on the GSP website was 01:32 minutes
- There were 38,091 visits to the mobile website

Facebook

- 320 new "Likes"
- 1,109,019 people have seen content associated with the GSP Page. This is referred to as "Reach".

Customer Service Complaints – Summary

- Waited too long for bags to arrive in baggage claim – The offending airline American. In some instances, the waits exceed 30 minutes.
- American appears to routinely cancel the last evening flight from Charlotte. Customers are given a variety of reasons from GSP is closed, to weather to crew time to mechanical issues. The customer is rarely offered any type of compensation.



- Not enough staff on duty to attend to the needs of their customers. Including addressing lost or missing bags and in some instances, passengers have waited to deplane because agents were unavailable to assist in parking the aircraft. (American)

Happy Or Not 12/ 01/ 15 – 12/ 31/ 15

The Happy Or Not meters were strategically placed in the ladies restrooms on Concourses A&B - passengers were asked, "Did the cleanliness of this bathroom meet your expectations?" The customer was provided with 4 response options, Very Happy, Happy, Not Happy, and Very Unhappy. There were a total of 7,116 responses and of those:

Very Happy	5,654
Happy	982
Unhappy	220
Very Unhappy	260
Total Responses	7,116

Thanks Again 12/ 01/ 15 – 12/ 31/ 15

Thanks Again is the GSP Customer Loyalty Program that allows customers to receive airline miles from participating airlines each time they make a credit/debit card purchase from a participating Thanks Again merchant. All of the GSP Airport concessionaires' are designated Thanks Again merchants.

Total Transactions	299
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Total Dollar Transactions	\$6,891.94
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MEMORANDUM

TO: Members of the Airport Commission

FROM: Scott C. Carr, A.A.E., Vice President – Commercial Business & Properties

DATE: January 11, 2016

ITEM DESCRIPTION – Information Section Item E

December 2015 – Properties and Development Report

SUMMARY

Cargo Modernization Project – Phase # 1:

Status – Currently working on completion of all construction documents.

Project Budget – \$1,300,000

Estimated Completion Date – November 30, 2016

The Airport District is designing a shared use cargo facility. The facility is being designed to allow for long term flexible use and expandability in the future as demand warrants for UPS and other cargo tenants.

In addition, the project consists of relocating UPS from the south cargo building and ramp to the north cargo ramp and constructing new facilities. The new leasehold area will be sized to handle up to two Boeing 767-300 aircraft simultaneously, loading and unloading of up to eight 53 foot tractor trailer trucks, and new administrative office and support space.

Concessions Program Development – Grand Hall Phase:

Status – Currently working with both Hudson and MSE to finalize the plans for their respective food, beverage, and retail programs.



Project Budget – All facility costs are included in the overall \$125,000,000 TIP and all tenant fit out costs are being covered by Hudson News Group & MSE Branded Foods.

Estimated Completion Date – September 30, 2016

As part of the Grand Hall, there will be several new food, beverage, and retail offerings available to the traveling public. These include at a minimum Baskin Robbins, Dunkin Donuts, Chick-fil-A, Tech on the Go, as well as a sit down restaurant and retail store that have yet to be named.

Sprint Wireless – Cell Phone Antenna Equipment Upgrade & Capacity Enhancement Project:

Status – New cabling and telecommunication equipment is in place. Utility permit is presently under review by Sprint Wireless.

Project Budget – All costs are being covered by Sprint Wireless.

Estimated Completion Date – To Be Determined

Sprint Wireless is in the process of upgrading the existing antenna equipment located on top of Parking Garage A. The project also includes an increase in network capacity to handle increased call volume in the area and reduce the number of dropped and failed calls.

The project requires that a new fiber optics line be installed by Spirit Telecom. This new line will begin at the intersection of State Route 14 and GSP Drive and run along GSP Drive up to Parking Garage A.

National Weather Service / AT&T Fiber Installation Project:

Status – Utility permit is presently under review by AT&T.

Project Budget – All costs are being covered by AT&T.

Estimated Completion Date – To Be Determined

The National Weather Service is in the process of upgrading its equipment and needs additional high speed data capacity. AT&T is proposing to provide this additional data capacity via the installation of a new fiber optics line.



This new line is proposed to begin at the intersection of State Route 14 and GSP Drive and run along GSP Drive up to an existing communications manhole located at the Airport Facility Department. Along GSP Drive, the fiber optics line would branch off at proposed manhole that would be installed adjacent to the National Weather Service to provide the required connectivity to their leasehold.

FedEx – AT&T Network Based IP/ VPN Remote Access (ANI RA) Installation Project:

Status – Awaiting plans and specifications for review.

Project Budget – All costs covered by FedEx.

Completion Date – To Be Determined

FedEx is requesting to install a backup cellular system for their local data network to provide redundancy in the event their wired data connection is interrupted. This project will be engineered and installed on behalf of FedEx by AT&T.

FedEx – Customer Service Lobby Renovation & Exterior Signage Replacement Project:

Status – Construction document comments submitted to FedEx consultant for incorporation into the drawings.

Project Budget – All costs are being covered by FedEx.

Estimated Completion Date – May 31, 2016

FedEx is proposing to completely renovate its customer service lobby with new millwork, carpeting, wall coverings, branding, etc. In addition, it is planning to replace the exterior building signage with its updated branding.

Uber – Transportation Network Company Agreement:

Status – Final agreement is in the process of being executed.

Project Budget – No Associated Project Costs

Completion Date – January 15, 2016



The Airport District is presently working with Uber as the first Transportation Network Company to provide service to Airport District property. The agreement once finalized will generate additional revenue for the Airport District, while providing our mutual customers with another ground transportation option to and from the Airport.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Marsha Madore, Human Resources Manager

DATE: January 11, 2016

ITEM DESCRIPTION – Information Section Item F

December 2015 – OSHA Reportable Injury Report

SUMMARY

Monthly Activity as of December 31, 2015

- No OSHA Reportable Injuries

2015 Calendar Year-to-Date

- 3 OSHA Reportable Injuries

2 Year Historical Annual OSHA Report Submissions:

Calendar Year	Annual Average # Employees	Total Hours Worked by all Employees	# OSHA Reportable Work Related Injuries	# OSHA Reportable Work Related Illnesses	# Days away from Work
2014	124	233,977	6	0	81
2013	121	188,147	5	0	3

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Airlines Continue
Opposition to PFCs as
Bag Fee Collections

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Flying a drag? Not in
Portland, study finds

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Airport Employers
Seek New Hearing on
SeaTac Minimum

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FAA Signs Off on Airport Tenant
Expansion, New Jobs

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Ontario Airport Deal to be Reviewed by LA
City Council

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State Pays Hefty Price for Condemning
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ASUR, in Conjunction with SunPower,
Plans Solar Project to Power Its Airports in
Mexico



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Alexandria, VA - The holiday season has come early to U.S. air carriers that collected a record \$1 billion in bag fees in the third quarter of 2015, according to data released Tuesday by the Department of Transportation. Despite collectively taking in more than \$5 billion in fee revenue from bags and reservation changes or cancellations so far this year, the airlines continue to oppose adjustment to the local Passenger Facility Charge program that helps fund the construction of runways, terminals and other airport improvements.

"While the airlines have filled their stockings with more than \$1 billion in quarterly bag fee revenues, they continue to play the Grinch when it comes to airport local self-help to build better facilities for the traveling public," AAAE President and CEO Todd Hauptli said. "The carriers' continued position of 'Bah Humbug' when it comes to modernizing the local Passenger Facility Charge program runs contrary to the interests of the traveling public - a fact made very clear as passengers take to the skies during the busy holiday season."

According to data released by the Department of Transportation's Bureau of Transportation Statistics yesterday, airlines collected more than \$1 billion in baggage fees during the third quarter of 2015, the highest amount of any quarter to date and the first quarter where bag fee collections exceed the \$1 billion mark. Airlines collected another \$755 million in reservation change or cancellation fees.

Airlines have collected more than \$5 billion in bag and ticket change fees through the first three quarters of 2015, which follows a record \$3.5 billion in bag fees and another \$3 billion in reservation cancellation or change fees collected in 2014.

Since 2008, airlines have collected more than \$23.8 billion in baggage fees and nearly \$19.4 billion extra in ticket change and cancellation fees. That total of more than \$43.2 billion in baggage and ticket change fees does not include other airline ancillary charges such as pet transportation, sale of frequent flyer award miles to airline business partners and standby passenger fees.

In comparison, last year airports collectively received less than \$2.9 billion from the PFC, which is a charge that must be justified locally, imposed locally and used locally on FAA-approved projects that enhance local airport facilities. The federal cap on the local PFC has not been adjusted since 2000. The PFC is not a tax and never goes to the federal Treasury, a fact validated by the non-partisan Congressional Research Service. The \$5 billion in bag fees, reservation change charges and other ancillary revenue collected by the carriers through the first nine months of 2015 also exceeds the \$3.35 billion the federal government provided for airport grants at all eligible airports across the country in FY 2015 through the Airport Improvement Program.

Because bag fees are not taxed at the same 7.5 percent excise tax rate applied to base airline tickets, the Airport and Airway Trust Fund has lost more than \$200 million in foregone revenue already this year. Since 2008, the \$23.8 billion in bag fees that are not taxed have cost the Trust Fund approximately \$1.8 billion in lost revenue. Those are funds that could have otherwise been spent on needed airport and air traffic control upgrades.

ABOUT AAAE: Founded in 1928, AAAE is the world's largest professional organization representing the men and women who work at public-use commercial and general aviation airports. AAAE's 5,000-plus members represent some 850 airports and hundreds of companies and organizations that support the airport industry. Headquartered in Alexandria, Va., AAAE serves its membership through results-oriented representation in Washington, D.C., and delivers a wide range of industry services and professional development opportunities, including training, conferences, and a highly respected accreditation program.

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Dec. 15--For years, it was a small perk of being a Charlotte politician, government official and even business leader: free parking at Charlotte Douglas International Airport.

But after an audit last year, the airport revoked most of the passes, known as the "teal card program."

The free parking program was a holdover from former aviation director Jerry Orr, who ran Charlotte Douglas from 1989 to 2013.

After interim aviation director Brent Cagle took over from Orr, the airport hired a consultant, McGladrey, to review finances. The airport said the firm found a large number of outstanding cards that provided free parking, even when the card holders no longer had the jobs that gave them access to the cards in the first place.

The airport decided in August 2014 that free parking should only be for "airport-related business."

It wasn't clear how much the airport had spent on free parking annually for the teal card holders.

The cards had been good for any airport parking lot or deck, including the spaces closest to the terminal that charged for parking by the hour.

Earlier this decade, the airport demolished two hourly decks that had been closest to the terminal. Charlotte Douglas built a new large hourly check on the same spot, but the cards had been revoked by the time that deck opened before Thanksgiving 2014.

The city provided the Observer with a list of who used to hold the 220 coveted teal cards.

They included all City Council members and county commissioners, and several members of Congress.

Former Charlotte-Mecklenburg Schools Superintendent Heath Morrison also had a teal card. The Charlotte Regional Visitors Authority and the Charlotte Chamber each had two teal cards.

The Charlotte Regional Partnership, a regional group that recruits businesses to the area, had 22 cards.

The heads of city departments, like transit and solid waste, also had free airport parking.

The Observer in 2002 wrote about the airport parking passes, which then numbered more than 300. At the time, Orr said the passes were intended for official use, though he said the airport had no way of enforcing that request.

Steve Harrison: 704-358-5160, @Sharrison_Obs

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Quick Check-ins, Shopping Boost Satisfaction Ratings of Pittsburgh International Airport

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O'Hare Near Bottom in Airport Satisfaction Survey

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Flying a Drag? Not in Portland, Study Finds

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Airport Employers Seek New Hearing on SeaTac Minimum

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Dec. 16--Shopping opportunities and relatively quick check-ins helped give Pittsburgh International Airport the 10th-highest customer satisfaction score among medium-sized American airports.

The airport scored 769 on a 1,000-point passenger satisfaction scale on the J.D. Power 2015 North American Airport Study, up from 729 in a largely similar survey done in 2010 and higher than the 752 national average. There are 33 medium-sized airports in the country.

Pittsburgh's consumer shopping experience helped boost its score, said Rick Garlick, the global practice lead for travel and hospitality at J.D. Power.

"The retail shopping is as good as anything I've seen at any North American airport," he said.

Garlick, who lives in Fayette County, is a frequent flyer out of Pittsburgh. He appreciates the displays of local interest, including those involving Andy Warhol, Mr. Rogers and the Immaculate Reception.

"You don't see a lot of airports with those kind of things, and I think that gives the Pittsburgh airport a little bit of a unique identity," Garlick said.

Pittsburgh has about 8 million annual passengers. It was built as a hub to handle about 20 million.

Ultimately, time is the most valuable possession for any traveler, Garlick said. Ideal check-ins are under five minutes, and the highest security scores went to airports where it took less than 10 minutes to get through the lines.

In Pittsburgh, long walks from "remote" extended parking lots and occasionally out-of-service moving sidewalks can sour the experience, Garlick said.

"It's key to the airport experience that you're giving people time back in whatever they've allotted. That's when they're more likely to go into stores," he said.

Jeff Martinelli, spokesman for the Allegheny County Airport Authority, said a new terminal operations department is addressing maintenance problems inside the airport, which opened in 1992.

The goal is a positive customer experience, starting before passengers leave their houses and continuing through the terminal, he said, adding that officials are encouraged by the rankings.

"It shows things are moving in the right direction," he said.

Pittsburgh's shopping experience, which includes the Airmall with more than 30 stores and high-end international brands, is better than most airports its size, said Jeff Conklin, vice president of utility and infrastructure at J.D. Power. The airport is less congested than larger facilities.

"This is a very competitive and strong performing group," Conklin said. "When you're a medium-sized airport, you tend to be more accessible."

Dallas Love Field and Southwest Florida International Airport tied for first among medium-sized airports, followed by Indianapolis International Airport and Raleigh-Durham International Airport. Among large airports, Portland International Airport ranked highest with 791 points, and Tampa International Airport followed with 776.

Melissa Daniels is a staff writer for Trib Total Media. She can be reached at 412-380-8511 or

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Tampa Airport Cautions Drone Operators to Follow Federal Rules

Dec. 21--TAMPA -- With hundreds of thousands of new drones expected under Christmas trees this week, Tampa International Airport cautions that operators need to follow federal rules to avoid collisions or any other incidents with commercial airplanes.

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Police: Man Chokes Woman in Austin Airport Line, Blames 'Bad Vibe'

"There is a huge demand for drones and hundreds of thousands are expected to be received as gifts. We are taking a pro-active approach," said John Tiliacos, Tampa International Airport's vice president of operations and customer service.

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Local, Bob Hope Airport Officials Meet With FAA in Washington, D.C.

"We want to make sure those individuals that do receive drones operate them safely," he said. "Have there been any specific incidents here? Not that I am aware."

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But there have been drone sightings in the area that caused concern.

A drone flew within 20 feet of an Air Force KC-135 earlier this year as the tanker approached MacDill Air Force Base. The drone posed no danger to the crew or aircraft. In another report earlier this year, a drone crashed near a perimeter fence at the Air Force base.

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In a July incident, an American Airlines flight carrying 319 passengers reported a blue and orange drone, about two square feet in size, passing above the aircraft at about 3,000 feet. And in June, a Cessna 177 pilot flying at about 1,600 feet reported a drone about 200 feet above it near Tampa Executive Airport.

Several other pilots have reported drone sightings while in flight, all without incident.

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**Dutch NACO Signs Airport Project With Iran**

"Safety is our number one priority with everything we do," Tiliacos said. "It is widely recognized in the industry that there are hundreds upon hundreds of incidents involving drones that are conflicting with general and commercial aircraft. There are drones sighted within close proximity of commercial airlines and military aircrafts.

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**FAA Considers Closing Dayton Airport Weather Office**

"The safe operation of not only Tampa International Airport, but the three general aviation airports is critically important," Tiliacos said. "We want people to enjoy their drones, but follow the rules."

An FAA spokeswoman did not return a phone call or respond to an email for comment Monday.

Some of the FAA rules for drones include:

- * All recreational drones, beginning this week, must be registered with the FAA. There is a \$5 registration fee. The mandatory registration program applies to drones that weigh between 0.55 and 55 pounds.
- * Fly below 400 feet
- * Flying a drone within visual line of sight
- * Do not fly near airports, stadiums or groups of people
- * Do not fly within five miles of an airport without notifying the FAA Air Traffic Control and the Hillsborough County Aviation Authority
- * Never fly a drone near an aircraft
- * Never fly a drone near emergency response efforts such as fires

* Impaired pilots should not fly drones

* Be aware of FAA air space requirements by visiting www.faa.gov/go/uastfr

Anyone that sees a safety issue involving a drone is encouraged to immediately contact law enforcement.

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**Hartsfield-Jackson
Tops 100 Million Mark**

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Dec. 27--Hartsfield-Jackson International Airport, which started as a humble airfield on an abandoned racetrack, set a world record Sunday by handling 100 million passengers in a single year.

The milestone capped a surprising 5 percent increase in passenger traffic this year.

"It's our commitment that we maintain our position as the world's most traveled airport," Atlanta Mayor Kasim Reed said in a ceremony before the flight arrived Sunday morning.

The official 100 millionth passenger: Larry Kendrick, of Biloxi, Miss. He stepped off his flight wearing blue jeans, an orange t-shirt, a ball cap and a bemused expression as he was greeted by dark-suited dignitaries, airport and airline workers and even the drumline from Tri-Cities High School.

Kendrick was selected based on accountants' estimates of when the record-setting passenger would arrive.

"That's a very big surprise," said Kendrick, who got prizes including a new car and two Delta round-trip tickets.

"I have no clue where I'm going to go. Probably to Disneyland," he said.

As commonplace as eye-popping numbers at Hartsfield-Jackson seem today, Sunday's milestone remains a remarkable feat for an airport in a city many times smaller than others around the globe like New York, Mexico City and Tokyo.

One factor was the foresight of city officials in establishing and marketing Atlanta as an air hub. Another was the rise of the hub-and-spoke system that funnels passengers in and out of Hartsfield-Jackson.

About two-thirds of passengers in Atlanta are connecting, most of them on Delta Air Lines, which made Atlanta its home base in the 1940s and has since grown into a global power. It has a gigantic hub operation at Hartsfield-Jackson, which is owned by the city of Atlanta.

"It's not because Atlanta has wonderful concessions or a brand new terminal," Colorado-based airline consultant Mike Boyd said of Hartsfield-Jackson's statistical prowess. "It's decisions made by Delta Air Lines, period. That's what's done it."

Delta is by far Hartsfield-Jackson's biggest tenant, though a string of other carriers have had large operations contributing to its rise. They range from Eastern Airlines and Southern Airways to Valujet, AirTran Airways and now Southwest Airlines.

Another factor that boosts traffic at Hartsfield-Jackson is the fact it's the only commercial airport in the region. Bigger cities like Chicago and New York have second hub airports.

Various efforts over the years to create a "second airport" here have gone nowhere so far, though Paulding County's small airport is currently trying to gain commercial certification and attract limited service. Both Delta and the city of Atlanta now oppose the idea, saying it would divert resources from improvements to Hartsfield-Jackson.

The airport has a \$6 billion master plan to renovate the domestic terminal and concourses, demolish and rebuild the parking garages and eventually expand with more concourses and a sixth runway.

At one time passenger projections showed Hartsfield-Jackson with more than 120 million annual passengers by now. Various factors including the Great Recession slowed the growth rate, but it has picked up again and the 100 million milestone came faster than expected, airport officials said.

The title of world's busiest could be at risk in coming years, however. Chicago O'Hare already regained

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PTI to Uber Drivers:
You Can't Park Here

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Tampa Airport Cautions Drone Operators
to Follow Federal Rules



U B E R

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Dec. 23--GREENSBORO -- Uber operators say the Piedmont Triad International Airport Authority has changed policies and no longer allows drivers to wait for riders.

"Up until yesterday, we've had a great relationship with the (airport)," Uber driver T.D. Hasty said. "We would go out there and pay the money for parking. We would pick up passengers and take them to their location."

But on Monday, airport police went car-to-car and asked each person if they were Uber drivers, Hasty said.

"They said, 'You can no longer park here,'" Hasty said.

According to Kevin Baker, executive director of the Piedmont Triad International Airport Authority, that's been the policy.

"They've never been allowed to wait for passengers," Baker said. "That is soliciting."

Baker explained that the airport has a contract with a local cab company to provide transportation.

"We have that sole contract with the company," Baker said. "If they don't have that sole service, they won't stay until 3 a.m. We'll have people coming in at 2 o'clock in the morning and they won't have a cab."

Baker suggested that Uber drivers park somewhere near the airport.

That's not enough to satisfy Hasty.

"We've had a year and a half and everything was going fine," Hasty said, "and they suddenly don't want Uber there."

Contact Joe Gamm at (336) 373-7090, and follow @joegammNR on Twitter.

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South Carolina
Granted Extension on
ID Requirements at

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Centre Gives Nod to AP International
Airport

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People to Watch:
Ricky Smith, CEO of
BWI Airport

AIRPORTS

Hilton Owner to Build Another Hotel at
SRQ

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Airport Looks to Recruit Aviation-Related
Businesses

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County, Hilton Head to Contribute \$1
Million to Airport Noise Buffer for
Palmetto Hall

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DAL Global Services To Lay Off 56
Contractors At Charlotte Douglas



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Dec. 30--South Carolina was granted an extension through October to meet federal rules on drivers licenses that will be required in the future for airline passengers to pass through security gates at airports nationwide.

Kirk Lovell, assistant director of Horry County Airports, said the extension for South Carolina was granted Tuesday for drivers licenses to meet certain security requirements, however the airport has not been informed by Department of Homeland Security (DHS) officials as to when the new screening law will take effect at airports nationwide.

"It seems like a simple question, but we aren't getting answers," Lovell said.

"When people are traveling, we want to reduce their stress as much as possible," Lovell said. "We want our passengers to know what to expect when they travel or use our airport."

Asked when the federal agency will implement the new law approved by Congress a decade ago, Homeland Security spokeswoman Amanda DeGroff responded in an email that no decision has been made, but included an Oct. 9 press release that predicted a decision would have been made by this week.

It seems like a simple question, but we aren't getting answers.

Kirk Lovell, assistant director of Horry County Airports

"DHS plans to announce the schedule for any changes to air travel requirements by the end of the year, and will ensure that state governments and the traveling public are notified at least 120 days in advance of implementation," the October press release said.

If the law does go into effect in early 2016, South Carolina residents will not be affected and their current drivers licenses will be accepted at airports nationwide until October. It will be up to state officials to change drivers licenses security features by the October deadline.

The new screening mandates were passed by Congress in 2005 as part of the Real ID Act, in response to the Sept. 11 terrorist attacks.

Several states have refused to implement the new security requirements for drivers licenses citing the similarities to national identification cards.

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Hilton Owner to Build Another Hotel at SRQ

Jan. 03--MANATEE -- The owner of the Hilton Garden Inn near the Sarasota-Bradenton International Airport plans to build another 110 Hilton-branded rooms across the parking lot from its current hotel.

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South Carolina Granted Extension on ID Requirements at Airports

Excel Group, an Arlington, Va., hotel investment group, filed plans with Manatee County last week for a new Home2 Suites by Hilton hotel on 2.5 acres in front of the Garden Inn. It will be on a parcel at 8260 N. Tamiami Trail, which was once designated for the construction of two restaurants. The extended-stay hotel is set to become part of a two-hotel complex offering a total of 225 rooms.

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Airport Looks to Recruit Aviation-Related Businesses

The site plan for the hotel is being handled under the county's rapid response permitting system. Review of plans for the hotel will receive an expedited review.

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County, Hilton Head to Contribute \$1 Million to Airport Noise Buffer for Palmetto Hall

The suites-only hotel will bring needed overnight accommodations to Manatee County, said Elliott Falcione, executive director of the Bradenton Area Convention and Visitors Bureau. Currently, only about 15 percent of Manatee County's estimated 6,500 overnight rental units are in hotel and motel properties, according to CVB statistics.

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DAL Global Services To Lay Off 56 Contractors At Charlotte Douglas

"Adding more suite rooms is important to our business clientele, as well as our sports clientele," Falcione said.

AIRPORTS

Weather Hampers More Than 200 Detroit Metro Airport Flights



Karen Stewart, the county's economic development program manager, recommended the Home2 Suites project receive the speedy treatment. She said the county is encouraging business growth along Tamiami Trail between Bradenton and the Sarasota County line. As part of that effort, the county recently established a tax increment financing district in that area to fund development projects.

"We're really focusing on business promotion in the Southwest TIF," Stewart said.

Excel's hotel project will not receive TIF funding, but will contribute to the property tax base that funds it.

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Corporate Jets Tagged by Vandals at Van Nuys Airport

Excel invested heavily when it purchased the Garden Inn and the adjacent property in 2013. It

paid \$10.8 million for the 14-year-old, 70,000-square-foot hotel, plus an additional \$200,000 for the adjacent frontage on North Tamiami Trail.

Contacted about the company's new hotel plans, Shoham Amin, the company's managing partner, deferred comment until a later date.

The Home2 Suites will be built in an active hotel construction market in Manatee County. University Park-based Benderson Development broke ground on a 133-room Homewood Suites hotel along Cattlemen Road and south of The Mall at University Town Center several months ago. The hotel is expected to open in fall 2016. Benderson plans to build three more hotels east of the mall.

In Lakewood Ranch, a 122-room Hyatt Place hotel is expected to be built on 3.5 acres near the University Parkway-Interstate 75 interchange. Its permitting also was fast-tracked through the rapid response program.

Near the airport, existing hotels have been changing hands in high-dollar sales. In March, an 81-room Courtyard by Marriott and a 78-room Marriott Residence Inn adjacent to SRQ International sold to American Realty Capital in a \$22.9 million deal.

Matt M. Johnson, Herald business reporter, can be reached at 941-745-7027 or on Twitter