



AGENDA

Greenville-Spartanburg Airport Commission Regular Meeting Greenville-Spartanburg
International Airport Conference Room C – Administrative Offices
Monday, May 9, 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 March 28, 2016 Regular Meeting Minutes ([document](#))

III. PRESENTATIONS:

- A. Greenville-Spartanburg International Airport - Aviation Services Department ([document](#))

IV. OLD BUSINESS: None

V. NEW BUSINESS:

- A. Approval of Fiscal Year 2016/2017 Airport Commission Budget ([document](#))
- B. Approval of Banking/Investment/Line of Credit Proposal ([document](#))
- C. Approval of Bulk Hangar Improvements Project Budget ([document](#))
- D. Approval of Corporate and General Aviation Hangar Project Budget ([document](#))

VI. PRESIDENT/CEO REPORT:

- A. Aviation Industry Update

- B. Update on TSA Checkpoint Staffing
- C. Update on SEC-AAAE Annual Conference

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. March 2016 – Traffic Report ([document](#))
- B. March 2016 – Financial Report ([document](#))
- C. April 2016 – Development/Project Status Report ([document](#))
- D. April 2016 – Communications Status Report ([document](#))
- E. April 2016 – Commercial Business and Properties Report ([document](#))
- F. April 2016 – OSHA Reportable Injury Report ([document](#))
- G. Industry Presentation(s)/Article(s) of Interest ([document](#))
- H. Potential Items for the Next Regular Scheduled Commission Meeting:

- Strategic Business Plan Update by Steven Van Beek

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

MARCH 28, 2016

The Greenville-Spartanburg Airport Commission met on March 28, 2016 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, Hank Ramella, Leland Burch, Valerie Miller, Bill Barnet, and Doug Smith.

MEMBERS NOT PRESENT: None.

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 Communication; Scott Carr, Director of Properties and Development; Nathan Garner, Director, Aviation Services; Betty O. Temple, WCSR; and Marsha Madore, Human Resources Director/Recording Secretary.

GUESTS PRESENT: Jim Fair, Greer Today.

CALL TO ORDER: Chair Minor Shaw called the meeting to order at 9:00 a.m.

CONSENT AGENDA:

A motion was made, seconded, and unanimous vote received to approve the regular meeting minutes from the January 11, 2016 Commission Meeting.

PRESENTATIONS:

A. Community Engagement

Ms. Rosylin Weston, District Vice President of Communications, presented the highlights of our Annual AAAE SEC Conference and a look at Community Engagement. This conference moves from airport to airport. The topic this year is "Leadership - The Bridge to the Future". The first keynote speaker is Ryan Estis, renowned international speaker providing an innovative perspective on leadership and the difference that can be made through meaningful connections. Our other keynote speaker is Cam Marston. Marston is a leading expert on generational change. The conference is May 1st through 3rd. The target audience is airport executives, commissioners and elected officials, aviation business professionals, aviation faculty and students. Our objective is to have 325 people attend. We have space for 45 booths and hope to have them all filled. After all bills are paid, the profits go back to

the association. Mr. Edwards stated it is returned back to the organization to fund scholarship funds. The goal established is to return \$125,001. Our host event is the BMW Driving Experience.

Ms. Weston provided a brief look at Community Engagement that included the following items:

- A proposed video wall will give us an opportunity to connect to the community by allowing passengers to submit pictures from trips they took from GSP.
- A program we are discussing with Greenville Hospital System that will put signage out that tracks the exercise value of the walk from the parking lot to the ticket counter.
- Tammy and Tucker will be the first members of the "Canine Crew" program, a program involving service therapy dogs and their handlers. They will come to the airport a couple of times a week to provide comfort for travelers. Airports around the country are currently doing this.
- We are trying several new concepts with the Greenville Swamp Rabbits and the Greenville Drive to really engage with our community.
- We are now creating a higher level of engagement by partnering with our Chambers of Commerce to provide services. An example is the DBE Fly-In where the airports around the state have created an opportunity at each of the four major airports for small businesses to learn how to do business with our airports.
- Opportunities with Rotary Clubs clubs such as the Young Achievers Program for students excelling in a variety of areas. The Teacher Mini-Grant Program recognizes teachers who are teaching and employing aviation and community services as a part of their curriculum to offer them a mini-grant to cover classroom expenses.
- We are working with Greenville CAN to provide a dress rehearsal to children traveling who are on the autism spectrum.

Who's Who is sponsored by the "Greenville Journal," the "Community Journal," specifically the "Upstate Business Journal." It recognizes 7 people in our business community who are committed to advancing their fields and moving the Greenville Community forward. GSP is the April 28th opening and closing reception sponsor. We found that, after we agreed to be a sponsor, Minor Shaw is "The Legend" this year.

OLD BUSINESS:

No Old Business

NEW BUSINESS:

A. Centralized Receiving and Distribution Facility

Mr. Scott Carr, VP of Commercial Business and Properties, presented the plan for a Centralized Receiving and Distribution Facility. The lack of such a facility is labor intensive,

requiring deliveries to be escorted airside. Part of the terminal area study completed in 2010 envisioned a centralized facility. We eliminated the loading docks at the terminal facility in the original TIP plan. The facility will be located in the South Cargo building and will minimize the liability of vehicles moving around aircraft and the security concerns of having large box trucks parked on the front curb of the terminal.

An RFP was issued in December 2015. We received 2 proposals and ranked them. Ranked first was Bradford Airport Logistics and ranked second was ALM Services. Fiscal impact for the first year to move forward with Bradford Logistics is \$774,500. We are currently working to reduce that. ALM Services came in at \$660,000, but that number only included food, beverage, and retail concessions. Other types of deliveries would be charged on a per parcel basis, so when added in would exceed the bid amount of Bradford Airport Logistics.

All the costs associated with this facility would be covered by tenants so there is no direct cost impact. Expenses are directly offset by revenue that will be collected from the concessionaires and other tenants. It was respectfully requested that the Commission, first approve the rankings for the Centralized Receiving and Distribution Facility RFP, and then authorize the President/CEO to execute an agreement based on the negotiations for these proposals.

There was a motion to approve the rankings and authorize the President/CEO to execute the necessary documents. The motion was seconded and unanimous vote was received.

B. Fuel Supplier Proposal

Mr. Kevin Howell, VP of Operations/COO, requested approval of the final ranking for fuel providers. This is part of the transition plan for taking over the FBO from Stevens at the end of this year. An RFP documented was published. We received four proposals. In alphabetical order they were:

- AirBP and Avfuel a combined submission
- Eastern Aviation Fuels, a division of Shell
- Epic Aviation LLC
- World Fuel Services

We looked at the wholesale price of fuel to the District and asked at what price each of the four companies listed above would sell all fuel types to the District. We also asked the four companies to provide equipment proposals. We asked for fuel farm proposals and options with financial support. We talked about marketing support, branding, technical and credit card fees, etc. We short listed three companies. The final ranking from the committee recommending is World Fuel Services first, Eastern Aviation Fuels second, and AirBP/Av Fuel third. World offered 2 years at no cost and 5 new fuel trucks in the proposal. In the latter years, World remains competitive on the monthly lease rates. World is also proposing free FBO Management software. The above was recommended as the final ranking.

The Commission was asked to 1. Approve the rankings for the fuel supplier, 2. Authorize staff to negotiate and finalize the agreement with the first ranked company. If an acceptable agreement cannot be reached with the first ranked company, we will move to the next ranked company until an acceptable agreement can be reached, and 3. Authorize the President/CEO to execute any necessary documents.

There was a motion to approve the rankings, authorize staff to negotiate the final contract, and authorize the President/CEO to execute the necessary documents. The motion was seconded and unanimous vote was received.

C. Amendment to Current Year Budget

Mr. Jack Murrin, VP Administration & Finance/CFO, described amendments to the current year budget. There are 3 amendments to the Capital Improvement Plan (CIP) for this fiscal year, which ends June 30, 2016.

1. Automated exit lane. TSA is mandating that airports come up with Automated Exit Lanes to minimize staffing cost. The total cost is estimated to be about \$411,000. The cost will be recovered by factoring this cost into our rates and charges to the airlines. This will cause our Cost Per Enplanement (CPE) to go up about 8 cents if we amortize these costs over five years. Our total CPE is right around \$6.50 so the financial impact is limited.
2. Rental car centers need new roofs. They were built in 2001 and were funded with a bond issuance. Each of the rental car center roofs need major repairs. We are currently charging a Contract Facility Charge (CFC) of \$4 per day. We are allowed to use the excess from those funds for projects that benefit the rental car centers. We currently have \$1.4 million in surplus CFC funds. The cost of repairs is about \$400,000.
3. AirIT at 9 concourse gates. We currently have AirIT equipment at 4 gates. This equipment gives a whole new level of flexibility to the airport to move airlines around to different gates, which gives us greater capacity. The expected cost is \$200,000, and Mr. Murrin believes the best time to add this equipment is now, while the concourses are being renovated. The costs will be covered through rates and charges to the airlines.

There was a motion to approve all three of the above improvements and amend the FY16 budget to reflect the cost of these improvements. The motion was seconded and unanimous vote was received.

D. Change to Rules and Regulations

Mr. Carr presented changes to the Airport Rules and Regulations, Section 3.15 Ground Transportation. The proposed changes address Transportation Network Companies (TNC), such as Uber. TNC drivers are currently leaving their cars while waiting; they have six

designated spots. If those spots are filled, they must wait off campus. While in the designated spots, the drivers must remain in their cars.

There was a motion to approve the change to the Rules and Regulations. The motion was seconded and unanimous vote was received.

PRESIDENT/CEO REPORT:

Aviation Industry update: The biggest focus is still on FAA reauthorization. The House has a bill that has not made it out of the committee. The Senate has its own bill that is headed to the full Senate floor. The Senate passed a reauthorization extension on March 15th, sent it to the House, and it was then sent to the President. The President signed the reauthorization extension, so we have reauthorization through July 15th for AIP related funding.

Terminal Improvement schedule highlights: April 4th & 5th we will move American and United to the permanent ticket counter and go live with the new outbound baggage system. The new CBIS rooms will go into operation at that point as well. May 15th is the next big milestone to go live in the centralized security checkpoint. The target date for substantial completion is October 7th. Most public areas should be complete by the end of August or the first of September. We will do a ribbon cutting in November.

Mr. Edwards and Mr. Burch focused on two things in DC. One was the Air Traffic Control Tower and the second was funding for exit lanes. The FAA desires to do a seismic project on the existing tower which was originally slated for \$4.5 – 5 million project and has now turned into a \$9 -10 million project. The hard cost when we were looking at a new Air Traffic Control Tower was about \$16 million excluding equipment costs. We have engaged our members in DC to help to transfer the funds from the seismic pot to a new construction pot. Senator Graham's office is taking the lead from an appropriations language standpoint.

Mr. Edwards also touched on the PRT project. We are soliciting vendors as a first step to respond to the RFP with costs and vehicle design. Based on the cost, if it is within the estimates from the feasibility study, we will come back to the Commission to recommend going to the next step of getting construction bids.

Information: Traffic was up in January. Preliminary numbers for February 2016 indicate a 15% increase over February 2015.

COMMISSIONER'S REPORT:

Mr. Burch attended the ACI-NA U.S. Policy Board meeting in DC. He mentioned several topics of discussion:

- There is a lot of unrest about air traffic noise.
- Airports don't have a seat at the table in the planning of NextGen.
- In DC, the Commissioners Committee presented the Commissioner's Congressional Leadership Award to Representative David Jolley of Florida. He has been a leader in

advocating a bipartisan reauthorization of the FAA and supports airport infrastructure financing.

Mr. Burch touched on an upcoming event—the Commissioners Conference in Indianapolis. The Canadian Commissioners are joining the U.S. Commissioners at the conference. Canada has privatized air traffic controllers. We hope to receive firsthand accounts of Canada's experience with privatizing air traffic controllers. The keynote speaker is Bob Bedford who is Chairman of Republic Airways. This event may provide opportunities to gain information on additional air service. Also the ACI-NA 2016 World Conference and Exhibition will be September 25th through 28th in Montreal. The ACI-NA Commissioner's Scholarship provides a scholarship to a student who is engaged in a course of study related to airport management. Mr. Burch encouraged the Commissioners to make a contribution to that fund.

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 prior to going into Executive Session. The specific purpose was to discuss contracts relating to a proposed aircraft maintenance and repair operation, and a new hangar for a corporate hangar tenant.

ADJOURNMENT:

At approximately 11:45 a.m. public session resumed with no action being taken. The next meeting is May 9th at 9:00 a.m. The meeting was adjourned at 12:00 p.m.

SIGANTURE OF PREPARER:

Marsha Madore



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin E. Howell, Vice President/COO

DATE: May 9, 2016

ITEM DESCRIPTION - Presentation Item A

Greenville-Spartanburg International Airport - Aviation Services Department

BACKGROUND

A brief presentation will be provided highlighting the GSP Aviation Services Department, its areas of responsibility, recent activity and statistics. An update will also be provided on the planning and preparation currently underway for the Fixed Based Operator (FBO) and Commercial Fuel Into-Plane transition slated to occur on December 31, 2016.



MEMORANDUM

TO: Members of the Airport Commission

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

DATE: May 9, 2016

ITEM DESCRIPTION- New Business Item A

Approval of Fiscal Year 2016/2017 Airport Commission Budget

BACKGROUND

Staff has prepared a proposed Fiscal Year 2016/2017 Budget for the Airport Commissions consideration (see Attachments).

ISSUES

The Airport Commission needs to approve a Fiscal Year 2016/2017 Budget prior to July 1, 2016.

ALTERNATIVES

None recommended

FISCAL IMPACT

Budgeted revenues and expenses are outlined in the attached budget summaries.

RECOMMENDED ACTION

It is respectfully requested that the Airport Commission resolve to adopt the attached Fiscal Year 2016/2017 Budget.

Attachments



Proposed 2016/2017 Budget GSP Airport Commission Meeting

May 9, 2016

Budget Notification Requirements:

<http://www.scstatehouse.gov/code/t06c001.php>

http://www.scstatehouse.gov/sess119_2011-2012/bills/4508.htm



Introduction/Presentation Outline

 General Statistics

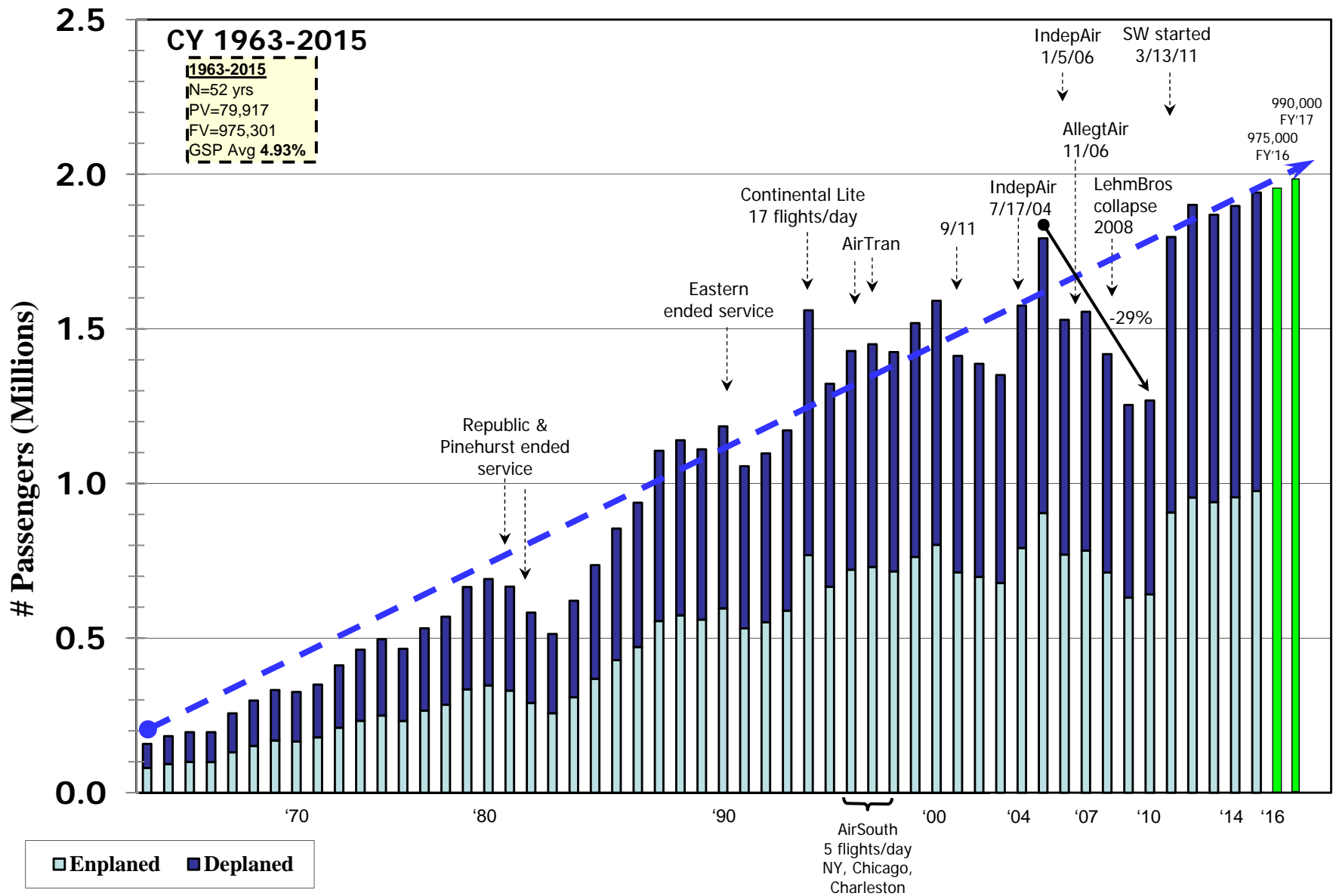
 Proposed FY 2016/2017 O&M Budget

 Proposed FY 2016/2017 Capital Budget

 Questions and Comments

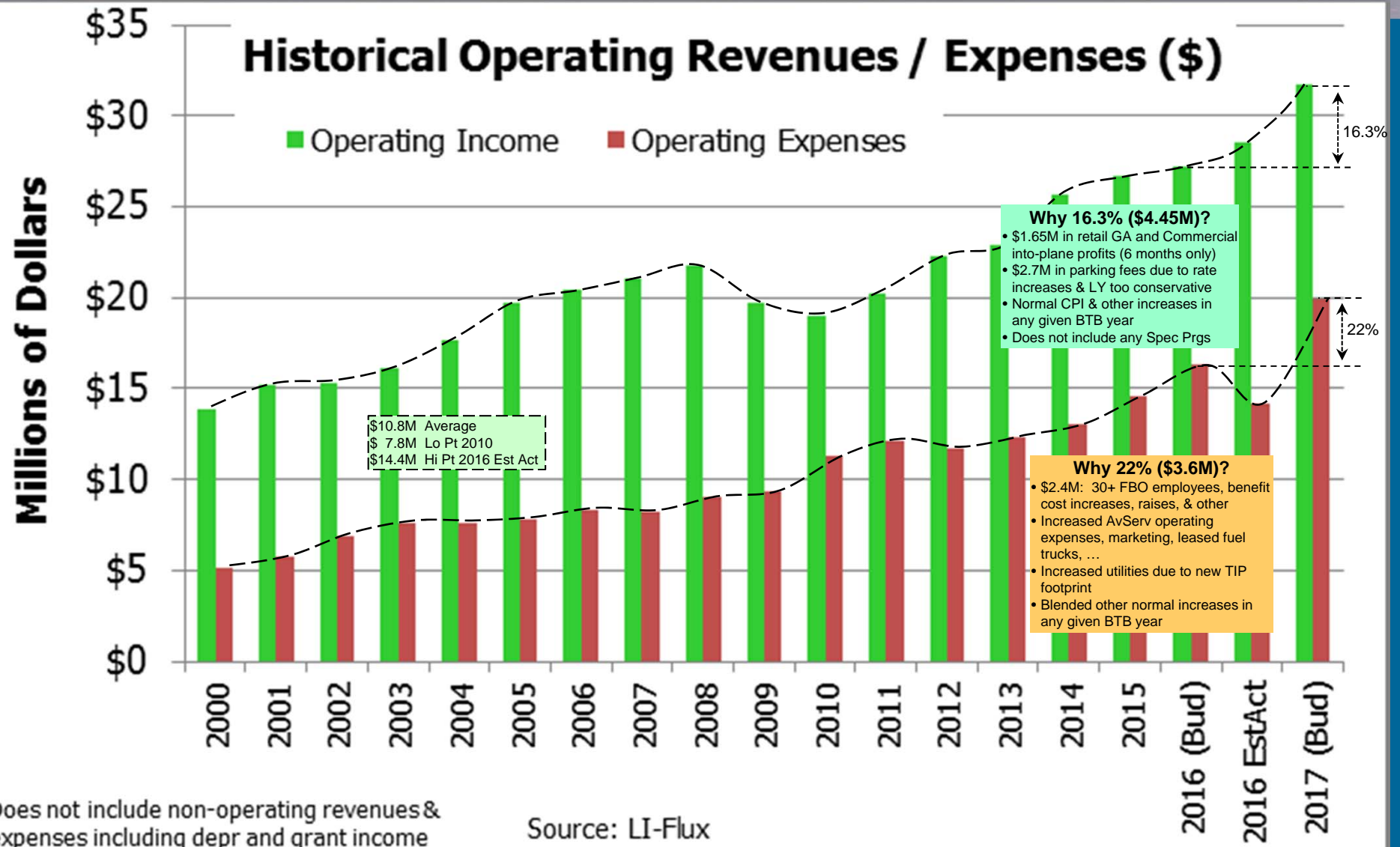
GSP Passenger Growth Since Inception

CY 1963 - 2017



Revenue / Expenses and NOI

FY 2000 through 2017

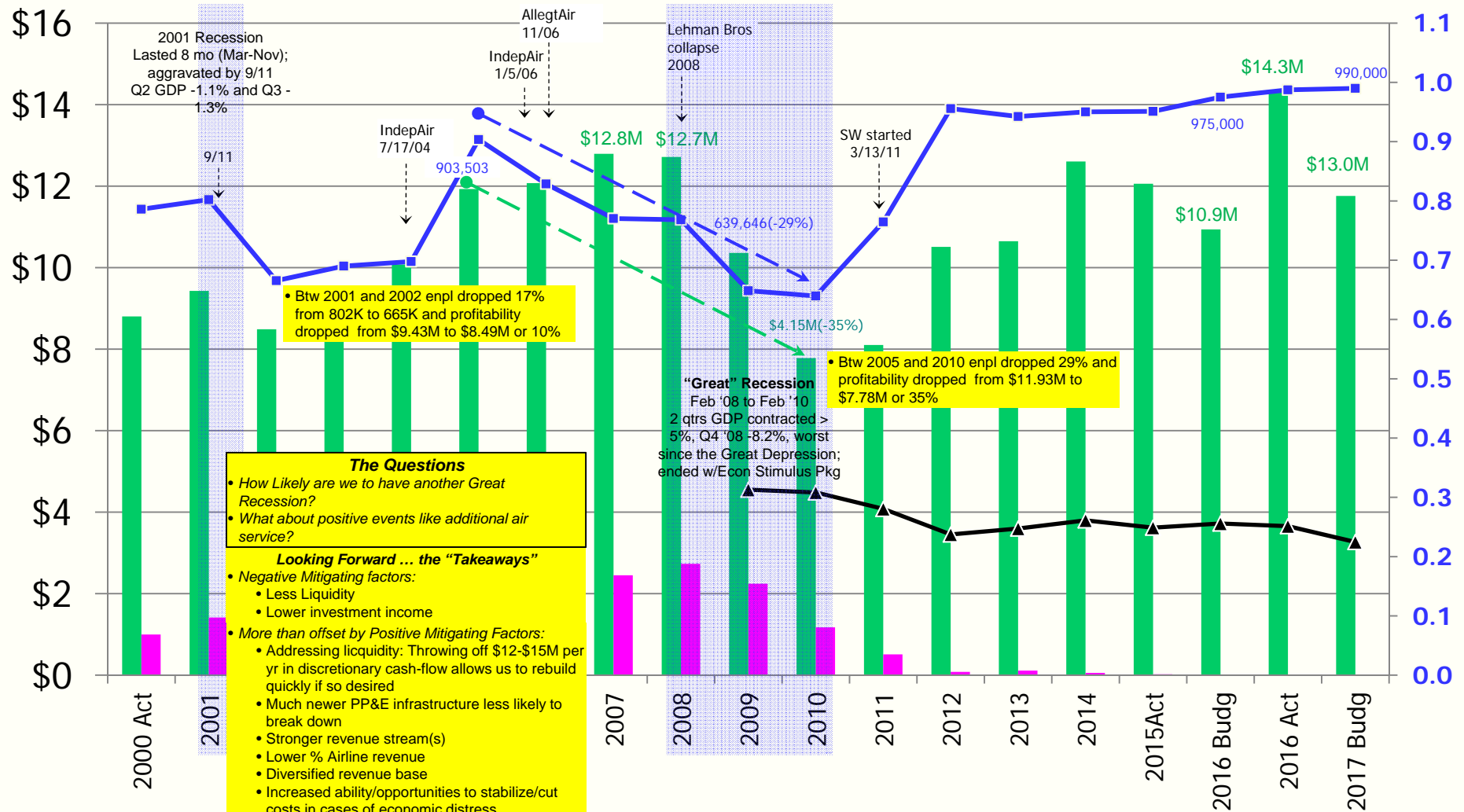


Net Operating Income

FY 2000 through 2017

How sensitive is NOI to adverse changes in enplanements?

- The Analysis: "Risk Elasticity"
- "Elasticity" is a measure of a variable's sensitivity (NOI) to a change in another variable (Enplanements).



Does not include non-operating revenues & expenses including depr and grant income

■ NOI ■ InvestInc — # Enplanements — %RevAirline

Source: LI-Flux



Proposed 2016/2017 Budget

Basic O&M Budget Assumptions

- **Passenger Enplanements – 990,000** (up 0.26% from 987,385 estimated actual fye 6-30-16 based on enplanements thru 3/2016) ... for *CONSERVATISM* only ...
- **Parking rates change as follows (effective 7/1/2016):**

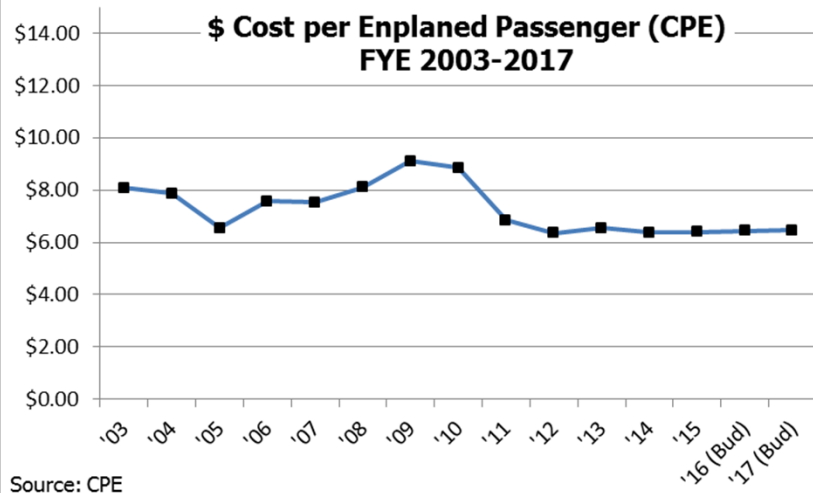
GSP Parking Rate Change History													
		Revenue Neutral		Current Rates		New Rates	4/2016 Survey of Peer Airport Parking Rates						
				as of		as of							
# spaces	Date Changed	1/1/2002	3/1/2006	10/1/2010	7/1/2011	7/1/2016	MYR	CAE	TYS	SAV	CHS	ATL	CLT
2,312	Garages	\$9.00	\$10.00	\$12.00		\$14.00	\$9 - \$15	\$12.00	\$18.00	\$12.00	\$15.00	\$16.00	\$10 - \$20
650	SkyLots				\$6.00	\$7.00							
367	Daily Lot	\$9.00	\$10.00	\$8.00		\$9.00							
1,522	Economy/LT	\$6.00	\$7.00	\$4.00		\$5.00	\$7.00	\$8.00	\$10 - \$12	\$5 - \$8	\$8.00	\$12.00	\$5 - \$8
-	Short Term	\$12.00	\$12.00	\$14.00		N/A	\$15.00		\$18.00			\$36.00	\$20.00
4,851													

- Includes provision for \$42M in Capital Improvements
- No change in Investment policy – yields near 0%
 - 4-wk T-Bills, \$20M-Treasury direct-0.08%;
- Possible LOC impact and “Special Projects” not included
- “Rates & Charges” (see next slide)

"Rates & Charges"

	Curr Yr Budget FYE 6-30-2016	Next Budget Yr FYE 6-30-2017
Landing Fee <i>(per 1,000 lbs)</i>	\$1.81	\$1.82
Space Rental rate <i>(psf per yr)</i>	\$54.89	\$53.08
A/C Parking position <i>(per yr)</i>	\$14,718	\$14,718
Jetway <i>(per yr)</i>	\$35,166	\$35,190

	Curr Yr Budget FYE 6-30-2016	Next Budget Yr FYE 6-30-2017
Cost per Enplanement (CPE)	\$6.48	\$6.49



Note: "Per-Turn" use fees charged to Allegiant, United, Delta, ... based upon established airline rental rates & fees

Proposed FY 2016/2017 Budget / Investment Plan

OPERATING FUND SUMMARY	\$ Amount (Estimated)			%
	Budg FY 2015-2016	Budg FY 2016-2017	Difference	
Operating Revenues	27,262,641	31,719,662	4,457,021	16.35%
Operating Expenses	16,323,514	19,960,925	3,637,411	
Net Operating Income	10,939,127	11,758,737	819,610	
Add: Interest Income	13,000	13,000	-	
Add: RAC CFCs	788,867	857,676	68,809	
Less: Interest Expense/Other	355,596	333,772	(21,824)	
Net Income (Excluding Depr only)	11,385,398	12,295,642	910,243	

Breakout of FBO and All Other ...			
	GSP w/o AvServ	AvServ	Total
Gross Inc bef Fuel Sales	29,503,700.20	561,461.92	30,065,162.12
Fuel Sales (net of COGS)		1,654,500.00	1,654,500.00
Gross Income	29,503,700.20	2,215,961.92	31,719,662.12
Less: Oper Expenses	17,274,135.31	2,686,789.35	19,960,924.66
Net Op Inc Bef Depr	12,229,564.89	(470,827.43)	11,758,737.46
Gross Margin	41.45%	-21.25%	37.07%

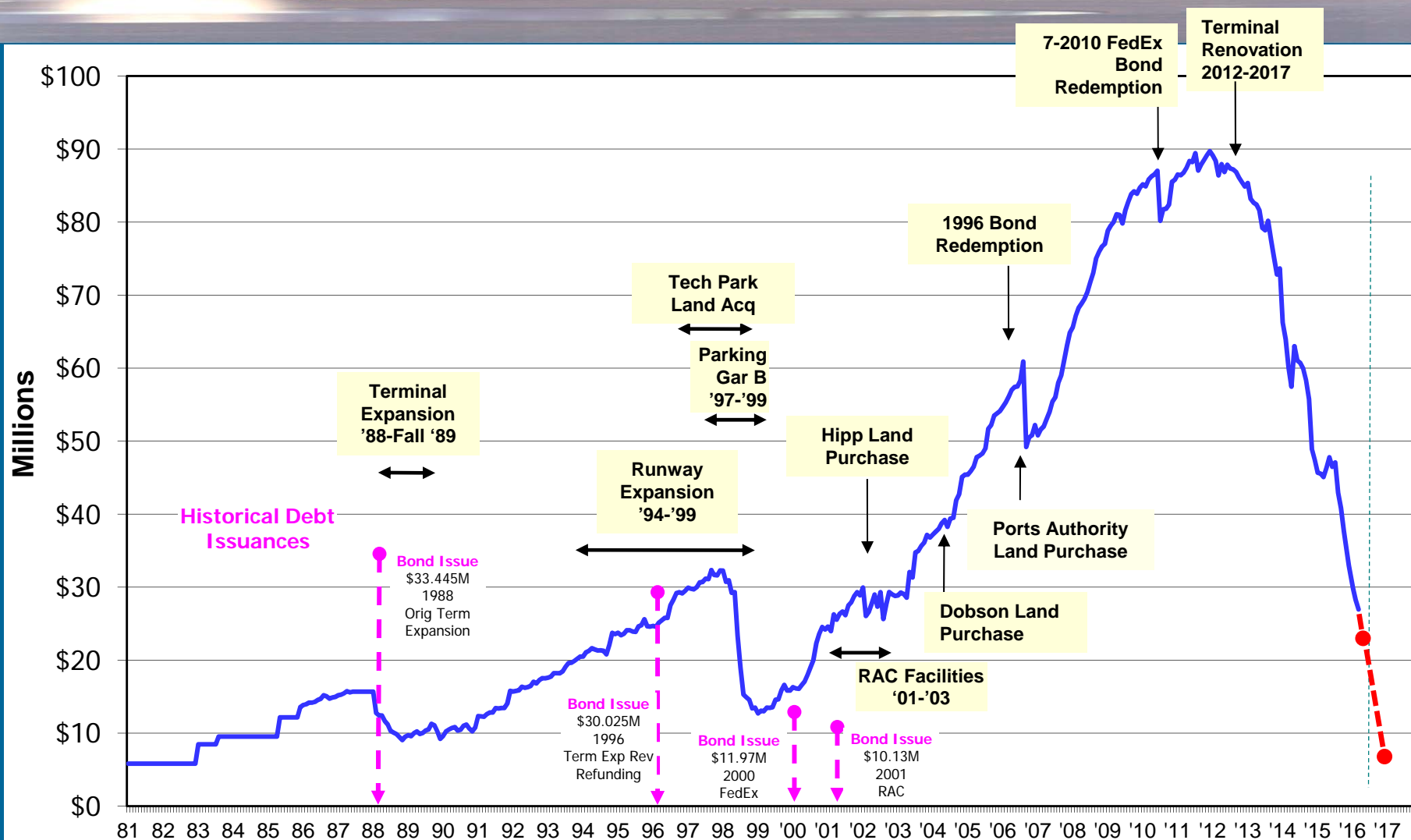
Investment Fund Summary				
BOY Cash/Investment Balance (Proj)	46,480,755	23,000,000	(23,480,755)	-50.52%
Add: Net Income	11,385,398	12,295,642	910,243	7.99%
Add: Projected Grant Income	7,252,555	13,976,749	6,724,194	92.71%
Less: Prior Yr Items Appr/carried forward	2,663,300	18,074,610	15,411,310	578.65%
Less: Capital Improvements	38,829,804	20,467,640	(18,362,165)	-47.29%
Less: Equip/Small Capital Outlays	306,000	1,124,000	818,000	267.32%
Less: Renew al & Replacement	1,024,000	792,000	(232,000)	-22.66%
Less: Professional Service Projects	250,000	1,000,000	750,000	300.00%
Less: Bond principal payoffs	320,000	340,000	20,000	6.25%
EOY Estimated Cash/Investments	21,725,604	7,474,141	(14,251,463)	-65.60%
3/31/2016 Cash/Inv Balance	26,950,000			
Updated Estimated YrEnd Balances	23,000,000	7,900,000		

Note: Updated 6/30/16 cash/inv projection reflects changes in TIP delivery, expected payment schedules, updated operating results, actual CIP costs vs budgeted, and many other factors, etc.

Goal >= 40%

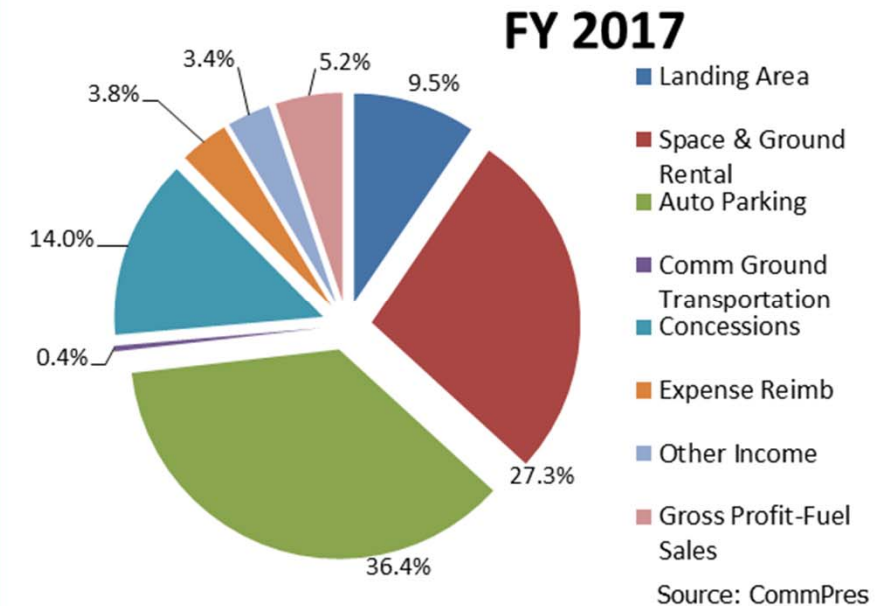
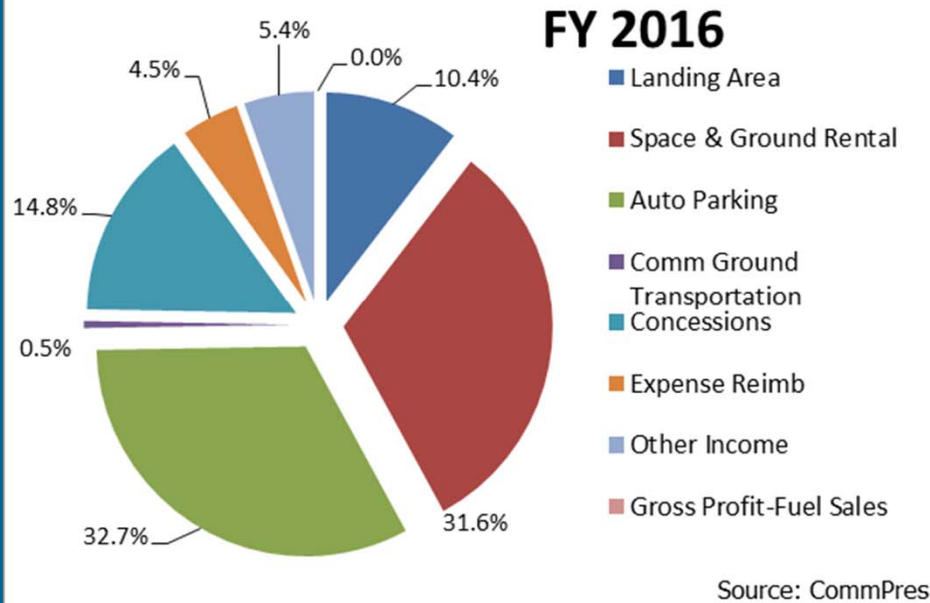
Actual FYTD thru
3/31/16 (9 months) =
49.73%

Historical (thru 3/16) & Projected Investment Balances



Note: balances include checking, savings, securities

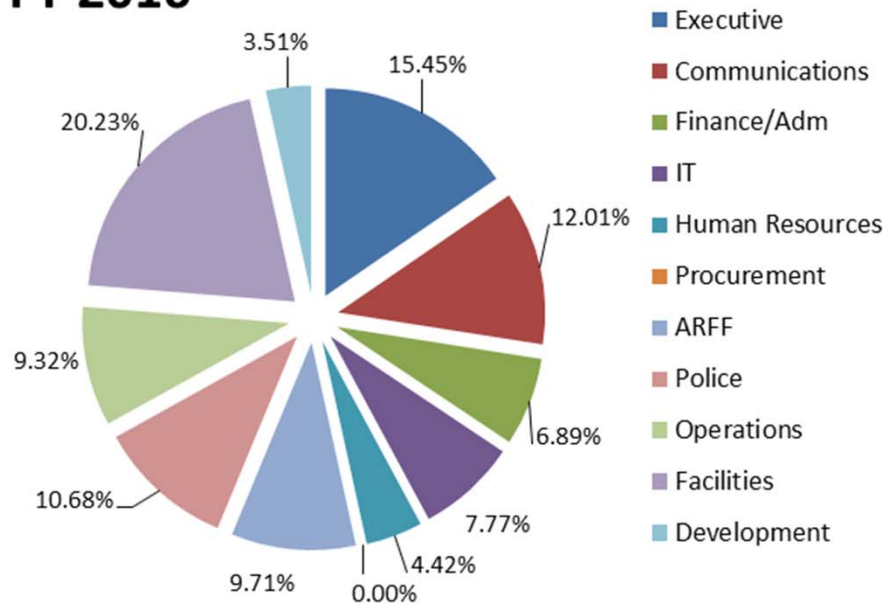
Sources of Revenue



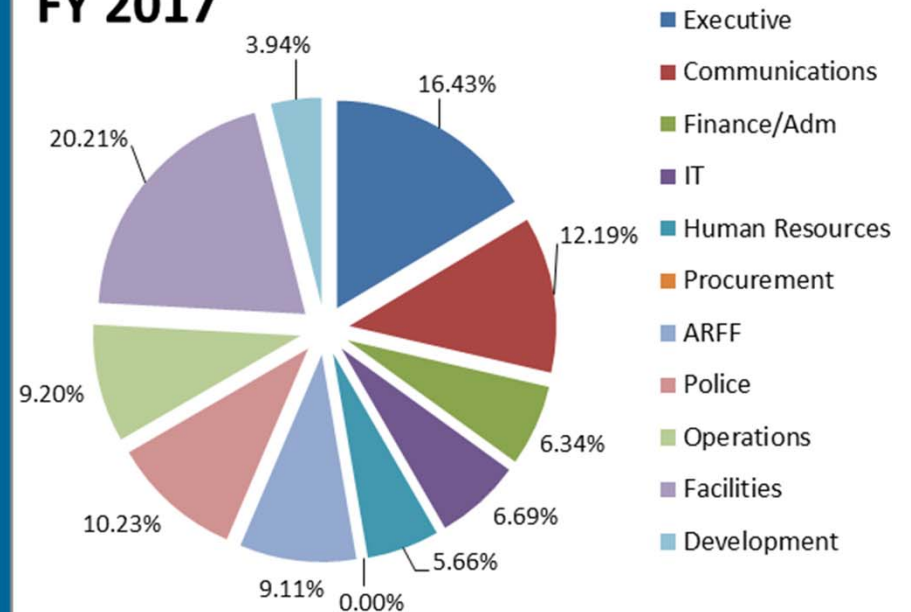
	FYE 6/30/16 BUDGET	FYE 6/30/17 BUDGET
Income		
Landing Area	2,844,116	3,010,446
Space & Ground Rental	8,622,278	8,652,649
Auto Parking	8,908,797	11,556,577
Comm Ground Transportation	149,000	135,000
Concessions	4,038,862	4,434,538
Expense Reimb	1,221,315	1,205,931
Other Income	1,478,273	1,070,022
Gross Profit-Fuel Sales	-	1,654,500
Total Income	\$ 27,262,641	\$ 31,719,662

Operating Expenses by Category

FY 2016

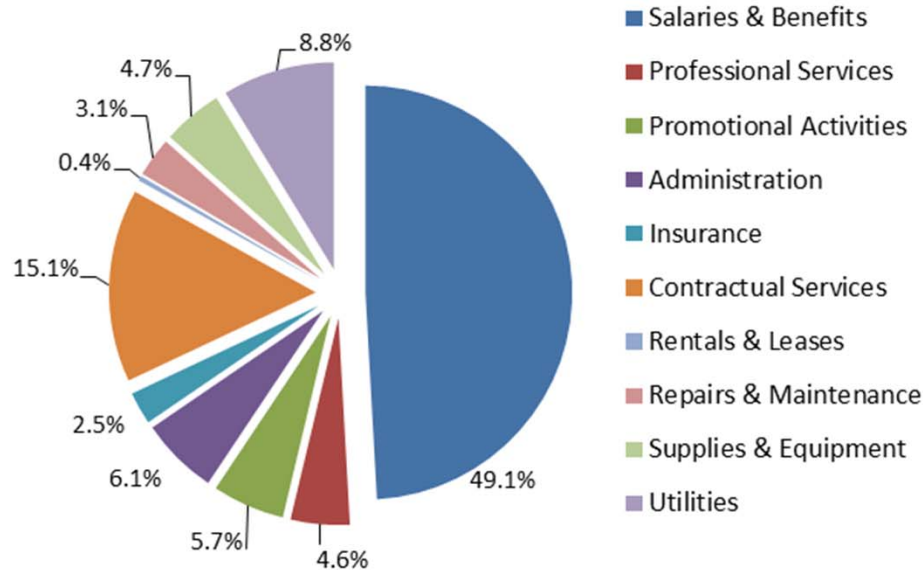


FY 2017

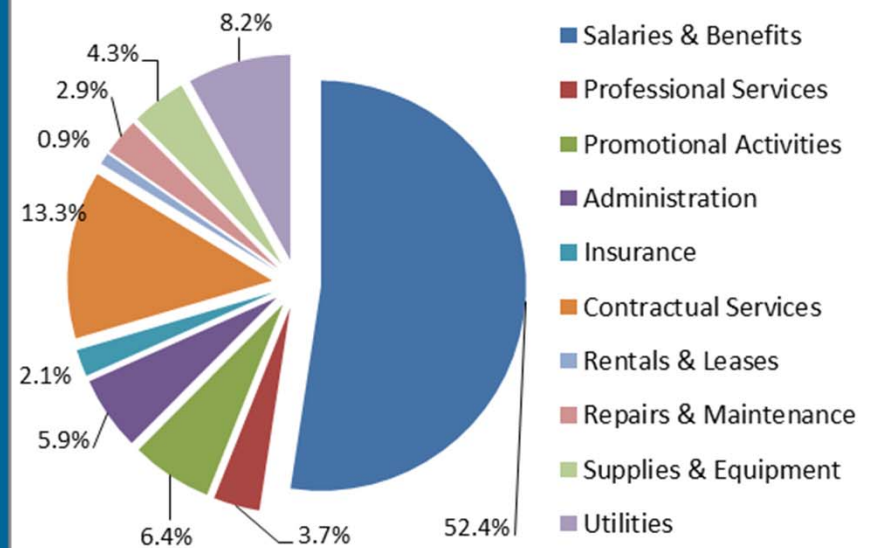


Operating Expenses by Department

FY 2016



FY 2017





Proposed Capital Budget

Proposed FY 2016/2017 Capital Budget

	Total Cost	AIP Entitlements	AIP Discretionary	State Funds	Other Local Funds			Total Funding
					Airport Capital	Other	CFC	
Items Approved in Prior Fys & carried forward (informational only)								
<u>Capital Improvements</u>								
AprRehab-Ph2-"B" Gates (Design)	\$ 530,000		477,000	-	\$ 53,000	-	-	530,000
AprRehab-Ph2-"B" Gates (Construction, CA, RPR)	\$ 5,800,610		5,220,549	-	\$ 580,061	-	-	5,800,610
AprRehab-Ph3-"A" Gates (Design)	\$ 500,000		450,000	-	\$ 50,000	-	-	500,000
AprRehab-Ph3-"A" Gates (Construction)	\$ 4,338,000		3,904,200	-	\$ 433,800	-	-	4,338,000
AprRehab-Ph4-S&N Cargo, GA (Design)	\$ 250,000		225,000	-	\$ 25,000	-	-	250,000
ARFF Station (Design)	\$ 850,000		-	-	\$ 850,000	-	-	850,000
Terminal Art	\$ 1,000,000		-	-	\$ 1,000,000	-	-	1,000,000
UPS Facility at N Cargo	\$ 1,650,000		-	-	\$ 1,650,000	-	-	1,650,000
Purchase LAN switches/other outside TIP	\$ 95,000		-	-	\$ 95,000	-	-	95,000
AirIT/FIDS/BIDS Integration Project	\$ 775,000		-	-	\$ 775,000	-	-	775,000
Oversize Baggage Slide Project	\$ 100,000		-	-	\$ 100,000	-	-	100,000
Admin & Conference Room FF&E	\$ 250,000		-	-	\$ 250,000	-	-	250,000
Holdroom FF&E/Common Area Seating	\$ 250,000		-	-	\$ 250,000	-	-	250,000
Police-Install emergency phones in parking lots	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Upgrades to terminal HVAC system	\$ 75,000		-	-	\$ 75,000	-	-	75,000
Automated Exit Lane as mandated by TSA	\$ 411,000		-	-	\$ 411,000	-	-	411,000
Facilities-Runion Prop Bldg Impr	\$ 200,000		-	-	\$ 200,000	-	-	200,000
			-	-	\$ -	-	-	-
<u>Equipment and Small Capital Outlay</u>								
Audio Visual Systems (Conference Rooms)	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Concourse Advertising Display Units	\$ 100,000		-	-	\$ 100,000	-	-	100,000
			-	-	\$ -	-	-	-
<u>Renewal and Replacement</u>								
Airside Garden Rehab	\$ 350,000		-	-	\$ 350,000	-	-	350,000
			-	-	\$ -	-	-	-
<u>Professional Service Projects</u>								
District/Tenant Devel Stds Manual	\$ 50,000		-	-	\$ 50,000	-	-	50,000
Garage Assessment for solar/canopies	\$ 100,000		-	-	\$ 100,000	-	-	100,000
			-	-	\$ -	-	-	-
Subtotal	\$ 18,074,610	\$ -	\$ 10,276,749	\$ -	\$ 7,797,861	\$ -	\$ -	\$ 18,074,610

Proposed FY 2016/2017 Capital Budget

					Other Local Funds			
		AIP	AIP	State				
	Total Cost	Entitlements	Discretionary	Funds	Airport Capital	Other	CFC	Total Funding
Items Budgeted for the New Fiscal Year:								
Capital Improvements								
Terminal Renovation	\$ 11,959,640	\$ 3,700,000	\$ -	\$ -	\$ 8,259,640	\$ -	\$ -	\$ 11,959,640
ARFF Station (Construction)	\$ 500,000		\$ -	\$ -	\$ 500,000	-	-	500,000
Parking Garage Modernization & ParkAssist in Gar B	\$ 1,600,000		\$ -	\$ -	\$ 1,600,000	-	-	1,600,000
Potable Water at all Gates (6 units @ \$20K ea)	\$ 120,000		\$ -	\$ -	\$ 120,000	-	-	120,000
Lndscp MP-Airside Garden Rehab	\$ 1,300,000		\$ -	\$ -	\$ 1,300,000	-	-	1,300,000
Curbside Dropoff-Phase 1 (Knee Wall & Bookends)	\$ 575,000		\$ -	\$ -	\$ 575,000	-	-	575,000
Overflow Park/Cell Phone Lot Exp (+ toilets/vending)	\$ 1,800,000		\$ -	\$ -	\$ 1,800,000	-	-	1,800,000
Employee Parking Lot Expansion & Admin Dr imprv	\$ 700,000		\$ -	\$ -	\$ 700,000	-	-	700,000
New Fuel Farm Site Grading, Road & Utilities	\$ 250,000		\$ -	\$ -	\$ 250,000	-	-	250,000
FBO Hangar Imprv/Repairs-Phase 1 2102 GSP Dr	\$ 1,500,000		\$ -	\$ -	\$ 1,500,000	-	-	1,500,000
Convert Concourse AHUs to DDC	\$ 16,000		\$ -	\$ -	\$ 16,000	-	-	16,000
Video Evaluation of 16K Linear Feet of Sanitary Sewer	\$ 20,000		\$ -	\$ -	\$ 20,000	-	-	20,000
RCSC Pavement Refurbishment	\$ 110,000		\$ -	\$ -	\$ -	-	110,000	110,000
HVAC Equipment in PGA RAC Area on the BAS	\$ 17,000		\$ -	\$ -	\$ 17,000	-	-	17,000
Subtotal	\$ 20,467,640	\$ 3,700,000	\$ -	\$ -	\$ 16,657,640	\$ -	\$ 110,000	\$ 20,467,640
Equipment and Small Capital Outlay								
Admin Fleet Vehicle	\$ 40,000		-	-	\$ 40,000	-	-	40,000
Towbarless Pushback	\$ 100,000		-	-	\$ 100,000	-	-	100,000
Crew Car	\$ 20,000		-	-	\$ 20,000	-	-	20,000
AvServ A/C engine prheaters, wheeled fire ext & other	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Office Furniture	\$ 15,000		-	-	\$ 15,000	-	-	15,000
ADA Bus/Crew Ramp transportation	\$ 60,000		-	-	\$ 60,000	-	-	60,000
Air Conditioning cart	\$ 100,000		-	-	\$ 100,000	-	-	100,000
Air Start unit	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Pickup Truck	\$ 18,000		-	-	\$ 18,000	-	-	18,000
Furniture, Fixtures & Equip for Comm Av Serv Office	\$ 20,000		-	-	\$ 20,000	-	-	20,000
(3) Widebody Fuel Stairs	\$ 15,000		-	-	\$ 15,000	-	-	15,000
Emergency Generator in Economy Parking Lot	\$ 35,000		-	-	\$ 35,000	-	-	35,000
FBO Building Lock Hardware (MEDECO)	\$ 25,000		-	-	\$ 25,000	-	-	25,000
Walk Behind Line Striper	\$ 16,000		-	-	\$ 16,000	-	-	16,000
AerieHub Platform Installation	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Interior Plants and Planters	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Prop & Dev; Adv Prg Enhancement - Escalators	\$ 50,000		-	-	\$ 50,000	-	-	50,000
Prop & Dev; Adv Prg Enhancement - Conc A&B	\$ 50,000		-	-	\$ 50,000	-	-	50,000
Prop & Dev; Adv Prg Enhancement - Video Wall	\$ 25,000		-	-	\$ 25,000	-	-	25,000
Comm; LED Interactive Video Wall Monitors	\$ 15,000		-	-	\$ 15,000	-	-	15,000
Baggage Claim - Local Information Monitors	\$ 15,000		-	-	\$ 15,000	-	-	15,000
FBO - IT Supp (Phnes, Comp, Copier, Wireless)	\$ 40,000		-	-	\$ 40,000	-	-	40,000
AirIT reporting system	\$ 25,000		-	-	\$ 25,000	-	-	25,000
Subtotal	\$ 1,124,000	\$ -	\$ -	\$ -	\$ 1,124,000	\$ -	\$ -	\$ 1,124,000

Proposed FY 2016/2017 Capital Budget

								Other Local Funds									
				AIP		AIP		State									
		Total Cost		Entitlements		Discretionary		Funds		Airport Capital		Other		CFC		Total Funding	
<u>Renewal and Replacement</u>																	
Existing Admin Office Renov for Police, Ops ...		\$	250,000			-		-		\$	250,000		-		-		250,000
Replace ARFF Service/Heavy Rescue Cab/Chassis		\$	90,000			-		-		\$	90,000		-		-		90,000
Ops-Replace Director's Chrysler Sebring		\$	35,000			-		-		\$	35,000		-		-		35,000
Miscellaneous TIP IT Equipment		\$	25,000			-		-		\$	25,000		-		-		25,000
Replace 35 Roll-Up Doors at S Cargo Bldg		\$	150,000			-		-		\$	150,000		-		-		150,000
Irrigation System upgrades		\$	12,000			-		-		\$	12,000		-		-		12,000
Replace carpet in all Pass Boarding Bridges		\$	46,000			-		-		\$	46,000		-		-		46,000
Replace GM3-2002 Chevy Truck with Ford F150		\$	20,000			-		-		\$	20,000		-		-		20,000
Replace 10' Batwing Mower		\$	17,000			-		-		\$	17,000		-		-		17,000
New Stools at Concourse Charging Stations		\$	17,000			-		-		\$	17,000		-		-		17,000
Replace GM1 1990 Dodge 1500 with Ford F150		\$	20,000			-		-		\$	20,000		-		-		20,000
Replace M5 1989 Dodge Van with Ford F150		\$	20,000			-		-		\$	20,000		-		-		20,000
Replace paint van (1990 Dodge)		\$	12,000			-		-		\$	12,000		-		-		12,000
Install Guardrail System along Tug Ramps		\$	20,000			-		-		\$	20,000		-		-		20,000
Airfield Lighting System Computers replacement		\$	58,000			-		-		\$	58,000		-		-		58,000
Subtotal		\$	792,000	\$	-	\$	-	\$	-	\$	792,000	\$	-	\$	-	\$	792,000
<u>Professional Service Projects</u>																	
Update Master & Airfield Pavement Plans		\$	1,000,000			-		-		\$	1,000,000		-		-		1,000,000
						-		-		\$	-		-		-		-
Subtotal		\$	1,000,000	\$	-	\$	-	\$	-	\$	1,000,000	\$	-	\$	-	\$	1,000,000
Subtotal FY 2017		\$	41,458,250	\$	3,700,000	\$	-	\$	-	\$	37,648,250	\$	-	\$	110,000	\$	41,458,250

Other O&M Reserve Funds

Such funding will be provided from existing fund balance resources if such expenditures are incurred.

\$ Amount	Justification
\$750,000	Emergency Repair/Replacement/Operations Fund: to fund emergency / unanticipated repairs, replacements to property, plant & equipment and for unanticipated Operational needs (e.g., unusual weather storm damage, icing, ...) (CASH ACCT #: 1043-00-00)
\$600,000	Business Development/Agreement Obligations & Incentives (CASH ACCT #: 1044-00-00)



Questions and Comments



Greenville-Spartanburg Airport District

FY 2016-17 Operating Budget May 9, 2016



GREENVILLE-SPARTANBURG AIRPORT DISTRICT

Greer, South Carolina 29651

Board Members

Minor Shaw - Chairperson



Hank Ramella – Vice Chairperson



Leland Burch



Valerie Miller



Bill Barnet



Doug Smith



District Management Staff

President/CEO

David N. Edwards, Jr., A.A.E.
864-848-6260
dedwards@gsairport.com

Vice President/COO

Kevin Howell
864.848.6269
khowell@gsairport.com

**Vice President - Administration
and Finance/CFO**

Jack G. Murrin, CPA. A.A.E.
864.848.6283
jmurrin@gsairport.com

Vice President - Communications
Rosylin Weston

864.848.6256
rweston@gsairport.com

**Vice President - Commercial
Business & Properties**

Scott Carr
864.848.6222
scarr@gsairport.com

Senior Exec Ass't

Stefanie Hyder
864.848.6272
shyder@gsairport.com

Director of Finance

Kristie Weatherly
864-848-6274
kweatherly@gsairport.com

Fire Department Chief

Alan Sistare
864.848.6265
asistare@gsairport.com

Director of Facilities

Richard Piper
864.848.6241
rpiper@gsairport.com

Police Department Chief

Bobby Welborn
864.848.6266
bwelborn@gsairport.com

Facilities Manager

Ronnie Bullard
864.848.6268
rbullard@gsairport.com

Director of Human Resource

Marsha Madore
864.848.6271
mmadore@gsairport.com

Director of Operations

Michael Kossover.
864.848.6220
mkossover@gsairport.com

Director of Aviation Services

Nathan Garner
864.848.6219
ngarner@gsairport.com

**Airport Operation Duty
Managers**

Cody Bauman, C.M.
Don Holbrook
Eric Elam
Gary Salters
864.848.6233
ops@gsairport.com

Customer Service Manager

Kim Davis
864-848-6238
kdavis@gsairport.com

Greenville-Spartanburg Airport District

Table of Contents

TRANSMITTAL LETTER / BUDGET MESSAGE.....	9
Aviation Industry Overview	9
Moody's Investor Service Airport Industry Outlook	12
Greenville-Spartanburg International Airport (GSP) Outlook	18
Assumptions Used in the Preparation of the 2016-17 Budget	20
Revenue / Expense Summary by Year	21
Net Income Summary by Year	21
Operating Margin % Summary by Year	22
Rates & Charges Summary	22
Budget FY 2016-17 Summary of Rates and Charges	23
Budget FY 2016-17 Budget / Investment Plan	24
Acknowledgements	25
 AIRPORT DISTRICT OVERVIEW.....	 26
Organization	26
Responsibility	26
Strategic Business Plan 2014-2020	26
Mission and Vision	26
Mission Statement	27
Vision Statement.....	27
Core Values	27
Strategic Goals	27
 BOARD OF COMMISSIONERS.....	 28
Objective	28

Purpose	28
Composition	28
Functions	28
AIRPORT ENVIRONS AREA LEGISLATION	29
AIRPORT FACILITIES OVERVIEW	30
Terminal Improvement Program.....	31
Land Use Study	33
Real Estate Market Analysis	34
Master Land Use Plan.....	34
Site Development Concepts	34
Financial Feasibility Analysis.....	35
Implementation Plan.....	35
Marketing Materials.....	35
Landscape Master Plan.....	36
Mission	36
Recommendations	36
Design Standards.....	37
AIR SERVICE AREA & DEMOGRAPHICS	38
Airport Air Service Area	38
Demographics	39
Population Density	40
Rate of Population Growth.....	40
Per Capita Personal Income	43
ECONOMIC IMPACT ANALYSIS	45
Total Annual Economic Impact.....	45
Economic Model and Impact Generation	46
AIRPORT LEVEL OF SERVICE AND OPERATIONAL HIGHLIGHTS..	48
Type and Size of Airport	48

Airlines Providing Service and Gate Assignments	48
Non-Stop Destinations.....	49
Location and Other Characteristics of Competing Regional Airports	50
Enplanement Data (Graphical)	50
Historical Enplanement Data by Year	53
Enplanements by Airline & Market Share Considerations	54
Monthly and Other Seasonal Trends	55
Landed Weight Data (Graphical)	56
Landed Weight Data by Year	57
Landed Weights by Airline & Market Share Considerations.....	58
FINANCIAL POLICIES OVERVIEW.....	60
Fiscal Year	60
Basis of Accounting.....	60
Basis of Financial Statement Presentation	60
Use of Estimates.....	60
Budgetary Policies.....	61
Guidelines	61
Balanced Budget.....	61
Budget Amendments.....	61
Budget Monitoring	61
Budgeted Capital Improvements	61
Debt Policy.....	62
Revenue Policy	62
Cash and Other Financial Instruments	63
Investment Policy (Summary)	63
Investment Objective	63
Standard of Prudence.....	64
Maturity	64
Reporting.....	64
Investment History	65

Investment Portfolio as of March 31, 2016	66
REVENUES	67
Description of Revenues	67
Revenue Recognition.....	67
Operating Revenues by Type	68
Revenue Summary by Year by Type	68
Revenue History	69
Revenue History by Year by Type Sorted Largest to Smallest.....	69
% Revenue History by Year by Type Sorted Largest to Smallest	70
Parking Revenues	71
Airport Parking Map	71
Historical Public Parking \$ Revenue	71
Concession Income	72
EXPENSES	73
Cost Centers.....	73
Description of Operating Expenses	74
Operating Expenses by Category.....	75
Operating Expenses by Department.....	75
Salaries and Benefits.....	75
FIXED ASSETS & CAPITAL PROJECTS	77
Accounting Treatment	77
FY 2016-17 Capital Improvement Plan (CIP)	77
Items Approved in Prior Fiscal Years and Carried Forward	77
Items Approved in Prior Fiscal Years and Carried Forward	78
Capital Improvements	79
Equipment and Small Capital Outlays.....	80
Renewal and Replacement.....	82
Professional Service Projects.....	83
BUDGET FLUCTUATION ANALYSIS	84

INDEBTEDNESS.....	85
Overview.....	85
Series 2000 Bonds	85
Series 2001 Bonds	85
AIRLINE RATES & CHARGES	87
Annual Airport Budget	87
Maintenance and Operating Expenses.....	87
Capital Expenses.....	87
Landing Fee Methodology	88
GSP Historical Landing Fees Graph	89
Terminal Complex Rental Methodology	89
GSP Historical Space Rental Fees Graph.....	90
Other Airline Rates and Charges.....	90
Passenger Facility Charges.....	91
PFC Eligibility.....	91
Utilization of a PFC.....	92
CPE (Cost per Enplanement) Data Components	93
Historical CPE (Cost per Enplanement) Graph.....	93
GLOSSARY OF TERMS AND ABBREVIATIONS	94



Greenville-Spartanburg Airport District

Roger Milliken Field Tel: 864-877-7426
Administration Building Fax: 864-848-6225
Suite #1 Web: www.gspairport.com
Greer, South Carolina 29651

TRANSMITTAL LETTER / BUDGET MESSAGE

May 9, 2016

TO THE COMMISSIONERS OF THE DISTRICT

The Management Staff herein presents the Greenville-Spartanburg Airport District's ("District") operating budget for the fiscal year ended June 30, 2017. This represents the 54th annual operating budget prepared by the District since operations began on October 15th, 1962.

Aviation Industry Overview

The airline industry is particularly susceptible and sensitive to many variables we find in our world today:

- Oil Prices
- Terrorist events, like 9/11
- Domestic and global economic conditions
- Pandemics and other health concerns
- Aircraft accidents
- Fleet & maintenance issues / aircraft orders and delays
- Customer service issues / failures & resultant negative press
- Volatility of fuel prices
- Debt restructuring
- Volcanic activity
- Merger, acquisitions, bankruptcies of airlines
- And, others ...

Any one of these can impact airline traffic dramatically, as experience has abundantly proven. And yet, when you combine these factors in an ever-changing world, you can expect very volatile results. Airlines have attempted to minimize financial losses thru these periods of extreme volatility by lowering operating costs, merging, canceling unprofitable routes, charging for baggage/food/etc., and grounding older, less fuel efficient aircraft.

Overall, it appears that many aviation industry prognosticators believe that:

- Air fares are likely to stay high most of this decade

Greenville-Spartanburg Airport District 2017 Operating Budget

- Passenger travel will continue to grow at reduced rates, but airline capacity will continue to shrink, albeit slowly. This combination will cause planes to get more crowded, and is likely to remain that way.
- Over the next two decades, U.S. airline travel is expected to nearly double.
- Airlines are recording historically high profitability levels ... these levels of higher profitability are expected to continue for the foreseeable future.

The most recent Federal Aviation Administration ("FAA's") Aerospace Forecast currently published (2016-2036) contains the following "Forecast Highlights":

"Since its deregulation in 1978, the U.S. commercial air carrier industry has been characterized by boom-to-bust cycles. The volatility that was associated with these cycles was thought by many to be a structural feature of an industry that was capital intensive but cash poor. However the great recession of 2007-09 marked a fundamental change in the operations and finances of U.S. Airlines. Air carriers fine-tuned their business models to minimize losses by lowering operating costs, elimination unprofitable routes, and grounding older, less fuel efficient aircraft. To increase operating revenues, carriers initiated new services that customers were willing to purchase and started charging separately for services that were historically bundled in the price of a ticket. The industry experienced an unprecedented period of consolidation with four major mergers in five years. These changes along with capacity discipline exhibited by carriers have resulted in a fifth consecutive year of profitability for the industry in 2015. Looking ahead there is optimism that the industry had been transformed from that of a boom-to-bust cycle to one of sustainable profits.

As the economy recovers from the most serious economic downturn since World War II and the slowest expansion in recent history, aviation will continue to grow over the long run. Fundamentally, over the medium and long term, demand for aviation is driven by economic activity. The 2016 FAA forecast calls for U.S. carrier passenger growth over the next 20 years to average 2.1 percent per year, slightly faster than last year's forecast. The sharp decline in the price of oil in 2015 is a catalyst for a short lived uptick in passenger growth in 2016. Although oil prices are projected to fall to around \$43 per barrel in 2016, our forecast assumes that they will rise thereafter to exceed \$100 by 2023 and \$150 by the end of the forecast, keeping a lid on U.S. economic growth during the same period. There are a number of headwinds that are buffeting the global economy – the fall in oil prices, recession in Russia and Brazil and inconsistent performance in other emerging economies, a "hard landing" in China, and lack of further stimulus in the advanced economies. The uncertainty over the future course of oil prices is just one more item on the list. Although the U.S. economy has managed to avoid a recession, a prolonged period of faster economic growth (e.g. >3%) may not be forthcoming.

System traffic in revenue passenger miles (RPMs) is projected to increase by 2.6 percent a year between 2016 and 2036. Domestic RPMs are forecast to grow 2.1 percent a year while International RPMs are forecast to grow almost twice as fast at 3.5 percent a year. U.S. carrier system capacity measure in available seat miles (ASMs) is forecast to grow in line with the

Greenville-Spartanburg Airport District 2017 Operating Budget

increases in demand. The number of seats per aircraft is getting bigger, especially in the regional jet market, where we expect the number of 50 seat regional jets to fall to just a handful by 2023, replaced by 70-90 seat aircraft.

Although the U.S. and global economy continued to sputter in 2015, stable demand and lower energy prices resulted in record profits for U.S. airlines. U.S. carrier profitability should remain steady or increase as the recovery leads to strengthening demand and increase revenues, while lower energy prices keep operating costs in check. Over the long term, we see a competitive and profitable aviation industry characterized by increasing demand for air travel and airfares growing more slowly than inflation, reflecting over the long term a growing U.S. economy.

The long term outlook for general aviation is favorable, led by gains in turbine aircraft activity. The active general aviation fleet is forecast to increase 0.2 percent a year between 2015 and 2036, equating to an absolute increase in the fleet of about 7,000 units. While steady growth in both GDP and corporate profits results in continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet – fixed wing piston aircraft continues to shrink over the forecast. Although fleet growth is minimal, the number of general aviation hours flown is projected to increase an average of 1.2 percent per year through 2036, as growth in turbine, rotorcraft, and experimental hours more than offset a decline in fixed wing piston hours.

With increasing numbers of regional and business jets in the nation's skies, fleet mix changes, and carriers consolidating operations in their large hubs, we expect increased activity growth which has the potential to increase controller workload. Operations at FAA and contract towers are forecast to increase 0.9 percent a year over the forecast period with commercial activity growing at five times the rate of noncommercial activity. The growth in U.S. airline and business aviation activity is the primary driver. Large and medium hubs will see much faster increases than small and non-hub airports, largely due to the commercial nature of their operations."

Source: FAA Forecast Highlights 2016-2036

Moody's Investor Service Airport Industry Outlook

Moody's has assigned a **positive** outlook for the short-term (12-18 months) U.S. Airport industry sector as economic growth brings more travelers. This outlook is summarized in the following press release on December 16, 2015:

Global Credit Research - 16 Dec 2015

2016 Outlook – Enplanement Growth Drives Positive Outlook

Our outlook for the US airport industry is positive. This outlook reflects our expectations for the fundamental business conditions in the industry over the next 12 to 18 months.

More seat capacity on US airlines, combined with continued US economic expansion, will push enplanement growth to between 2.5% and 4% in 2016, approximately equal to our previous expectation of up to 4% growth in 2015. Enplanement growth, or the increase in number of passengers using an airport to depart on a flight, is a key indicator of our outlook because in most instances it translates into higher parking and airport-terminal concession revenues, which account for about half of total airport revenue. Our outlook has been positive since December 2014.

- **Airlines will add more seats in 2016, supporting enplanement growth.** Seat growth, which we expect to rise between 3% and 4.5%, is strongly correlated with airline seat capacity and economic growth. Based on guidance provide by US airlines in third quarter earnings updates, seat capacity growth will be moderate at the large US carriers, but smaller airlines will again add significant capacity in 2016.
- **US economic growth will support demand for US travel.** The US economy will grow about 2.5%, according to Moody's Macroeconomic Board's forecast , supporting increased air travel. We also expect US travelers' strong demand to make up for weakness in inbound travel.
- **Higher-than-expected enplanement growth and stronger-than-expected financial performance this year will provide a cushion against downside risks in 2016.** For 2015, most airports will report enplanement growth above 2%, which will result in increased debt-service coverage ratios and stronger liquidity. For 2016, we expect enplanement growth will be near 4%, which will also result in stronger-than expected financial metrics.
- **Small airports will continue to lag as airlines constrain capacity growth.** In 2015, small airports as a group have seen meager growth of about 1%. Small airports

Greenville-Spartanburg Airport District 2017 Operating Budget

are more likely to only be served by the large legacy airlines, which are projected to see the smallest seat capacity growth.

- **What could change our outlook.** We would likely shift back to a stable outlook if enplanement growth slips below 2.5%, which could happen if the US economy weakens.

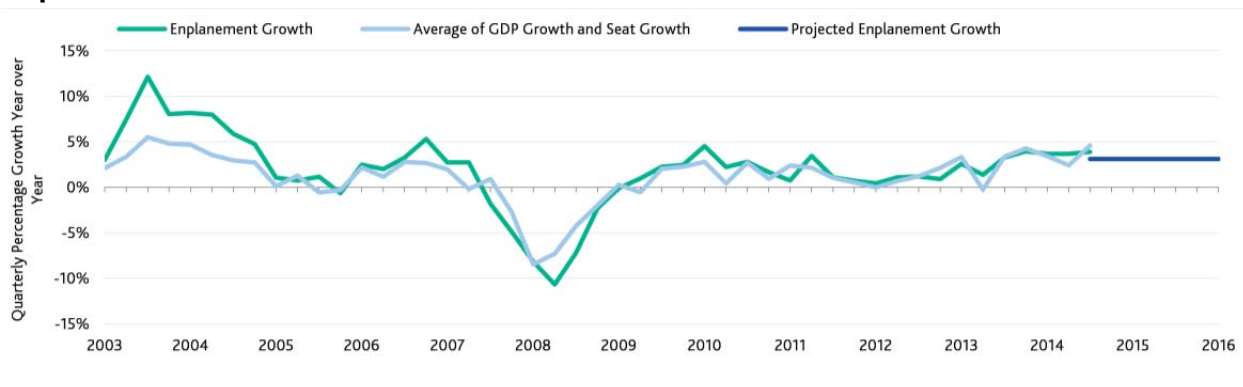
Strong 2015 enplanement growth supports positive outlook in 2016 as airlines add more seats

We expect that airlines will continue to add seats in 2016 as the major airlines replace small planes with new, larger planes and as smaller airlines add new planes. Higher-than-expected seat capacity on US airlines, combined with continued growth in the US economy, has resulted in enplanement growth of almost 5% in 2015 through September, exceeding the upper range of our expectations of up to 4% growth in 2015.

Enplanement trends generally track airline seat capacity and US economic growth. Exhibit 1 shows that enplanements are on track to rise about 3.2%, based on the midpoint of our forecasts for seat-capacity growth (3.7%) and economic growth (2.5%). However, we think enplanement growth will be slightly higher than our calculation suggests as consumers get a spending boost from lower gasoline prices and the potential for airlines to increase capacity over their stated ranges with continued low fuel prices, as we saw in 2015.

Exhibit 1

Enplanements On Track to Rise 2.5% to 4% in 2016



Sources: US Bureau of Transportation Statistics, US Bureau of Economic Analysis, Moody's Investors Service

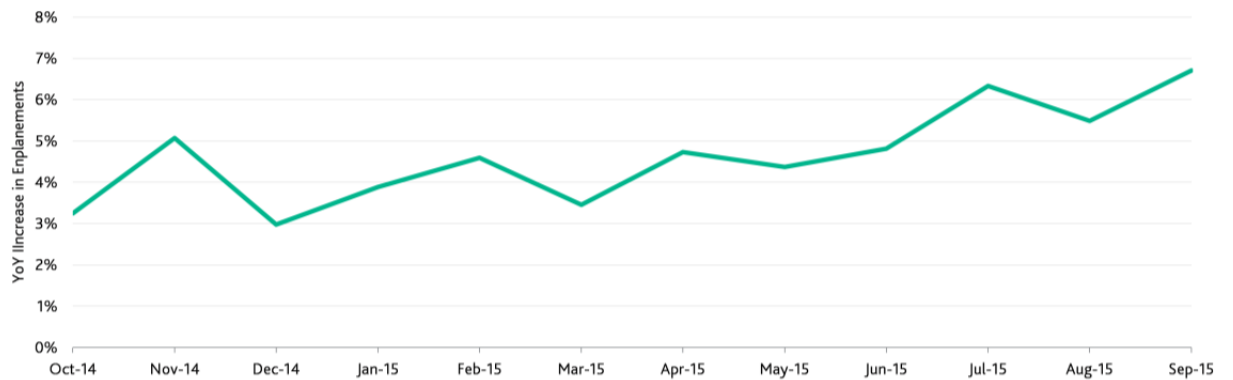
Enplanement growth, or the increase in number of passengers using an airport to depart on a flight, is important for the airport industry because in most instances it translates into higher parking and airport-terminal concession revenues, which accounted for 45% of total airport revenue in 2014, according to the Federal Aviation Authority's Certification Activity Tracking Systems. Higher revenue provides stronger debt-service coverage and, in most cases, results in more liquidity. A main driver of our continued positive outlook is data showing steady enplanement growth at airports that has been growing stronger throughout 2015. Exhibit 2

Greenville-Spartanburg Airport District 2017 Operating Budget

shows that total enplanements have risen 3% or higher each of the last 12 months, compared with the same months a year earlier. This year through September, 48 of 89 airports for which we have monthly data have reported growth above 4%, while an additional eight airports have seen growth above 2%. Enplanement growth was negative at 19 airports.

Exhibit 2

Enplanement Growth is Trending Higher



Sources: Moody's Investors Service, based on data from airport websites

Exhibit 3 shows the expected increase in seat capacity at the seven largest domestic airlines in the US (which account for just over 80% of domestic enplanements), based on third-quarter 2015 investor presentations and calls. Three of the four largest airlines expect to keep capacity growth at or below 3%, about the rate of economic growth. However, smaller airlines, such as JetBlue Airways Corp. (B2 positive), Alaska Airlines Inc. (not rated) and Spirit Airlines (not rated), plan to increase capacity by at least 7%. From this, we expect seat capacity growth will be between 3.1% and 4.5% in 2016.

Exhibit 3

Seat Capacity at Seven Largest US Airlines Will Rise About 3.5%, On Average, in 2016

Airline	Low Range	High Range	Last 12 Months - Market Share
American Airlines	2.0%	3.0%	20.2%
Southwest Airlines	5.0%	6.0%	17.8%
Delta Air Lines	0.0%	2.0%	17.0%
United Airlines	1.5%	2.5%	14.8%
JetBlue	7.0%	9.0%	5.2%
Alaska Airlines	8.0%	8.0%	4.4%
Spirit Airlines	15.0%	20.0%	2.4%
Weighted Growth	3.1%	4.5%	

Sources: Data on seat capacity are from the companies' third-quarter earnings calls or investor presentations, and market-share data are from the US Bureau of Transportation Statistics

We would likely shift back to stable outlook if enplanement growth slips below 2.5%, which could happen if the US economy weakens and dampens demand for air travel.

Greenville-Spartanburg Airport District 2017 Operating Budget

Capital improvement in 2016

As airlines increase their use of larger planes, airport capital spending will focus more on improving terminals than on runway capacity. The four biggest airlines plan to increase seat capacity by switching to larger planes, and some plan to reduce fleet size. For airports, this should help keep the number of flights steady, relieve pressure on runways and obviate the need for additional airfield capacity, all of which reduce the need for new capital spending on the airfield.

However, the move to larger planes also increases the need for larger terminal hold rooms, where passengers wait for planes, and concession spaces, increasing the need to spend inside the terminal. We think terminal capital-improvement programs will continue, such as the proposed \$3 billion replacement of the central terminal building at LaGuardia Airport (Port Authority of New York and New Jersey, Aa3 stable) and the new terminal facilities at New Orleans Louis Armstrong Airport (New Orleans Aviation Board, A3 stable). We also expect to see updated terminal redevelopment plans at Greater Orlando Aviation Authority, FL (Aa3 stable), Salt Lake City International Airport (not rated), and potentially at Kansas City International Airport (Kansas City (City of) MO Airport Enterprise, A2 positive).

US growth will support US travel demand, but international demand might slow

US economic growth of about 2.5% in 2016, according to Moody's Macroeconomic Board forecasts, will support demand for air travel within and from the US, another reason for our positive outlook. However, as in 2015, economic weakness in Latin America and the euro area, slowing economic growth in China and a strong dollar will place pressure on international travelers to the US. International enplanements accounted for 22% of all enplanements in the US in 2013 and 2014, and travelers from outside the US accounted for 52% of all overseas travel in both years.

National tourism data compiled by Office of Travel and Tourism Industries, a sub-unit of the International Trade Administration through March 2015 (the latest available) shows overseas visitors rising at 2.5% in the first three months of 2015, but below the 4.6% for the first three months of 2014. The office has not released outbound travel information for the quarter, but total international enplanements grew 4.4% according to the Bureau of Transportation Statistics, which would indicate that US outbound travelers are making up for the weakness in inbound traffic. Given the similar economic and air service projections in 2016 as we saw in 2015, we expect this trend to continue.

Greenville-Spartanburg Airport District 2017 Operating Budget

Stronger-than-expected enplanement growth will support credit metrics

We expect that airports will report higher revenue in 2015-16, given that enplanements will surpass budgeted expectations. The increased revenue will lead to stronger debt-service coverage and liquidity, while lowering the airport-related cost to airlines per enplaned passenger.

As enplanements rise and more people pass through airports, revenue from parking fees and food, beverage and retail spending in airport terminals should also rise. Additionally, while not technically revenue, airports can use passenger facility charges, a fee paid by passengers, to pay debt service.

The increased net revenue will provide stronger debt coverage and, in most cases, will result in more liquidity, although an increase in enplanements does not always result in stronger financial metrics. Airports that have residual cost agreements with airlines must return excess revenue to the airlines, either through end-of-year rebates or through reduced fees the following year. Either way, the result is a lower cost per enplanement to the airlines, which is a credit strength.

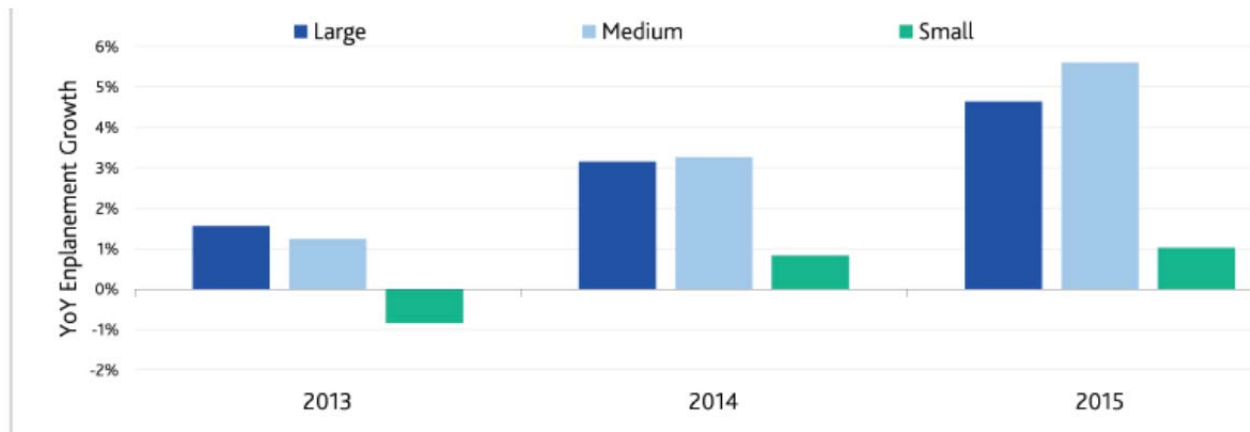
Small airports will continue to lag larger airports

Enplanement growth in 2015 has again been heavily weighted to large and medium hub airports, while small and non-hub airports have seen muted growth. As shown in Exhibit 4, small airports have seen collective growth of just over 1% for the last twelve months through September. This trend reflects that small airports are in a majority of cases highly concentrated in legacy carriers American Airlines Group, Inc. (Ba3 stable), Delta Air Lines, Inc. (Ba2 positive) and United Airlines (United-Continental Holdings, Inc. Ba3 positive) and those airlines have been constraining capacity. Additionally, Southwest Airlines, Co. (Baa1 positive) has been reallocating air service to large and medium hub airports, while faster growing JetBlue and Spirit Airlines concentrate on large and medium hubs. Given the projections given by airlines shown in Exhibit 3, we expect this trend to continue in 2016.

Greenville-Spartanburg Airport District 2017 Operating Budget

Exhibit 4

Small airports continue to see constrained growth



Sources: Moody's Investors Service, based on data from airport website, last 12 months through September

Sources: Moody's

- Moody's outlook reflects the rating agency's expectations for the fundamental business conditions in the industry over the next 12 -- 18 months. Moody's outlook for the US airports had been stable since February 2013.

Source: Moody's Investor Service outlook on US Airport Industry "US Airport outlook raised to positive as economic growth brings more travelers"... December 12, 2014

Greenville-Spartanburg International Airport (GSP) Outlook

Although profitability levels have been and continue to be very strong, management is focused on and remains committed to providing increased levels of air service for the surrounding population base. We continue to work diligently towards attracting greater levels of air service for the Upstate region and are ever mindful about posturing ourselves from a competitive standpoint in the face of increased competition from Charlotte and Atlanta.

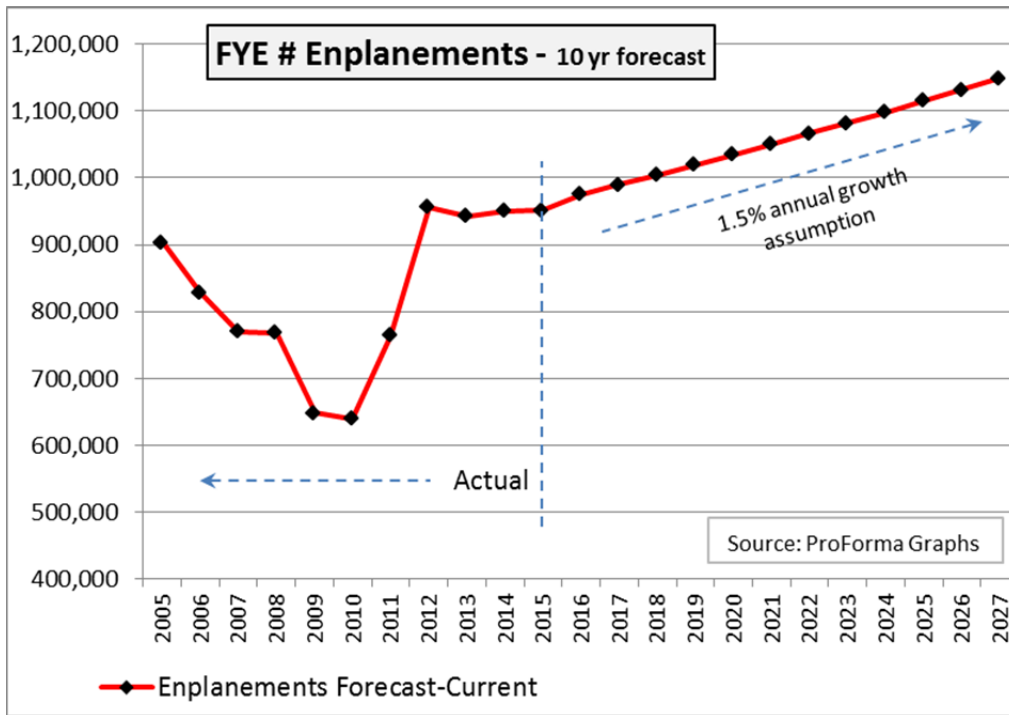
A major project initiative currently underway and nearing completion is a redesign of our aging terminal facilities. The project started in 2012 and has a completion date tentatively scheduled for the 3rd quarter, 2016.

Management agrees with the FAA forecasts and continues to plan for long-term growth in accordance with local initiatives/demands, planning forecasts, and the approved 2003 Airport Master Plan (Note: an update to the 2003 Master Plan is budgeted this year in the Capital Improvement Plan (CIP)). Management is committed to providing our customers with the highest level of service possible in these challenging and exciting times and look forward to the future.

Management's assessment of our long-term forecast continues to be favorable largely due to our lack of significant debt, competitive airline rates & charges, aggressive air service development efforts, regional economic trends, healthy catchment area/size, and many other factors. We attempt to look forward via a long-term 20-year forecast at various intervals with known factors and educated "guesses" ...

Please find below a 10 year projection of our enplanements ... the most recent projection (the red line) shows enplanements leveling out over the next several years before a continuation of the growth trend, albeit a slower rate than our historical norm.

Greenville-Spartanburg Airport District 2017 Operating Budget



Many of the factors utilized in arriving at management's outlook assessment are discussed in much greater detail in the remaining portions of this document.

Assumptions Used in the Preparation of the 2016-17 Budget

This 2017 budget reflects management's best estimate of anticipated Airport revenues generated by the regional economy together with expenses for all facilities or services offered. But with the ever changing traveling environment, the changing organizational structure of airlines, airline mergers and acquisitions, the impact of new routes with different aircraft, and the ongoing enhancement to security requirements, it can be assured that additional currently unforeseen changes will need to be addressed during 2017.

The big items causing changes for the FYE 6-30-2017 budget include, but are not limited to ...

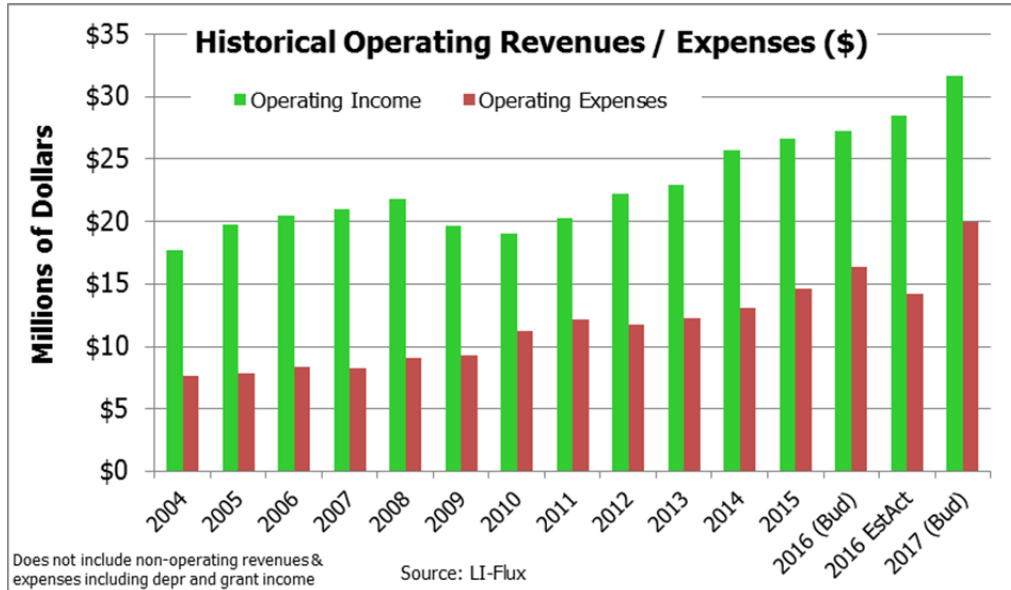
- Partial implementation of Terminal Improvement Program (TIP) spaces, airline & tenant moves to permanent locations, and associated space rental changes
- Loss of Stevens King Air maintenance, loss of rentals related to hangars 1 and 2 relinquishment, etc.
- Takeover of the FBO operations of ½ of a year, associated fuel sales and COGS (cost of goods sold), staffing changes, and other operational changes & projections
- Increases in the # of CIP projects and carryovers of CIP projects approved from prior years and not yet implemented
- Changes in the Organizational structure and associated staffing increases outside of Aviation Services
- Changes in how the Administrative costs of Executive, Finance/HR, Communications, Commercial Business & Properties, Facilities, ARFF, Police and other departmental expenses are spread to the various cost centers and the associated %s of those costs paid by the Airlines.

Assumptions utilized in the preparation of the budget include:

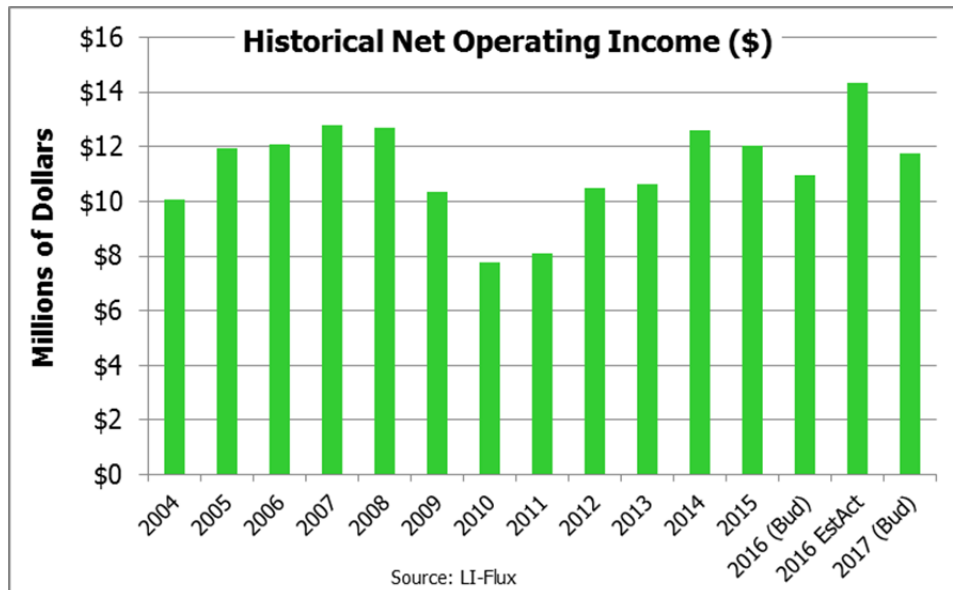
- A slight increase in passenger enplanements to 990,000
- Parking rates increases as follows:
 - Garage rates increase from \$12 to \$14/day
 - SkyLot rates increase from \$6 to \$7/day
 - Daily Lot rates increase from \$8 to \$9/day
 - Long Term/Economy rates increase from \$4 to \$5/day
- Continued management focus on completing the Terminal Improvement Program on a timely and fiscally sound basis
- Includes provision for \$41.5 Million in Capital Improvements
- No change in Investment policy – yields near 0% (T-Bills, 6 month ladder, Treasury direct)

Greenville-Spartanburg Airport District 2017 Operating Budget

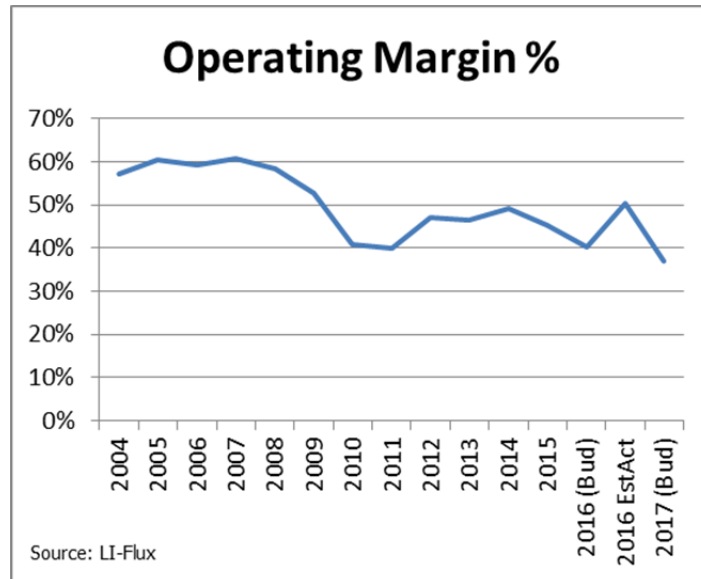
Revenue / Expense Summary by Year



Net Income Summary by Year



Operating Margin % Summary by Year



Rates & Charges Summary

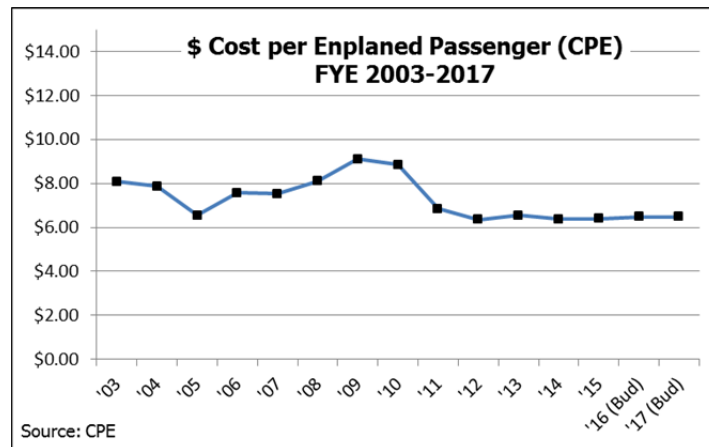
The recommended billing rates and charges are, at this time, a prudent assessment of the financial results that are reasonably achievable in 2017, given the current economic environment and future actions that might be taken by the airlines and potential travelers. As always, there is a continued need to control the number of workforce employees and to maintain tight purchasing and discretionary spending controls to keep rates & charges in line with industry norms. In developing the 2017 budget, the District continues to advance strategies that result in reasonable rates and charges so that business, government, and leisure travelers in the greater Upstate region will continue their support and use of GSP.

The Airline-Airport Use Permit, which the airlines sign to operate at GSP, is hybrid in nature with a "cost center residual methodology" utilized for calculating the landing fee, and a "compensatory methodology" for calculating the terminal rental rate. The agreement is not subject to a majority-in-interest (MII) approval by the airlines. The District may adjust rentals, fees and charges for Assigned Premises based on changes in actual and projected financial activities during a given fiscal year. This provision is especially important to ensure adherence to financial covenants in bond resolutions.

Greenville-Spartanburg Airport District 2017 Operating Budget

Budget FY 2016-17 Summary of Rates and Charges

		2016 Rates & Chrgs	Projected 2017
<u>Scheduled Airline Rates (B)</u>			
Terminal Building Rental Rate (PSF)		\$ 54.94	\$ 53.08
Landing Fee Per 1,000 LBS		\$ 1.81	\$ 1.82
Passenger Loading Bridge Annual Rental Fee		\$ 35,166	\$ 35,190
Apron rental fee (parking position) per year		\$ 14,718	\$ 14,718
Dumpster fee per year		\$ 708	\$ 708
Triturator fee per year (per enplanement)		\$ 0.006330	\$ 0.006330
<u>Cargo Airline Rates</u>			
Landing Fee Per 1,000 LBS		\$ 1.81	\$ 1.82
<u>Items Billed Directly:</u>			
Emp Parking - in garage (paid to ABM)		\$2.00/day	\$2.00/day
Emp Parking - station mgrs in ST (paid to ABM)		\$40/month	\$40/month
Emp Parking - in employee lot (billed by GSP)		\$20/month	\$20/month
Skycap and Wheelchairs		\$ -	\$ -
Notes:			
(A) - Included in "Per-Turn" Fee			
(B) - A scheduled airline providing an average of 7 or more flights per week			



Greenville-Spartanburg Airport District 2017 Operating Budget

Budget FY 2016-17 Budget / Investment Plan

	\$ Amount (Estimated)			
OPERATING FUND SUMMARY	Budg FY	Budg FY		%
	2015-2016	2016-2017	Difference	Change
Operating Revenues	27,262,641	31,719,662	4,457,021	16.35%
Operating Expenses	16,323,514	19,960,925	3,637,411	22.28%
Net Operating Income	10,939,127	11,758,737	819,610	7.49%
Add: Interest Income	13,000	13,000	-	0.00%
Add: RAC CFCs	788,867	857,676	68,809	8.72%
Less: Interest Expense/Other	355,596	333,772	(21,824)	-6.14%
Net Income (Excluding Depr only)	11,385,398	12,295,642	910,243	7.99%
Investment Fund Summary				
BOY Cash/Investment Balance (Proj)	46,480,755	23,000,000	(23,480,755)	-50.52%
Add: Net Income	11,385,398	12,295,642	910,243	7.99%
Add: Projected Grant Income	7,252,555	13,976,749	6,724,194	92.71%
Less: Prior Yr Items Appr/carried forward	2,663,300	18,074,610	15,411,310	578.65%
Less: Capital Improvements	38,829,804	20,467,640	(18,362,165)	-47.29%
Less: Equip/Small Capital Outlays	306,000	1,124,000	818,000	267.32%
Less: Renewal & Replacement	1,024,000	792,000	(232,000)	-22.66%
Less: Professional Service Projects	250,000	1,000,000	750,000	300.00%
Less: Bond principal payoffs	320,000	340,000	20,000	6.25%
EOY Estimated Cash/Investments	21,725,604	7,474,141	(14,251,463)	-65.60%
3/31/2016 Cash/Inv Balance	26,950,000			
Updated Estimated YrEnd Balances	23,000,000	7,900,000		
Note: Updated 6/30/16 cash/inv projection reflects changes in TIP delivery, expected payment schedules, updated operating results, actual CIP costs vs budgeted, and many other factors, etc.				

Acknowledgements

The Board of Commissioners has contributed its full support to the development and maintenance of the financial operations of the Airport. Without this leadership, together with the strong commitment from the District's management team, the presentation of this budget and other financial reports would not be possible.

Respectfully submitted by:

David N. Edwards, Jr., A.A.E.
President/CEO

Jack Murrin, CPA, A.A.E.
Vice President Administration and
Finance/CFO

AIRPORT DISTRICT OVERVIEW

Organization

In March, 1959, the General Assembly of the State of South Carolina enacted an act to create the Greenville-Spartanburg Airport District (the “District”), a political subdivision of the State of South Carolina. The corporate powers and duties of the Greenville-Spartanburg Airport District are to be exercised and performed by the Greenville-Spartanburg Airport Commission.

Responsibility

The District is responsible for the efficient planning, development, administration, operation and financial condition of the Airport. The District, as landlord, rents space and assesses fees and charges to the airlines and businesses providing goods and services to the traveling public and to the civilian, business, governmental and military users of the Airport. The District is responsible for assuring residents of the Upstate and the surrounding areas of minimal environmental impact from air navigation and transportation.

Strategic Business Plan 2014-2020

GSP formally adopted the Strategic Business Plan for 2014-2020 on November 24, 2014.

The plan outlined the foundations of our strategy, including our Vision, Mission and Core Values as well as our Strategic Goals that together represent our priorities as we prepare for this century's second decade. We also identified performance measures for each goal, allowing each of us to monitor GSP's continuing progress.

Mission and Vision

Our mission and vision provide the foundation for our six-year strategic business plan. Since GSP was built over a half-century ago, we have enjoyed consistent leadership and commitment to these foundations. For each strategic business plan, these foundations are operationalized through our strategic goals.

Mission Statement

To advance the economic prosperity of the region by providing a safe, convenient, user-friendly and cost competitive air transportation system connecting the region with the nation and world.

Vision Statement

Serve as the region's global transportation hub and economic catalyst by providing best-in-class infrastructure and service.

Core Values

We are especially proud of our "Core Values", which speak to the "GSP way". Our core values express how we conduct our day-to-day business and provide a consistent set of expectations for all of us who work at the airport.

- **Safety & Security:** We embrace them as our priority
- **Excellence:** We are committed to ensuring excellence in all we do
- **Innovation:** We embrace innovative solutions and are always ready for change
- **Integrity:** We are dedicated to honest and ethical practices
- **Accountability:** We accept responsibility for our actions
- **Teamwork:** We think and act like one team, bonded by mutual trust & respect

Strategic Goals

Our strategic goals include ...

- A. SAFETY AND SECURITY - Provide safe and secure infrastructure for users, employees and tenants
- B. ECONOMIC DEVELOPMENT - Act as a leading source of economic development for Greenville and Spartanburg counties and the greater Upstate Region
- C. AIR SERVICE - Attract and maintain competitive air service enabling GSP to be the region's "Airport of Choice"
- D. FINANCIAL MANAGEMENT - Increase and diversify aeronautical and non-aeronautical revenues ensure GSP's financial sustainability
- E. ECONOMIC OPPORTUNITY - Serve as a source of job creation and economic opportunity by encouraging business with local firms
- F. CUSTOMER SERVICE - Provide unparalleled access and superior customer service to our users

BOARD OF COMMISSIONERS

Objective

To administer the provisions of the legislation creating the Greenville-Spartanburg Airport District as codified in the Code of Laws of South Carolina 1962 (Sec 55-11-110) (the "Legislation").

Purpose

To carry out the objectives of the Legislation and to serve the public interest through the coordination of the planning, financing, construction, and operation of the aviation facilities known as the Greenville-Spartanburg International Airport in Greenville & Spartanburg counties, South Carolina.

Composition

The membership of the Commission consists of three (3) members who are residents of Spartanburg county, and who are appointed upon the recommendation of a majority of the members of the Spartanburg County legislative delegation AND three (3) members who are residents of Greenville county, and who are appointed upon the recommendation of a majority of the members of the Greenville County legislative delegation. Thus, a total of six (6) members exist. Upon election by a majority of the Greenville or the Spartanburg delegation, as the case may be, the secretary or acting secretary of the respective county delegation shall certify the approval to the Governor, who shall Commission the nominee for a term of six (6) years.

Functions

The Board of Commissioner's functions generally include:

- Exercising the powers of the District to make rules and regulations concerning its operations and facilities.
- Adopting resolutions, policies and procedures.
- Approving the District's annual operating budget and capital improvement expenditures.
- Serving as a public forum for citizens on aviation matters.

AIRPORT ENVIRONS AREA LEGISLATION

In 1995 the Governor of South Carolina signed into law an Act that permits the regulation of development and land use around the Airport. The Act created the Greenville-Spartanburg Airport Environs Planning Commission, which is charged with developing and adopting a uniform land use plan and uniform building performance standards for an area extending approximately three miles from the ends of the Airport's existing runway and approximately three miles from the ends of a proposed second runway to be constructed at the Airport. The purpose of the planning commission is to regulate future development so as to encourage compatible land use in the Airport environs area created by the Act.



The map above depicts the area around the airport in which the Airport District exercises zoning control over heights of structures and types of land uses that are incompatible with airport operations. The Airport Environs Commission must approve all development projects within this area.

AIRPORT FACILITIES OVERVIEW

Almost fifty years ago the seeds were planted for what is known today as Greenville-Spartanburg International Airport (GSP) – Roger Milliken Field. Since that first flight which took place in 1962, GSP has earned a reputation of safety and has grown into one of the finest airports in the country.

The newly renovated GSP terminal building will have in excess of 410,000 square feet of space, second level jet bridge boarding and thirteen departure gates.

More than 1.9 million passengers per year are served by 5 major airlines offering over 49 non-stop daily departures to 13 major cities across the US. A connection in one of those 14 cities makes access to the world easy from GSP.

GSP is situated on approximately 3,600 acres of land and has a three-level 410,000 square-foot passenger terminal building which includes airline ticket counters, airline offices, a baggage claim area, second-level departure lobbies, restaurants, gift shops, waiting areas and rental car counters. The passenger terminal has two enclosed concourses, Concourse A and Concourse B, with second-level departure jetway boarding and a total of 13 gates. Nine gates located in Concourse A and four gates located in Concourse B. Commuter passengers are processed on the second level of Concourses A and B and board aircraft through boarding bridges or ground-level gates which are accessed by stairways and elevators.

The Airport has a total of 4,851 parking spaces, broken down as follows:

Space Type	Total Stalls
Garage A*	1,457
Garage B**	1,505
Daily Lot	367
Economy	1,522
Total	4,851
Less: Fly & Shine	13
Less: Ready Car	391
Total Rentable	4,447
* includes ready car stalls	
** includes Fly & Shine Stalls	

2,962 parking spaces are available in two multi-level parking garages located adjacent to the passenger terminal building. Three hundred ninety-one parking spaces in Parking Garage A have been made available to the rental car companies operating at the Airport to provide conveniently located "ready car" spaces. 367 convenient spaces are located in our Daily Lot and 1,522 additional parking spaces are available in a more remote economy parking lot located approximately 1,200 feet from the passenger terminal building.

Greenville-Spartanburg Airport District 2017 Operating Budget

The airfield consists of a single runway in a northeast/southwest orientation, with associated parallel taxiways, an aircraft parking apron and an air cargo apron. The latest runway extension, completed in June of 1999 extended the runway to 11,001 feet making it possible for GSP to accommodate any aircraft currently in operation today. The runway is 11,001 feet long, 150 feet wide, and has paved shoulders that are 35 feet wide. The runway is lighted and is equipped with a Category IIb Instrumental Landing System which accommodates precision approaches and departures. A traffic control tower and approach and departure control facilities are located at the Airport and manned by FAA personnel. In 1995 the National Weather Service built a new facility at the Airport which includes a Doppler radar system.

Two Federal Inspection Stations (FIS) consisting of Customs, Immigrations and Agriculture are located at GSP. The first FIS facility located under the south concourse is designed to handle 250 international passengers per hour. The second FIS location on the north cargo ramp is designed to handle cargo and corporate aircraft that require international clearance.

A 25-dock cargo facility is located south of the passenger terminal complex and currently serves operations for the various air cargo carriers (except FedEx) serving the Airport. An air cargo apron was constructed at the north end of the runway in 1995. The north end of the airport is home to a 120,000 square foot FedEx facility. This facility, completed in the late summer of 2001 provides FedEx with the capability to sort up to 3,000 packages per hour. Prior to the completion of this new facility, FedEx was only capable of sorting 1,000 packages per hour.

Terminal Improvement Program

Reynolds, Smith and Hills, Inc. (RS&H) was tasked to assist the GSP Airport District with developing a Terminal Area Study which includes updating requirements for the GSP terminal based on the most current enplanements models (including a low fare carrier); requirements imposed by security measures; new airline operational models; technology upgrades; environmental awareness and anticipated developments in the aviation industry. This plan takes into consideration recommendations made by the 2003 Bechtel Master Plan; examines the implications of the new requirements and recommends a strategic implementation of a short and long range plan for the terminal area. The plan aims at full optimization of existing functional areas; replacement of non-functional areas and planned future growth within the limits of the existing terminal area.

This Terminal Area Study is both dynamic and strategic taking into consideration various possible scenarios relevant to the potential requirement for expansion and renovation of the airport's facility. The current state of the aviation industry requires a plan which emphasizes flexibility. It gives GSP airport the opportunity to adjust strategic areas over time while examining the loads implied by different forecast as well as adapting to new conditions as they arise. This plan aims at a proactive and logical approach to renovation and growth of the existing Greenville-Spartanburg International Airport (GSP).

Utilizing the Bechtel 2003 Master Plan as a springboard, the following general goals were established for the plan:

Greenville-Spartanburg Airport District 2017 Operating Budget

- Maintain Excellent Service Standards
 - a. Safety
 - b. Security
 - c. Passenger Convenience
 - d. Airline Operation Efficiency
- Expand Airline Service
 - a. Low Cost Carriers
 - b. International passenger operations
- Comply with TSA Requirements
 - a. Baggage Security Screening
 - b. Passenger Security Screening
- Network the Passenger Terminal for Intelligent Systems
 - a. Self-service ticketing (more recently - plan for self-service bag check-in)
 - b. Explosive Detection Systems
 - c. Provisions for passenger screening; displays and wireless internet access.
 - d. Other systems
- Validate/Enhance Terminal Concessions Program
 - a. Location
 - b. Variety and Number of offerings.
- Resolve Highway Capacity Constraints at I-85 (Beyond our scope)
- Increase Capacity of Auto Parking Facilities
- Maintain a "Good Neighbor" Policy.
 - Impact of GSP growth on the environment.
 - Minimize energy utilization and optimize alternative energy sources.
- Investigate the Need for Land Acquisition (Outlined in previous Master Plan)

Significant changes have taken place in the aviation industry that must be taken into consideration when developing a strategic plan. These are:

- TSA issuance of the Planning Guidelines and Design Standards for Checked Baggage Inspection Systems (PGDS) in 2007 and subsequent issuance of version 3.0 in 11/27/2009. This document recommends equipment redundancies and avoidance of single points of failure, and new inline baggage screening systems to accommodate over five years of growth.
- Recommended Security Guidelines for Airport Design and Construction issued 5/2006.
- CBP Airport Technical Design Standards for Passenger Processing Facilities, issued 8/2006
- Proliferation of self-service ticketing; potential "counter-less" roaming agents; upcoming self-service baggage check-in.
- New security screening technology requirements impacting size of facilities i.e. full body scanners require a significant change in the overall width of passenger screening areas.
- Financial drivers towards increasing sources of revenue at airport facilities (i.e. concessions, business centers, spas, car-wash facilities, privately leased parking facilities, etc.)
- Continued emergence of successful low fare carriers.

Greenville-Spartanburg Airport District 2017 Operating Budget

The Terminal Area Study identified deficiencies and projected three different growth scenarios (Base Case-assuming no changes in number or type of carriers; Low Fare Carrier-assuming the addition of a major low fare carrier and Focus City-assuming GSP operating as a hub for the low fare carrier).

Several alternatives, including building a new “greenfield” terminal were analyzed based on factors which included passenger convenience, constructability, cost, and flexibility among others. This analysis concluded in a partial rebuild/remodel of the terminal which generally maintained the existing gates concourse area (projected to meet the needs of the airport up to the 2M enplanement level). Further linear expansion of the existing gates concourse area would have increased walking distances and incurred unwarranted additional costs.

The study recommends a re-build of the central core area to one that will allow sufficient flexibility to meet the future requirements of the airport as follows:

- Relocation of the rental car areas to the parking garages
- Remodeling of the existing baggage claim area
- Remodeling of the existing gate concourse area
- Substantial increase in the number of concessions and a strategic location on the secure side of the terminal; increased passenger convenience by means of a reduction in changes in levels
- New, energy efficient central plant and a sustainable approach to all building components and systems

This report details the various parts of the study outlined above and illustrates Options for development; growth potential; projected phasing scenarios; costs and funding opportunities.

The joint RS&H, GSP Airport District, RBGB, and Unison staff recommendations, included herewith, are based on the lowest cost option which will meet all of the requirements of the most current Master Plan and will have the greatest potential for ease of expansion and incorporation of sustainable systems.

Land Use Study

The GSP Land Use Planning & Development Study (Project) identified and evaluated specific real estate and land use development opportunities that require or are significantly enhanced by the presence and proximity of the Greenville-Spartanburg International Airport (GSP). The intent of the study was to assess these aviation/real estate relationships, determine which types of development are appropriate for and are desired by the Commission, and develop a land use development plan that will guide and facilitate desired aviation-induced real estate and land use development. Specifically, the objective of the study was to prepare a comprehensive master land use and site development plan for areas on and adjacent to GSP ... this objective was met. These areas include properties that are currently owned by the Airport District as well as, specific areas where property rights and airport controlled development may be sought in the

Greenville-Spartanburg Airport District 2017 Operating Budget

future. The ultimate goal was to create a unified land use and development plan that provides the framework for future development and identifies near term development areas with flexible buildout scenarios.

Facets of the study included ...

Real Estate Market Analysis

- Site inventory and data collection.
- Evaluation of external (non-airport) real estate market.
- Evaluation of internal (on-airport) real estate market.
- Evaluation of vacancy rates, available real estate parcels, absorption rates and local development trends.
- Identify local market rates by use and location.
- Identification of local real estate development needs currently being unmet.

Master Land Use Plan

- Review existing planning information and studies.
- Inventory current airport development areas and facilities.
- Identify GSP real estate Opportunities, Threats, Strengths and Weaknesses.
- Identify specific real estate and land development opportunities that require or are significantly enhanced by the presence of an airport.
- Identify aviation/real estate relationships, determine the types of development that are appropriate for and desired by the Commission and community.
- Identify cluster targets, functional targets, and opportunity-driven targets.
- Request for Qualifications - Professional Consulting Services
- Use forecasts and real estate market analysis information to determine the volume of aviation and non-aviation related real estate and land use development activity that can be reasonably anticipated.

Site Development Concepts

- Develop land use concepts utilizing the information and analyses developed in this Study.
- Identify various development concepts for the near term development areas identified in the land use plan.
- Identify various development opportunities, constraint and potential layouts.
- Identify any airfield improvements that will be necessary as part of the development concept.
- Develop illustrative renderings of specific locations and/or viewpoints within the final site development plan.
- Develop order of magnitude cost estimates for site development concepts.

Greenville-Spartanburg Airport District 2017 Operating Budget

Financial Feasibility Analysis

- Develop absorption rates and take down schedules for airport master land use plan.
- Develop revenue generation forecasts.
- Develop overall profit and loss forecast for proposed development plan.

Implementation Plan

- The Commission seeks to specifically identify two (2) parcels (1 aviation and 1 non-aviation) for Phase I of the Land Use Development Plan. Furthermore, the Commission seeks to begin the preparation of these 2 parcels for future development.
- Preparation by the Commission is expected to include grading/site preparation, roadway access and utility infrastructure needed for development.
- Consultant shall be responsible for developing cost and revenue estimates for said sites, as well as projected schedules and consultation to the Commission for preparation.

Marketing Materials

- Preparation and production of specific marketing and informational materials to be used for marketing of potential development sites and overall recruitment of potential development.
- Marketing materials may include, but are not limited to print media pieces, exhibit display materials and web marketing tools.

Landscape Master Plan

Mission

In late 2013, a design team led by Seamon Whiteside, with the assistance of Greenville Spartanburg Airport District (District) staff and the Greenville Spartanburg Airport Commission Landscape Master Plan Task Force (Task Force), began a landscape master planning process that will be used as a guide for GSP in the future. Over the course of 2014, the design team met with District staff and appropriate contacts, made numerous site reconnaissance visits to the GSP campus, gathered information from a variety of sources, conceptualized landscape improvements, and made a number of recommendations.

Recommendations

The final landscape master plan consists of a series of recommended improvements to key GSP Campus landscape spaces, as well as design standards for new development. These improvements vary in size and scope, but work together to enhance the GSP Campus, and create a sustainable landscape that will respect the history of the campus core while continuing the GSP landscape legacy into the future, and allowing GSP to serve as a community leader in regionally sensitive and sustainable design.

The following areas were addressed with a focus on specific improvements to key landscape spaces:

- A) Tree Replacement (Core Campus)
- B) Two and Four-Lane Future Road Standards
- C) Existing Road Improvements
- D) Campus Green Improvements
 - i) Terminal Approach
 - ii) Terminal Mall
 - iii) Terminal Drop Off
 - iv) Airside Garden
- E) Iconic Sign
- F) Gateway Corner Improvements

Greenville-Spartanburg Airport District 2017 Operating Budget

G) Tract and Parcel Signage Standards

Design Standards

The Landscape Master Plan is designed to provide the District with an attractive, harmonious, coherent, and practical natural environment. These design guidelines shall be considered supplemental to the applicable zoning use provisions and development standards and any other Federal, State, or local regulation governing development. They are intended to assist in establishing and maintaining a character and quality of development consistent with the goals of the District.

Site-Related Items included in the “Design Standards” discussion were:

- Site Clearing, Grading, and Drainage
- Tree Preservation
- Street Design
- Sidewalks
- Fences ,Walls, Site Furnishings
- Requirements for Loading and Service Areas
- Lighting
- Signage

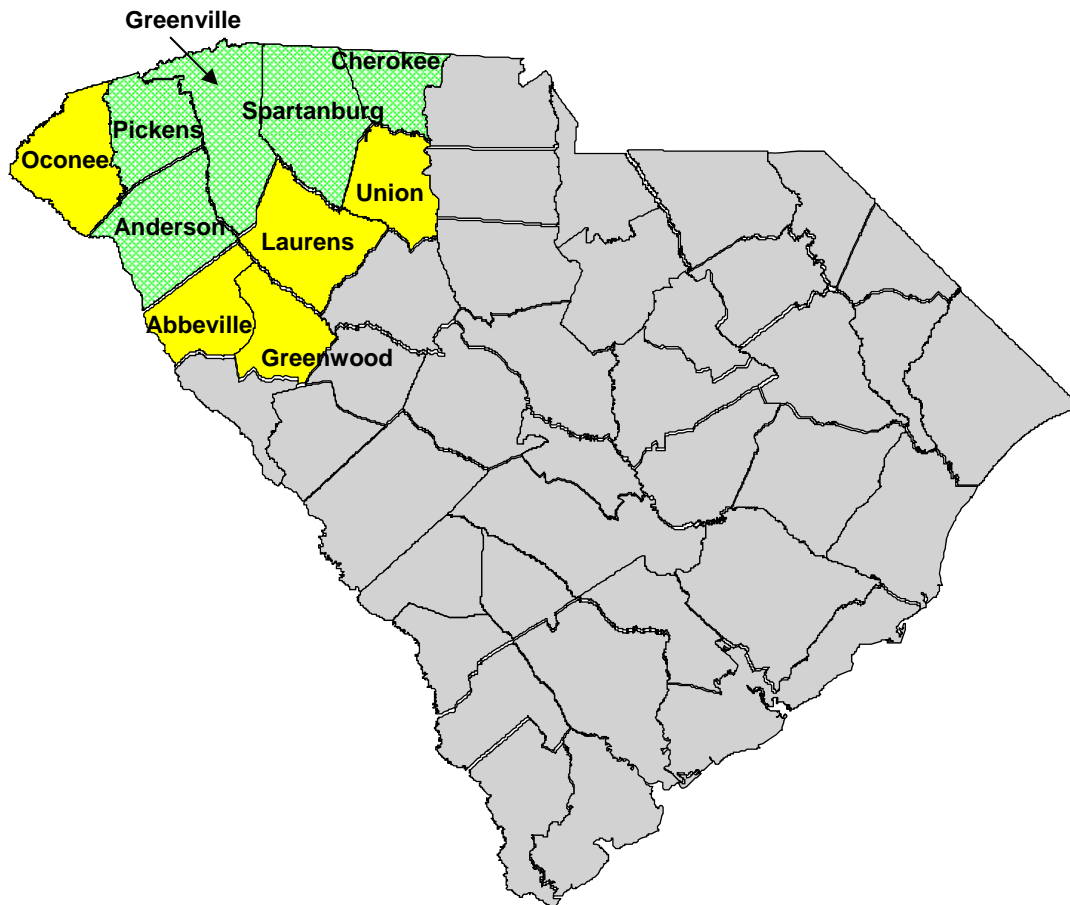
The Landscape Standards set forth in the study included the following sections:

- Purpose of the Landscape Standards
- GSP Plant Palette
- The Natural Planting Approach
- Street Trees
- Trees within the Landscape
- Hedges
- Groundcover
- Lawns
- Mulch
- Irrigation
- Visual Buffer Zone Requirements
- Parcel Planting Requirements

AIR SERVICE AREA & DEMOGRAPHICS

Airport Air Service Area

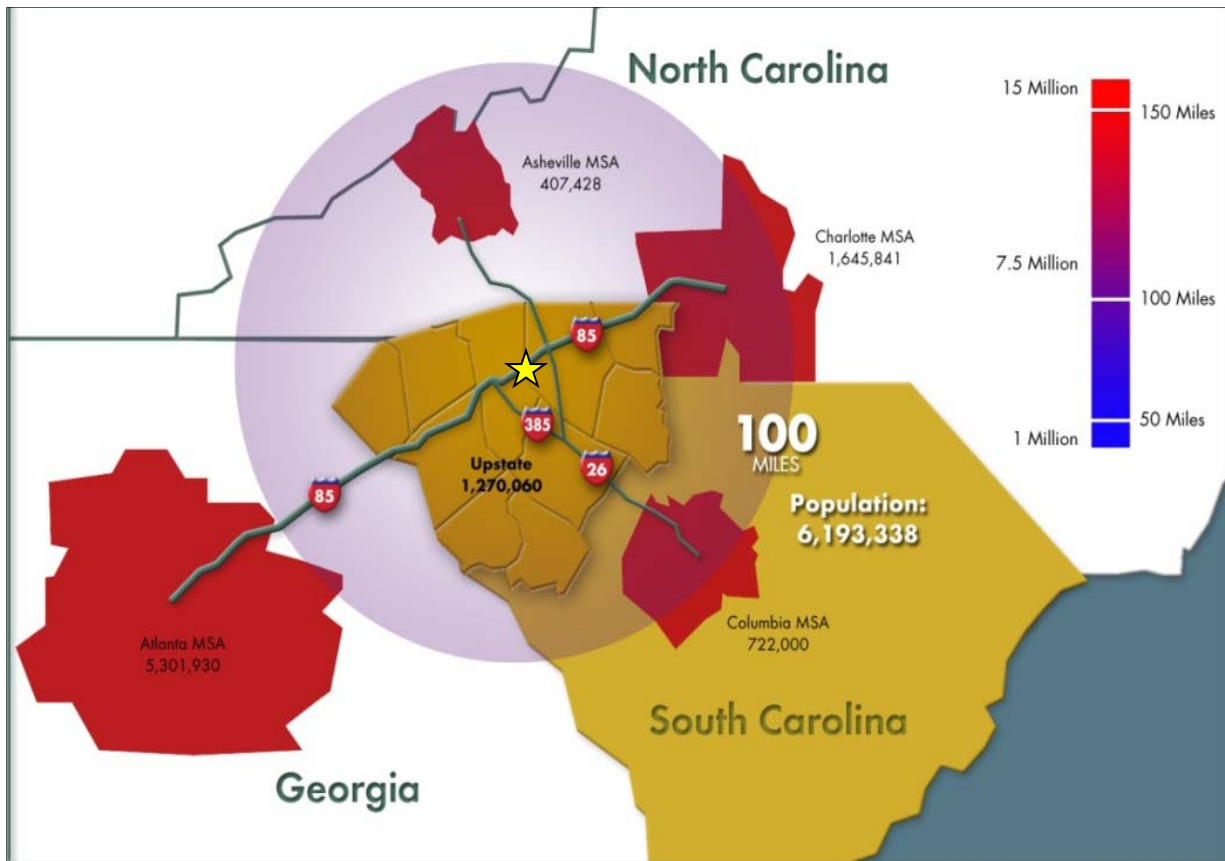
The Airport primarily serves the South Carolina “Upstate” comprising ten counties: Greenville, Spartanburg, Pickens, Anderson, Cherokee, Oconee, Abbeville, Greenwood, Laurens, and Union Counties. Five of these counties (Greenville, Spartanburg, Pickens, Anderson, and Cherokee) make up the Greenville-Spartanburg Metropolitan Statistical Area (“MSA”) as defined by the United States Office of Management and Budget. The Air Service Area is the most populated MSA in South Carolina and is also recognized as South Carolina’s most industrialized MSA, experiencing strong economic development since 1988.



Greenville-Spartanburg Airport District 2017 Operating Budget

Demographics

With its strategic location along I-85 – mid-way between Charlotte and Atlanta – Greenville-Spartanburg, South Carolina is one of the most vibrant and fastest-growing regions in the country. Greenville-Spartanburg International Airport (GSP) sits at the geographic center of this region, with more than 1.65 million people living within 50 miles of GSP and more than 6.38



million within 100 miles. Our population base is actually larger than many existing Southwest Airlines locations.

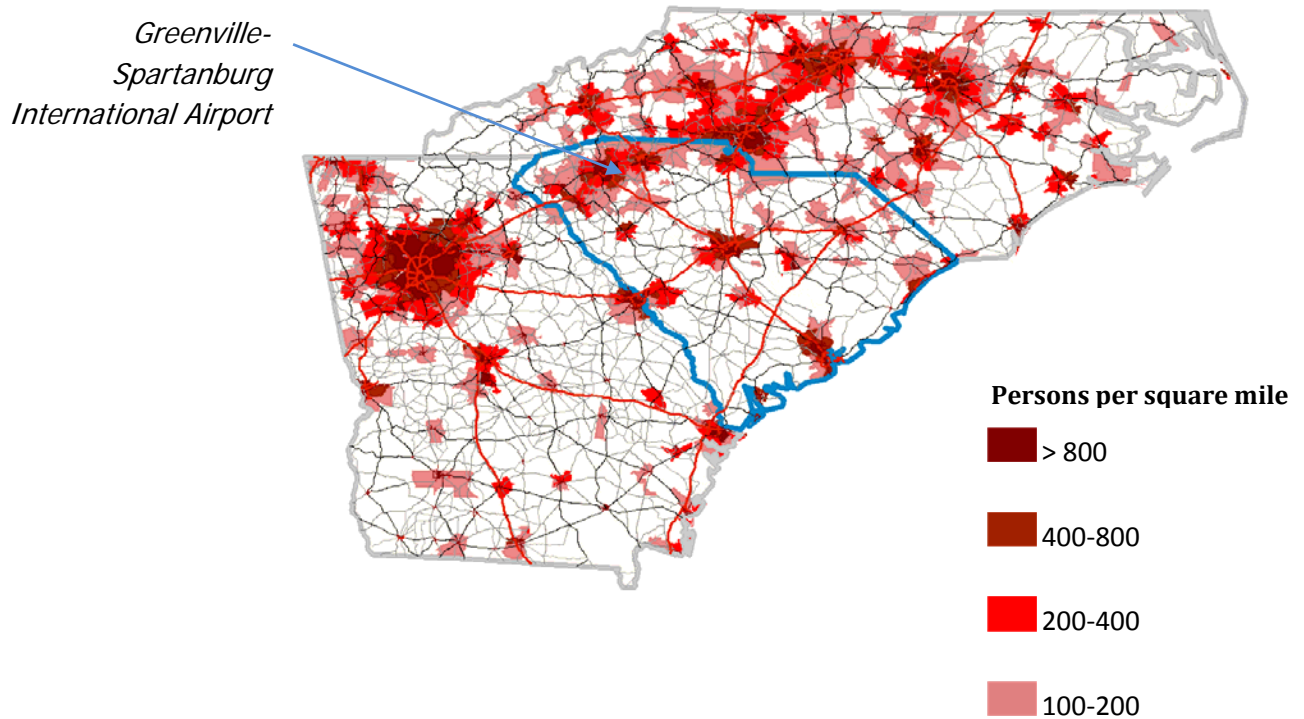
★ *Greenville-Spartanburg International Airport*

Greenville-Spartanburg is home to the highest per capita concentration of international business in the United States, and powerful industry clusters drive a diverse, innovation-driven economy that boasts both superior infrastructure resources and one of the nation's most productive workforces. Businesses and families in this region enjoy an extraordinary quality of life, and the region is known for its unique entrepreneurial culture.

South Carolina is one of the nation's ten fastest-growing states – and GSP is its Commerce Belt. By 2035, the S.C. Budget & Control Board projects that more than 406,000 people will live in Greenville and Spartanburg Counties alone.

Population Density

The I-85 “Mega Growth” Corridor and GSP Customer Catchment Area (“CSA”) are conveniently located with many of the Southeast’s largest population centers. GSP to Atlanta is 130 miles, while GSP to Charlotte is 85 miles. 100,000+ vehicles travel past GSP every day.



Rate of Population Growth

The rate of population growth in the CSA has historically been similar to the Southeast United States and South Carolina at 1.4 percent, 1.5 percent, and 1.4 percent respectively. Compared to the total country's 1.1 percent historical growth rate, the CSA has grown slightly faster.

However, as projected by Woods and Poole Economics, regional population growth is expected to slow to a 0.7 percent annual average rate over the next 30 years versus slightly higher rates for the U.S., Southeast, and the state. The historical and projected comparison of CSA growth to these other geographic areas is shown in the following table:

Greenville-Spartanburg Airport District 2017 Operating Budget

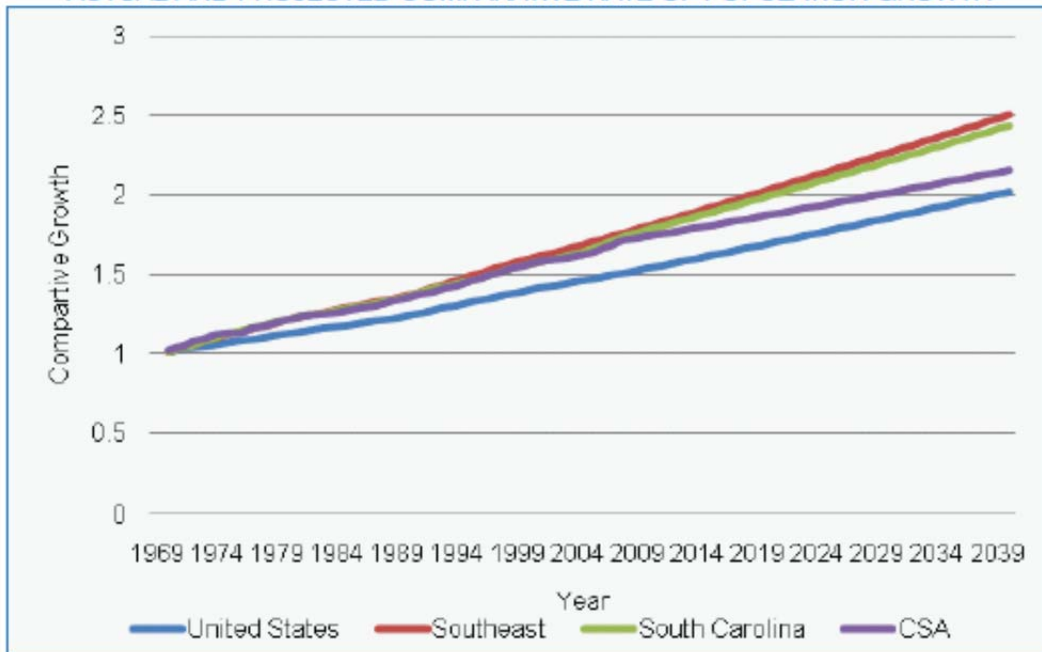
HISTORICAL AND PROJECTED POPULATION GROWTH

Area	1969-2008	2009-2040
United States	1.1%	0.9%
Southeast	1.5%	1.1%
South Carolina	1.4%	1.1%
CSA	1.4%	0.7%

Source: Woods and Poole Economics

Assuming that the base year of data (1969) is valued at one, the comparison of local, state, regional, and national population growth rates is shown on the following chart. The chart indicates that historical actual growth rate of the Southeast, state, and CSA were similar to each other and higher than the national growth rate. Projections for the future by Woods and Poole Economics suggest that the rate of CSA population growth is slowing slightly versus the historical average. These historical and projected population statistics are shown in the following table:


ACTUAL AND PROJECTED COMPARATIVE RATE OF POPULATION GROWTH



Source: Woods and Poole Economics

Greenville-Spartanburg Airport District 2017 Operating Budget

By County, the historical population trends are as follows:


Census Population Trends and Projections, 1950-2030											
County / Upstate Region / State / US											
						 UpstateSCAlliance <i>Business moves here.</i>					
COUNTY	POP 1950	POP 1960	POP 1970	POP 1980	POP 1990	POP 2000	POP 2010	POP 2015	POP 2020	POP 2025	POP 2030
Abbeville	---	21,417	21,112	22,700	23,862	26,167	25,417	25,300	25,100	25,000	24,900
Anderson	90,664	98,478	105,474	133,800	145,177	165,740	187,126	193,300	199,500	209,000	218,500
Cherokee	34,992	35,205	36,791	41,000	44,506	52,537	55,342	56,100	56,800	57,000	57,300
Greenville	168,152	209,776	240,774	288,800	320,127	379,616	451,225	473,300	495,400	518,800	542,300
Greenwood	---	44,346	49,686	57,600	59,567	66,271	69,661	70,600	71,500	73,100	74,700
Laurens	---	47,609	49,713	52,500	58,132	69,567	66,537	65,800	65,100	65,000	65,000
Oconee	39,050	40,204	40,728	48,800	57,494	66,215	74,273	76,600	78,900	84,000	89,100
Pickens	40,058	46,030	58,956	79,600	93,896	110,757	119,224	121,600	123,800	128,300	132,900
Spartanburg	150,349	156,830	173,724	202,700	226,793	253,791	284,307	295,100	305,800	318,500	331,200
Union	---	30,015	29,230	30,800	30,337	29,881	28,961	28,700	28,500	28,300	28,100
Upstate Region ⁽⁴⁾	---	729,910	806,188	958,300	1,059,891	1,220,542	1,362,073	1,406,400	1,450,400	1,507,000	1,564,000
SC	2,117,027	2,382,594	2,590,713	3,131,600	3,486,310	4,012,012	4,625,364	4,823,200	5,020,800	5,235,500	5,451,700
USA ⁽⁵⁾	151,325,798	179,323,175	203,302,031	226,546,000	249,439,000	275,306,000	310,233,000	325,540,000	341,387,000	357,452,000	373,504,000

Source: U.S. Bureau of the Census, SC Department of Health and Environmental Control, SC Office of Research and Statistics
 US Projections by US Bureau of the Census, Annual Projections of the Total Resident Population (NP-T1)
 (4) The Upstate Region includes all 10 counties listed in the table above.
 (5) Projections for the nation are based on 2000 Census data; projections for all other geographies are based on 2010 Census.

Source: <http://www.upstatescalliance.com/about-upstate/information-downloads>

"Population Trends and Projections"

By County, the population stats are as follows:

Census Population Counts, 1990, 2000 and 2010, and 2011-2014 Estimates									
County / Upstate Region / State									
						 UpstateSCAlliance <i>Business moves here.</i>			
COUNTY	POP 1990	POP 2000	PCT CHANGE 1990 - 2000	POP 2010	PCT CHANGE 2000 - 2010	POP ESTIMATE 2011	POP ESTIMATE 2012	POP ESTIMATE 2013	POP ESTIMATE 2014
Abbeville	23,862	26,167	9.7	25,417	-2.9	25,117	25,065	25,008	24,965
Anderson	145,177	165,740	14.2	187,126	12.9	188,563	189,365	190,754	192,810
Cherokee	44,506	52,537	18.0	55,342	5.3	55,588	55,671	55,743	56,024
Greenville	320,127	379,616	18.6	451,225	18.9	459,009	466,758	474,223	482,752
Greenwood	59,567	66,271	11.3	69,661	5.1	69,785	69,833	69,689	69,520
Laurens	58,132	69,567	19.7	66,537	-4.4	66,419	66,258	66,207	66,533
Oconee	57,494	66,215	15.2	74,273	12.2	74,226	74,583	74,913	75,192
Pickens	93,896	110,757	18.0	119,224	7.6	119,426	119,656	119,222	120,368
Spartanburg	226,793	253,791	11.9	284,307	12.0	286,092	288,421	290,818	293,542
Union	30,337	29,881	-1.5	28,961	-3.1	28,655	28,222	27,982	27,876
Upstate Region (1)	1,059,891	1,220,542	15.2	1,362,073	11.6	1,372,880	1,384,996	1,394,559	1,409,582
South Carolina	3,486,310	4,012,012	15.1	4,625,364	15.3	4,673,509	4,723,417	4,832,482	4,774,839

Source: U.S. Bureau of the Census
 (1) Upstate Region = the region encompassing the individual counties listed above
 Compiled by InfoMentum - A Decision Support System for Upstate South Carolina

Source: <http://www.upstatescalliance.com/about-upstate/information-downloads>

"Total Population Counts"

Greenville-Spartanburg Airport District 2017 Operating Budget

Per Capita Personal Income

Per Capita Personal Income (PCPI) in the CSA has historically been less than the United States average and that trend is expected to continue. In 1969, the CSA, state, and the Southeast had similar PCPIs in the \$12,000 to \$13,000 range versus the national average of \$16,465. By 2008, the comparison between the four areas remained similar. For the future, the Southeast, South Carolina, and CSA are expected to remain with lower PCPIs versus the national average. Note that all these amounts are provided in constant year 2004 dollars as presented in the following table:

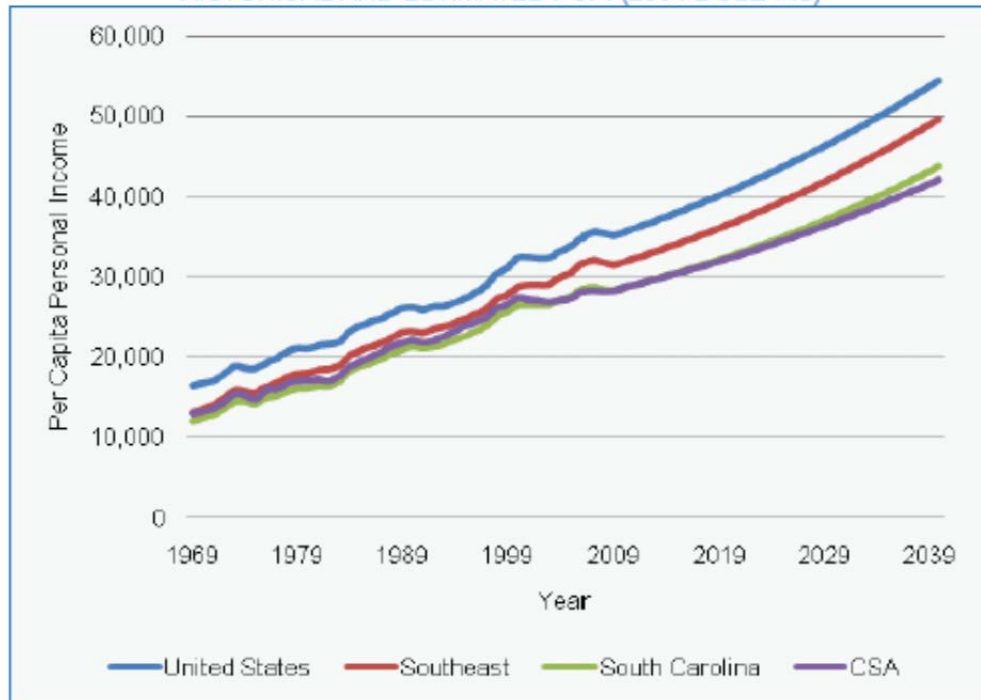
COMPARISON OF PER CAPITA PERSONAL INCOME

Area	1969	2008	2040
United States	16,465	35,438	54,378
Southeast	13,180	31,846	49,699
South Carolina	12,072	28,422	43,725
CSA	12,853	28,137	42,092

Source: Woods and Poole Economics, Inc.


The graphic differences between constant dollar PCPI amounts are shown below:

HISTORICAL AND ESTIMATED PCPI (2004 DOLLARS)



Source: Woods and Poole Economics, Inc.

Greenville-Spartanburg Airport District 2017 Operating Budget

Per Capita Personal Income, 2011 - 2020											
County / Upstate Region (1) / State											
					 UpstateSCAlliance <i>Business moves here.</i>						
COUNTY	PER CAP 2011	PER CAP 2012	PER CAP 2013	PER CAP 2014	PER CAP 2015	PER CAP 2016	PER CAP 2017	PER CAP 2018	PER CAP 2019	PER CAP 2020	PCT CHANGE '11-'20
Abbeville	\$ 27,795	\$ 27,811	\$ 28,285	\$ 29,570							
Anderson	32,003	32,586	32,966	34,228							
Cherokee	27,563	27,061	27,284	28,230							
Greenville	37,825	39,399	39,340	40,791							
Greenwood	31,418	31,324	31,626	32,913							
Laurens	28,470	28,564	28,893	30,131							
Oconee	33,988	34,387	34,650	35,794							
Pickens	29,681	30,670	31,248	32,419							
Spartanburg	34,117	36,537	35,241	36,583							
Union	26,831	27,121	27,541	28,673							
Upstate Region (1)	34,134	35,316	37,825	36,643							
State	34,220	35,461	35,472	36,677							
United States	42,453	44,266	44,438	46,049							
Source: U.S. Bureau of Economic Analysis											
(1) Upstate Region = the region encompassing the individual counties listed above											
Compiled by InfoMentum - A Decision Support System for Upstate South Carolina											
Updated December 2015											

Source: <http://www.upstatescalliance.com/about-upstate/information-downloads>

"Per Capita Income"

ECONOMIC IMPACT ANALYSIS

September, 2012

By Tom Tveidt, Research Economist & President, SYNEVA Economics, LLC

The latest economic impact analysis for Greenville-Spartanburg International Airport released in late September, 2012 reveals that the airport is continuing to deliver a major punch to the local economy.

When comparing the most recent analysis with the analysis completed in October 2009, the results are impressive. The number of jobs associated with GSP in 2009 was 3,692. In 2012 that number had risen to 9,528 representing a 158.07% increase. Income related to GSP rose from \$112,014,138 in 2009 to \$170,491,491 in 2012 for an increase of 52.21%. The overall Economic Output more than doubled from \$377,525,328 in 2009 to \$817,119,411 in 2012.

Total Annual Economic Impact

The Total Economic Impact aggregates the economic effects of on-going airport operations and visitor spending. Each of these activities is also presented separately further in this report.

A total of 951 persons are directly employed at the Greenville-Spartanburg International Airport. Economic activities generated by these operations support another 8,577 local jobs; meaning every job at the Greenville-Spartanburg International Airport supports an additional 9 jobs in the local economy (Table 1).

The Greenville-Spartanburg International Airport directly adds \$42 million in local income, with another \$128.3 million added as a result of indirect and induced effects as the direct dollars circulate through the local economy (Table 1). Every dollar of income produced at the airport generates another \$3.05 of income in the community.

It is estimated that each year the economic activities at the airport cause state/local tax revenues to increase by \$46.1 million, and Federal tax revenues to increase by \$66.6 million (Table 2). In total, economic activities generated from the Greenville-Spartanburg International Airport increases tax revenues by \$112.5 million.

Total output increases by \$817.1 million in the local economy as a result of the Greenville-Spartanburg International Airport (Table 1).

Greenville-Spartanburg Airport District 2017 Operating Budget

Table 1
Total Economic Impact

	Direct	Indirect ³	Induced	Total Impact
Local Jobs	951	7,146	1,431	9,528
Local Income	\$42,095,023	\$97,240,247	\$31,156,220	\$170,491,491
Local Output	\$142,393,292	\$540,129,584	\$134,596,535	\$817,119,411

Table 2
Total Economic Impact-Tax Revenues

Federal	State/Local	Total Tax Revenues
\$66,369,186	\$46,180,505	\$112,549,691

Economic Model and Impact Generation

Impacts were generated by employing an economic model based on the existing industrial structure of a southern state. The IMPLAN economic impact assessment software system⁴ was utilized in the study. The IMPLAN model was originally developed by the USDA Forest Service in cooperation with the Federal Emergency Management Agency (FEMA) and the USDI Bureau of Land Management to assist in resource management and planning. Currently the model is used by dozens of public, private, and academic organizations.

The overriding objective of the model is to measure the full economic impact to a regional/local economy of a specific economic activity. The model is built upon a matrix detailing the input-output relationships among industries and consumers. The primary matrix structure is derived from the National Bureau of Economic Analysis's Benchmark Input-Output Model.

The national model is realigned to match the regional economy. Output ratios and imports for over 500 industrial sectors in the area are assigned. Purchase coefficients are derived to measure the percentage of intermediate and final demands that are satisfied from local production and the percentage that are imported from outside the area. Consumer expenditure patterns, price deflators, industry employment levels, household income groups and the area population are also factored in for the local economy.

As a result, the economic impact model is able to generate a set of multipliers. The multipliers calculate changes due to; the initial direct effects, the backwards indirect effects caused by the changing inputs to effected industries and the induced effects on household spending caused by the changes in household income. The multipliers also depict leakage from the area, which eventually diminish the effects to zero.

Greenville-Spartanburg Airport District 2017 Operating Budget

The model can report the resulting economic impacts in terms of employment, income and changes in estimated tax revenues. Besides aggregate impacts, the reports can also show effects upon individual industrial sectors.

AIRPORT LEVEL OF SERVICE AND OPERATIONAL HIGHLIGHTS

Type and Size of Airport

GSP is considered an origin and destination airport, with almost 100% of its passenger traffic either originating or terminating their trip at the Airport.

GSP is defined as a small hub airport under FAA enplanement criteria.

Airlines Providing Service and Gate Assignments

Source: GSP Website

Five airlines provide regularly scheduled service to GSP. These are Allegiant, American, Delta, Southwest Airlines, and United. With the exception of Allegiant, Delta Mainline, and Southwest, all other airline service to the airport is provided by one of the "legacy" airlines, specifically by one or more of their regional commuter affiliates. Air Wisconsin, Piedmont, PSA, and Mesa operate as regional carriers for American. Endeavor, Express Jet, and Shuttle America operate

Greenville-Spartanburg Airport District 2017 Operating Budget

as regional carriers for Delta. ComutAir, Express Jet, and Trans States are regional carriers operating as United Airlines.

There are 13 designated boarding gates at the Airport. Their planned distribution, which can change at any time as needed, is shown below by carrier.

ASSIGNMENT OF PASSENGER TERMINAL GATES		
Carrier	Gate Identification	Number of Gates for Carrier
Concourse A		
American	A1, A2 & A3	3
Southwest	A4	1
United	A6 & A8	2
"Per-Turn" Use	A5, A7, A9, B1 (Delta)	4
Concourse B		
Delta	B2, B3, & B4	3
Vacant		0
Total		13

Non-Stop Destinations

Each of the legacy airlines serving GSP flies to one or more of their respective hubs. Allegiant serves a variety of vacation destinations in Florida. In May 2015 cities served non-stop by carrier are shown below:

NON-STOP DESTINATIONS FROM GSP	
Carrier	Non-Stop Destination
Allegiant Air	Orlando/Sanford, Ft Lauderdale/Hollywood, Tampa/St. Petersburg, Punta Gorda
American Airlines	Dallas/Ft. Worth, Washington/DCA, Philadelphia, Charlotte
Delta	Atlanta, Detroit, New York/LGA,
Southwest	Atlanta
United	Newark, Chicago, Houston, Washington Dulles

Source: GSP Website

Location and Other Characteristics of Competing Regional Airports

Within relatively easy driving distance of the Greenville-Spartanburg-Anderson CSA are a number of other commercial service airports. In fact, the Airport is located between two of the largest airline hub airports in the United States. Atlanta is the home of the nation's largest airline hub for Delta Air Lines. Charlotte is a hub for American Airlines. Other airports such as Columbia Metropolitan and Asheville Regional are reasonably close in distance, but neither is believed to be a serious competitor in the face of the extensive air service available in Atlanta and Charlotte. Key information on the four closest competing airport cities is provided below:

INFORMATION ON SURROUNDING REGIONAL AIRPORTS					
City	Highway Miles	Driving Time	Highway	FAA Hub Size	2014 Rank
Charlotte	69	1.26	Interstate 85	Large	8
Columbia	92	1.45	Interstate 26	Small	119
Asheville	63	1.05	Interstate 26	Small	133
Atlanta	173	2.45	Interstate 85	Large	1

Source: FAA: http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/

GSP's 2014 enplanement ranking was #90 (Source:

http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/).

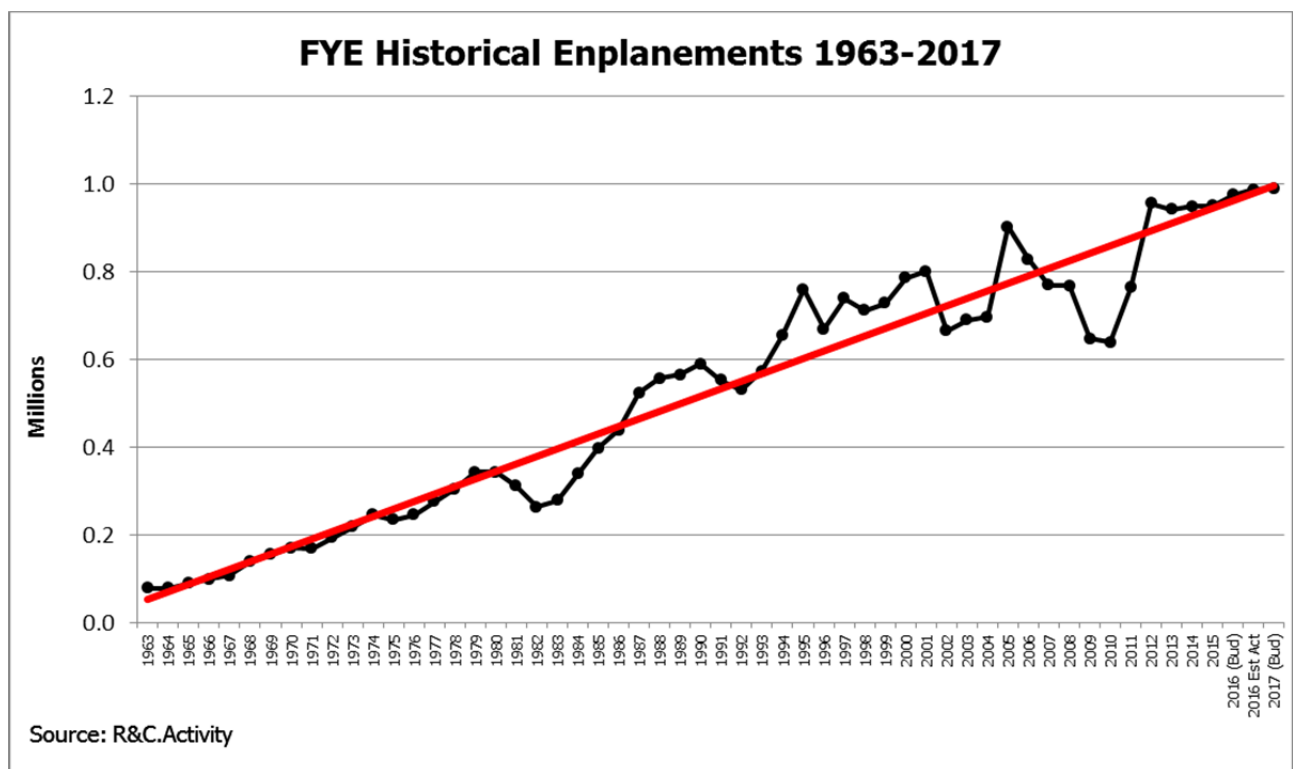
Preliminary CY 2015 rankings are not available until June, 2016 from the FAA. Each of the above cities are linked to the Air Trade Area by interstate highways that make driving relatively easy. However, congestion on highways in and around Atlanta can hinder access at peak times.

Enplanement Data (Graphical)

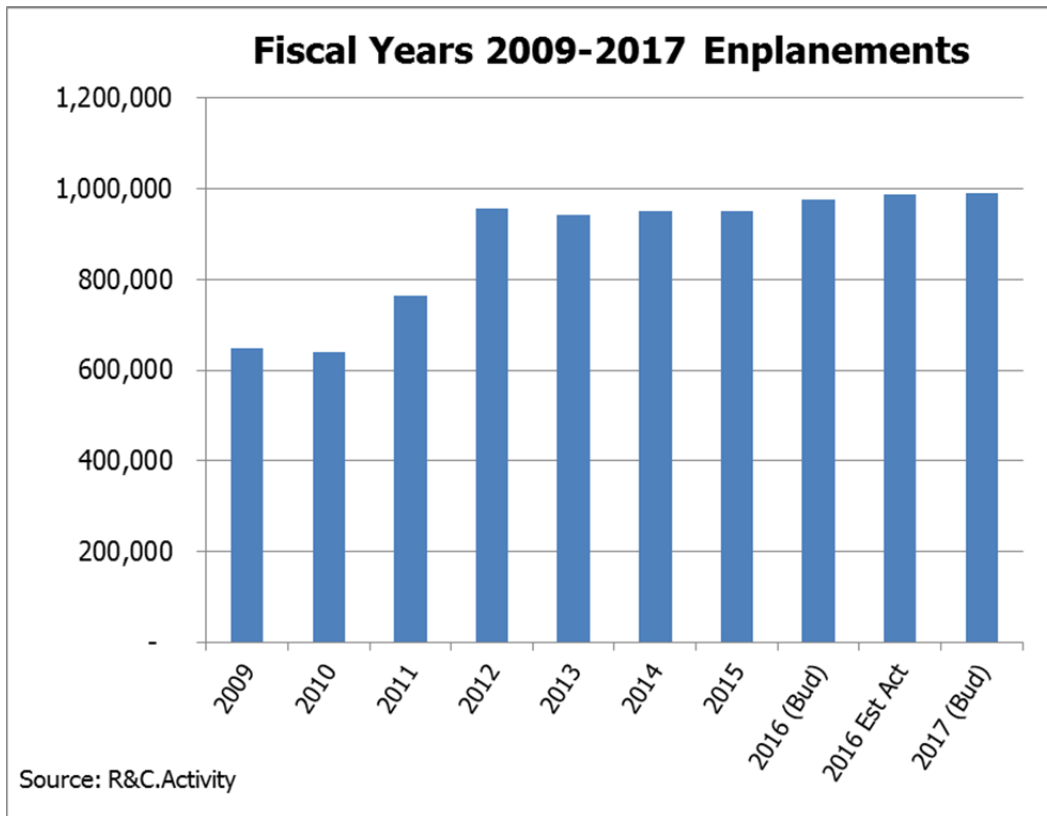
Historically, GSP has seen annual enplaned passengers grow from 79,917 in 1963 to 951,148 in fye 6-30-2015. Over this 52-year period, the number of annual passengers grew by 871,231 passengers. The average annual growth rate has been about 4.88 percent or an average of approximately 16,754 additional passengers per year. It took less than 6 years for passengers to double from 1963 to 1969. In the 10 years from 1969 to 1979, passengers doubled again, but it took approximately 15 more years for passenger volumes to again double. Since about 1990, passenger volumes have seen a relatively steep annual change. The all-time peak year was 2012 with 955,821 enplanements; fueled by the arrival of Southwest Airlines. We expect to eclipse the 2012 record in the current fye 6-30-2016 however ... Year-to-Date enplanements thru the first 9 months (March 31, 2016) of the current fiscal year are 740,539. Annualized, we expect enplanements to be around 987,000 which represents a significant achievement on our march to 1,000,000 enplanements. (Source: R&C.Activity).

Greenville-Spartanburg Airport District 2017 Operating Budget

A graph of 53 years of enplaned passengers (1963-2016) shows a long-term record of increase as presented below. Placing a linear trend line on the graph presents an interesting pattern of activity. From 1963 to 1979, the trend line follows a steady increase in enplaned passengers. From 1979 to about 1995, the same rate of increase continues, but with more variation among the years. After 1995, the number of annual passengers has shown much higher variation. The last spike in traffic starting in 2010 was caused by Southwest Airline's arrival on March 13th. Over the entire period, the trend line indicates a 4.88% average annual growth rate, but the very stable growth of the first few decades has been eclipsed by much more volatile growth hence.



Greenville-Spartanburg Airport District 2017 Operating Budget



Greenville-Spartanburg Airport District 2017 Operating Budget

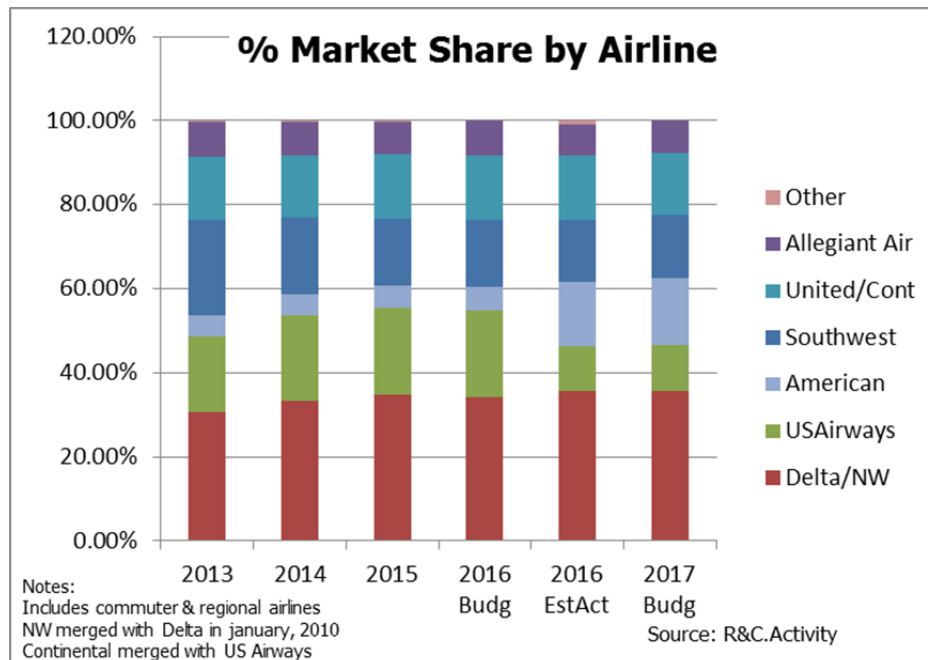
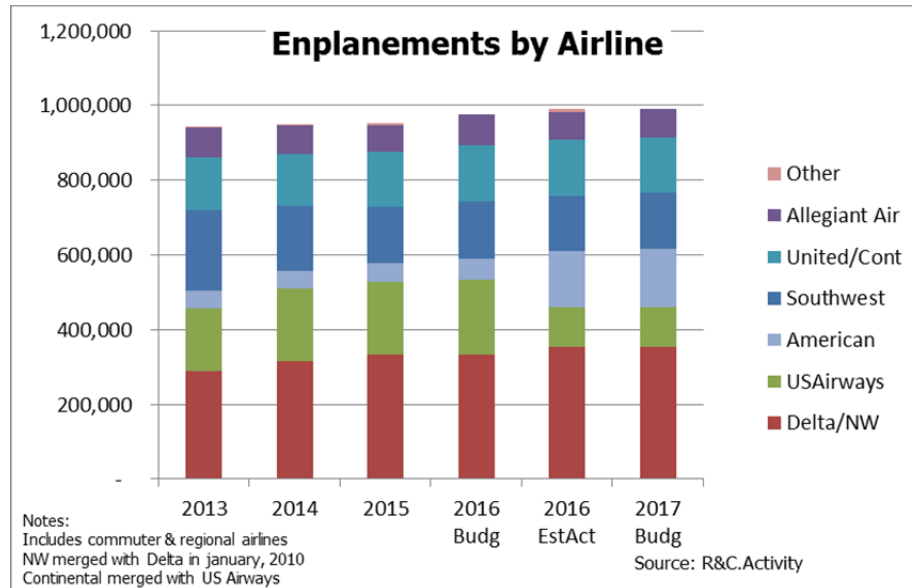
Historical Enplanement Data by Year

FYE	Enplane	Deplane	Total
1963	79,917	79,917	159,834
1964	80,000	80,000	160,000
1965	90,000	90,000	180,000
1966	100,000	100,000	200,000
1967	108,459	104,460	212,919
1968	140,506	135,742	276,248
1969	156,907	151,790	308,697
1970	170,799	165,272	336,071
1971	170,557	165,454	336,011
1972	195,036	186,197	381,233
1973	218,848	211,826	430,674
1974	246,141	242,700	488,841
1975	236,450	234,382	470,832
1976	246,845	250,045	496,890
1977	276,590	276,633	553,223
1978	305,595	305,709	611,304
1979	344,485	339,576	684,061
1980	344,410	348,305	692,715
1981	312,704	319,207	631,911
1982	265,020	259,428	524,448
1983	279,053	281,932	560,985
1984	339,961	341,879	681,840
1985	398,134	397,799	795,933
1986	440,433	435,089	875,522
1987	524,376	519,500	1,043,876
1988	557,673	550,370	1,108,043
1989	566,233	561,153	1,127,386
1990	590,279	580,866	1,171,145
1991	554,026	546,751	1,100,777
1992	531,593	526,009	1,057,602
1993	573,878	570,490	1,144,368
1994	655,135	660,597	1,315,732
1995	760,918	777,602	1,538,520
1996	669,825	649,015	1,318,840
1997	739,584	729,392	1,468,976
1998	712,733	702,984	1,415,717
1999	728,735	723,793	1,452,528
2000	786,087	776,074	1,562,161
2001	802,132	789,070	1,591,202
2002	665,458	656,589	1,322,047
2003	690,038	680,112	1,370,150
2004	697,698	693,335	1,391,033
2005	903,503	892,288	1,795,791
2006	828,639	813,521	1,642,160
2007	770,406	757,206	1,527,612
2008	768,162	758,917	1,527,079
2009	648,657	643,872	1,292,529
2010	639,646	630,072	1,269,718
2011	764,626	748,288	1,512,914
2012	955,821	941,945	1,897,766
2013	942,465	934,612	1,877,077
2014	950,205	938,887	1,889,092
2015	951,148	939,341	1,890,489
2016 (Bud)	975,000	975,000	1,950,000
2016 Est Act	987,385	986,667	1,974,052
2017 (Bud)	990,000	990,000	1,980,000

Greenville-Spartanburg Airport District 2017 Operating Budget

Note: 2016 estimated actual of 987,385 is based upon 740,539 enplanements for 9 months FYTD thru 3/31/2016 annualized.

Enplanements by Airline & Market Share Considerations



Greenville-Spartanburg Airport District 2017 Operating Budget

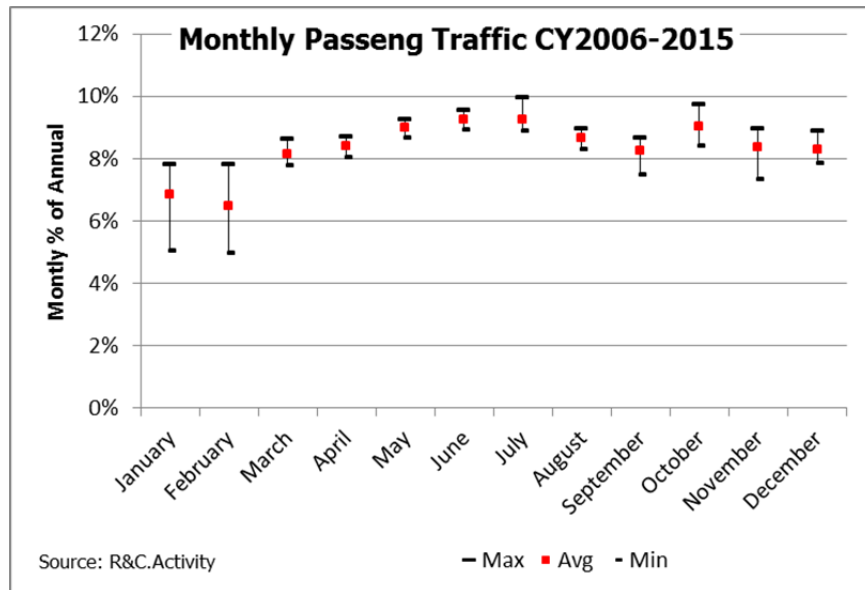
					Annualized						Annualized		
					based on data thru						based on data thru		
					2/29/2016						2/29/2016		
	FYE Enplanements						% Market Share						
	2013	2014	2015	2016 Budg	2016 EstAct	2017 Budg	2013	2014	2015	2016 Budg	2016 EstAct	2017 Budg	
Delta/NW	288,211	315,338	331,791	332,635	353,843	353,600	30.58%	33.19%	34.88%	34.12%	35.71%	35.72%	
American	46,277	46,187	51,187	54,483	152,972	156,803	4.91%	4.86%	5.38%	5.59%	15.44%	15.84%	
USAirw ays	169,908	194,573	194,421	201,861	104,535	107,155	18.03%	20.48%	20.44%	20.70%	10.55%	10.82%	
Southw est	214,582	174,702	150,989	155,419	145,788	148,740	22.77%	18.39%	15.87%	15.94%	14.71%	15.02%	
United/Cont	143,440	139,320	147,218	149,395	151,734	147,327	15.22%	14.66%	15.48%	15.32%	15.31%	14.88%	
Allegiant Air	77,015	76,055	72,244	81,207	73,683	76,376	8.17%	8.00%	7.60%	8.33%	7.44%	7.71%	
Other	3,032	4,030	3,298	-	8,279	-	0.32%	0.42%	0.35%	0.00%	0.84%		
Total	942,465	950,205	951,148	975,000	990,833	990,000	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	

Monthly and Other Seasonal Trends

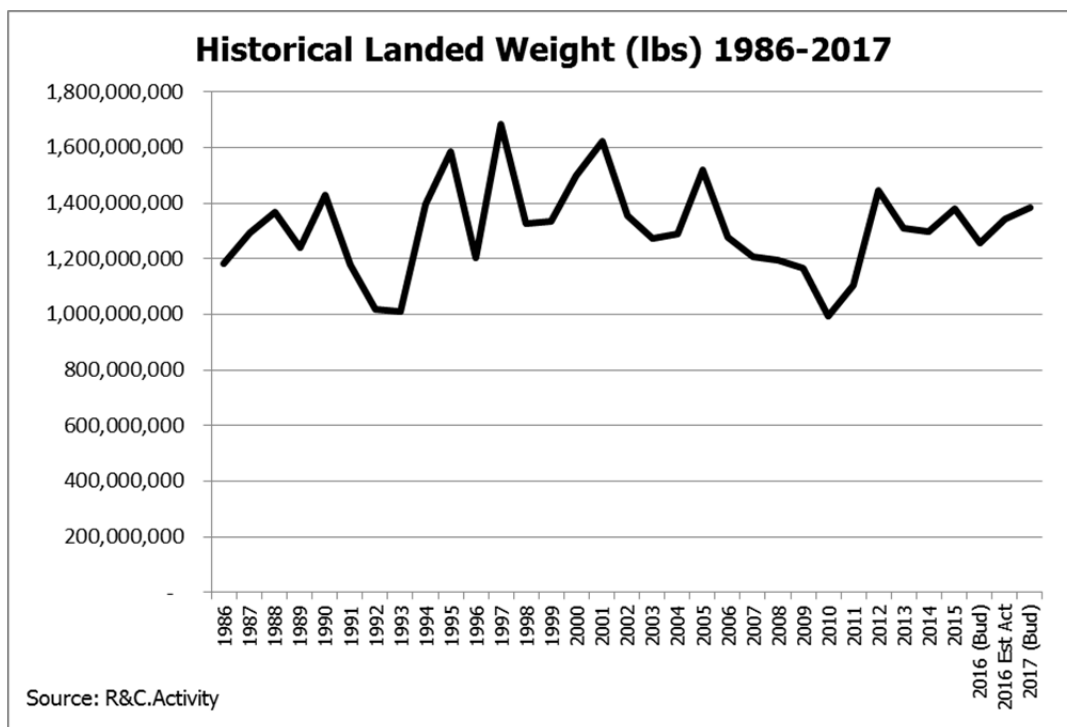
Traffic seasonality at GSP is analyzed in the graph depicted below. Enplanements were mapped out by month for each calendar year from 2006 to 2015. The individual monthly data points were then converted to a % of the annual totals. Minimum %s, Maximum %s, and Average %s for each month between the ten (10) year period of 2006 and 2015 were calculated and graphed. As can be seen below, the passenger traffic at the Airport is relatively stable for each month ranging from a low of 5% (Jan & Feb) to a high of 10% (July). This similar monthly activity is typically the sign of a business-type market, rather than a leisure destination.

Traffic in January and February appear to have the greatest variability, from 5% (of annual traffic) to a high of nearly 8%. These two months also appear to be the slowest months for the Airport. Likewise, for most other airports, January and February are typically the slowest months. All of the other months appear to have less volatility for GSP. The months of March thru June and August appear to have the smallest range, thereby being the most predictable. The highest travel months for the Airport are generally the early summer (June, and July) and October (Thanksgiving).

Greenville-Spartanburg Airport District 2017 Operating Budget



Landed Weight Data (Graphical)



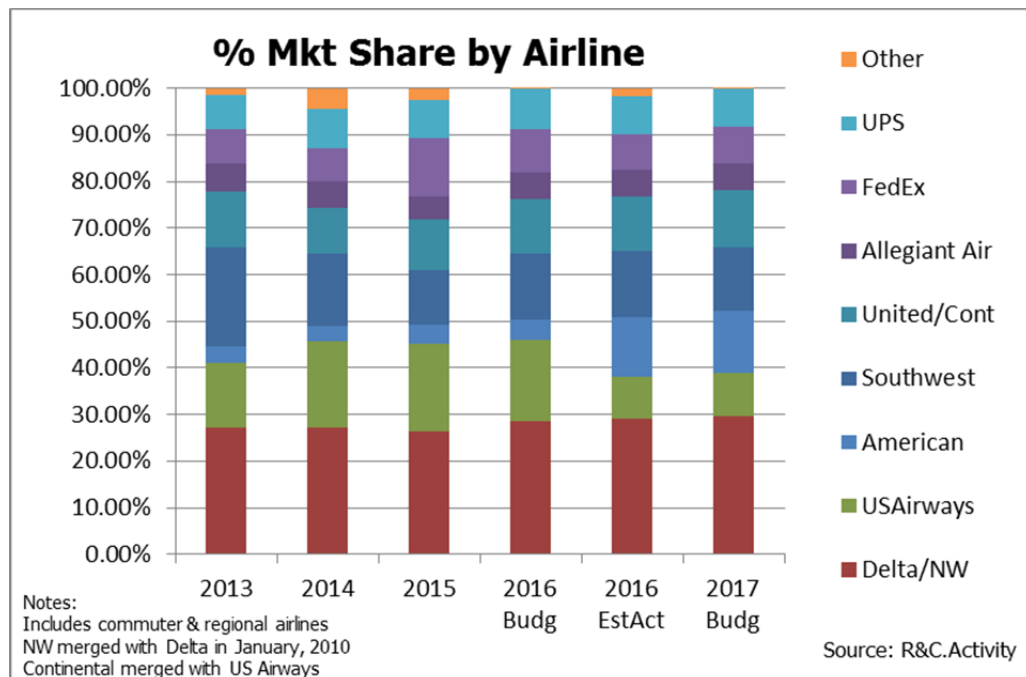
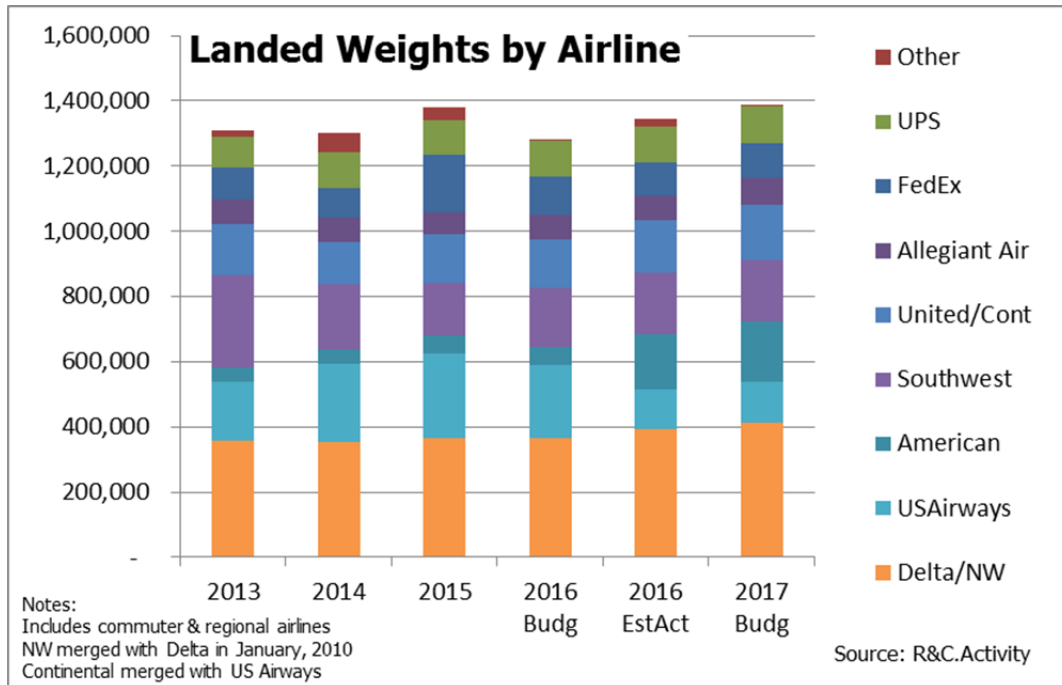
Greenville-Spartanburg Airport District 2017 Operating Budget

Landed Weight Data by Year

	Weight
1986	1,182,961,382
1987	1,292,634,800
1988	1,367,914,740
1989	1,241,637,636
1990	1,428,016,050
1991	1,179,112,568
1992	1,016,935,000
1993	1,008,719,000
1994	1,394,681,000
1995	1,587,442,000
1996	1,203,702,000
1997	1,683,104,000
1998	1,325,934,000
1999	1,336,036,000
2000	1,498,861,263
2001	1,621,806,693
2002	1,353,776,313
2003	1,273,519,843
2004	1,291,662,988
2005	1,518,116,610
2006	1,276,853,350
2007	1,207,076,532
2008	1,194,123,669
2009	1,165,584,331
2010	993,235,097
2011	1,103,979,730
2012	1,446,449,155
2013	1,309,815,460
2014	1,299,669,345
2015	1,378,674,345
2016 (Bud)	1,258,739,334
2016 Est Act	1,344,116,279
2017 (Bud)	1,386,232,949

Greenville-Spartanburg Airport District 2017 Operating Budget

Landed Weights by Airline & Market Share Considerations



Greenville-Spartanburg Airport District 2017 Operating Budget

					Annualized based on data thru 2/29/2016						Annualized based on data thru 2/29/2016		
	FYE Landed Weight (1,000 lb units)						% Market Share						
	2013	2014	2015	2016 Budg	2016 EstAct	2017 Budg	2013	2014	2015	2016 Budg	2016 EstAct	2017 Budg	
Delta/NW	356,125	354,588	364,268	366,389	392,491	412,432	27.19%	27.28%	26.42%	28.63%	29.20%	29.75%	
American	45,579	41,308	53,914	57,299	170,922	183,037	3.48%	3.18%	3.91%	4.48%	12.72%	13.20%	
USAirw ays	181,377	239,264	260,138	221,249	120,331	127,595	13.85%	18.41%	18.87%	17.29%	8.95%	9.20%	
Southwest	280,828	203,988	162,195	179,556	189,663	189,509	21.44%	15.70%	11.76%	14.03%	14.11%	13.67%	
United/Cont	157,360	127,589	150,243	149,343	159,790	169,349	12.01%	9.82%	10.90%	11.67%	11.89%	12.22%	
Allegiant Air	76,621	73,351	68,284	75,487	76,487	82,097	5.85%	5.64%	4.95%	5.90%	5.69%	5.92%	
FedEx	95,583	91,298	173,844	118,206	102,465	107,720	7.30%	7.02%	12.61%	9.24%	7.62%	7.77%	
UPS	96,530	109,590	109,207	112,064	108,882	112,382	7.37%	8.43%	7.92%	8.76%	8.10%	8.11%	
Other	19,812	58,693	36,582	167	23,085	2,113	1.51%	4.52%	2.65%	0.01%	1.72%	0.15%	
Total	1,309,815	1,299,669	1,378,674	1,279,760	1,344,116	1,386,233	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	

FINANCIAL POLICIES OVERVIEW

Fiscal Year

The District has adopted June 30th as its fiscal year end. All financial reports and budgets are based upon this fiscal year end.

Basis of Accounting

The budget and financial statements are prepared on an modified accrual basis in accordance with generally accepted accounting principles (GAAP) promulgated by the Governmental Accounting Standards Board (GASB) and includes all current operations under the responsibility of the District. Modified Accrual Accounting is an accounting method commonly used by government agencies that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred. The Government Accounting Standards Board, which is recognized as the official source of generally accepted accounting principles (GAAP) for state and local governments, establishes modified accrual accounting standards.

Basis of Financial Statement Presentation

Due to its organizational structure, the Airport is subject to the application of accounting pronouncements issued by the Governmental Accounting Standards Board (GASB). GASB Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities that Use Proprietary Fund Accounting*, provides guidance on how GASB pronouncements affect governmental entities that use business-type accounting and financial reporting. As is allowable under this statement, the Airport has elected to follow the GASB hierarchy exclusively regarding authoritative literature issued after November 30, 1989.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Budgetary Policies

Guidelines

The budget provides adequate funding for operating and maintenance of the Airport buildings and property, replacement of capital equipment, construction, reconstruction and development at the Airport.

Balanced Budget

The budget should be balanced with current revenues equal to or greater than current expenditures. Strategies to accomplish this balance include cost efficiencies, personnel efficiencies, increasing or implementing fees to match program expenses, and fund balance usage (if available).

Budget Amendments

The adopted budget represents a business plan covering all Airport operations for the upcoming year. If the plan needs to be significantly modified during the year, the proposed revisions to the plan, together with their financial impact on either revenues or expenses, are presented to the District Board of Commissioners for review and approval.

Budget Monitoring

The independent monitoring of the budget continues throughout the Fiscal Year for management control purposes.

Operating statements comparing actual financial results to budgets are reported at least quarterly by the Chief Financial Officer and distributed to senior management and key employees. Annual audited financial reports are posted on the District's web-site – www.gspairport.com.

Budgeted Capital Improvements

Capital projects that will be made during the current budget year are detailed by project, type of work, estimated cost, and funding.

The District will maintain all its assets at a level adequate to protect the Airport's capital interest and minimize future maintenance and replacement costs.

Debt Policy

The District manages its current and future debt service requirement to be in compliance with all bond covenants. The District will confine long-term borrowing to capital improvements or projects that cannot be financed from current revenues or fund balances.

The District maintains communications with bond rating agencies regarding its financial condition and will follow a policy of full disclosure.

The District, when applicable, will determine if the financial market place will afford the opportunity to refund an issue and lessen its debt service costs.

Revenue Policy

The District will estimate and project its annual revenues by an objective, analytical process, as practical on a yearly basis.

The District maintains sufficient revenues to pay all expenditures incurred for the operations and maintenance at the Airport.

Cash and Other Financial Instruments

All the cash deposits of the Airport are in a single financial institution and are carried at cost plus interest, which approximates market. The carrying amount of cash deposits is separately reported as cash in the accompanying statements of net assets. These deposits are either insured or collateralized by using one of two methods. Under the Dedicated Method, all deposits that exceed the federal depository insurance coverage level are collateralized with securities held by the Airport. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer.

Airport cash accounts are part of a nightly multi-account sweep with a major financial institution's automated investment system repurchase agreement. The overnight repurchase agreements are collateralized by the underlying U.S. government securities. Public fund accounts, according to state law, are required to be collateralized using the dedicated method. Under the dedicated method, the bank custodian is required to pledge specific securities for collateralized balances in excess of the amounts covered by the Federal Depository Insurance Corporation.

Investment Policy (Summary)

The GSP Investment policy is designed to ensure the prudent management of District funds, including the availability of operating funds when needed and a level of investment return within acceptable risk parameters as determined by the Board of Commissioners.

Investment Objective

The investment portfolio of the Commission shall be managed to accomplish the following objectives:

1. Preservation of Principal – The single most important objective of the Commission's investment program is the preservation of the principal of those funds within the portfolio.
2. Maintenance of Liquidity – The portfolio shall be managed in such a manner that assures that funds are available as needed to meet immediate and or future operating requirements of the Commission.
3. Return on Investment – The portfolio shall be managed in such a fashion as to maximize the return on investments but within the context and parameters set forth by objectives 1 and 2 above.

Greenville-Spartanburg Airport District 2017 Operating Budget

Standard of Prudence

Except where specifically directed by law, statute or regulation, the general investment policy of the District will be guided by the “prudent person” rule. Those with investment responsibility for District funds are considered fiduciaries and, as such will exercise the judgment and care under the circumstances then prevailing which persons of prudence, discretion and intelligence would exercise in the management of their own affairs, not for specification, but in regard to the permanent disposition of their funds, considering the probable income as well as the probable safety of their capital.

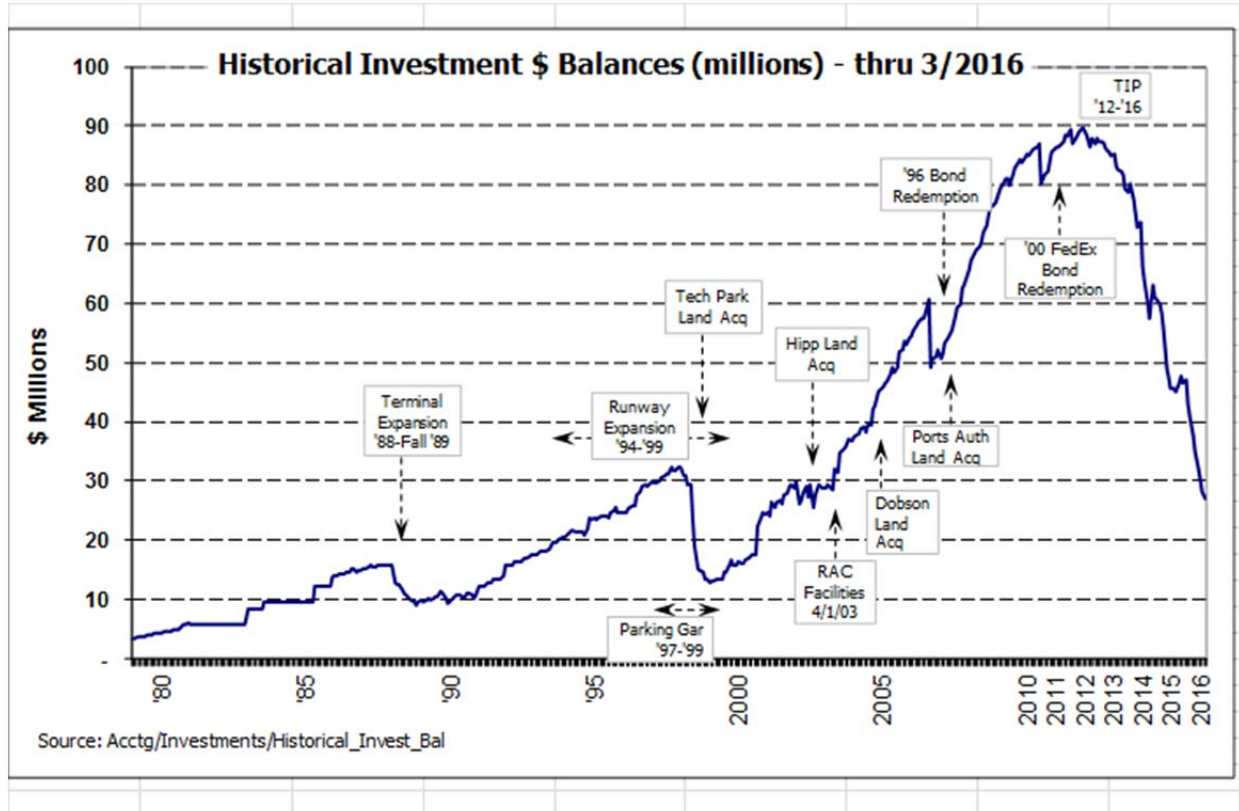
Maturity

The maturities on investments shall be as determined by the Investment Plan as approved by the Board of Commissioners. In all instances, the final maturity shall be limited to thirty-six (36) months or less.

Reporting

The President/CEO shall prepare or have prepared a detailed investment schedule with yield and maturities to be included in the monthly financial package distributed to the Board of Commissioners.

Investment History



Greenville-Spartanburg Airport District 2017 Operating Budget

Investment Portfolio as of March 31, 2016

	Issue Date	Maturity Date	Interest Rate	Cost Basis or BOY FMV	Par	EOM FMV	FMV Adj
US Treasury							
UST T-Bill 4-wk	3/24/2016	4/21/2016	0.274%	4,998,950.00	5,000,000.00	4,998,950.00	-
	3/24/2016	4/21/2016	0.274%	4,998,950.00	5,000,000.00	4,998,950.00	-
	3/31/2016	4/28/2016	0.203%	4,999,222.20	5,000,000.00	4,999,222.20	-
							-
							-
						-	-
Subtotal-UST				14,997,122.20	15,000,000.00	\$ 14,997,122.20	-
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		1,449,831.57	
Subtotal-UST				\$ 1,449,831.57			
				\$ 16,446,953.77	Total		
US Treasury Investment Types			T-Bill	T-Note	T-Bond	Fed Ag	Weighted blended yield = 0.2503%
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.							

REVENUES

Description of Revenues

There are two types of revenues budgeted, operating and non-operating.

Operating revenues are revenues generated through the daily operations of the Airport.

Operating revenues are set forth in eight categories:

1. Landing Area Fees
2. Space & Ground Rental
3. Auto Parking
4. Commercial Ground Transportation
5. Concessions
6. Expense Reimbursements
7. Other Income
8. Fuel Sales

The “non-operating” section of the Airport’s P&L (“profit and loss”) statement includes items which are typically passive in nature, not part of the daily “operations” of the airport, and is broken into four categories after “Operating” Net Income is calculated:

1. Investment Income
2. RAC Facility Rental Income (CFCs-Contract Facility Charges)
3. Interest Expense
4. Other Non-Operating

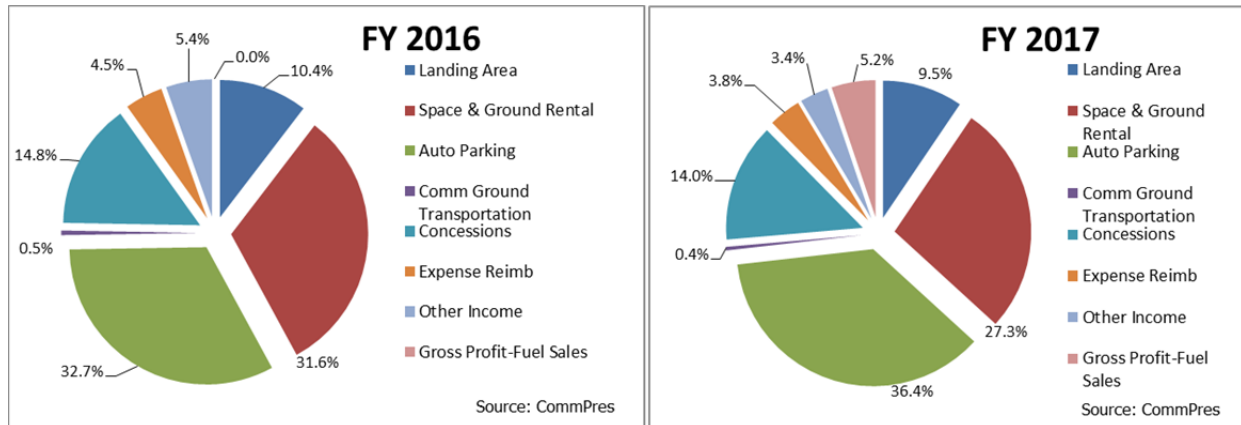
Revenue Recognition

Airside and space and ground rental revenues consist of amounts received under Airline Operating Agreements with the major airlines serving the Airport, certain fixed fees for nonscheduled airlines and private users of the Airport, and certain fixed fees for other ancillary services provided. The Airline Operating Agreements stipulate that landing fees and space rental revenues will be based on maintenance and operations costs, as defined in the agreements. Additionally, the Series 2000 and 2001 Bonds contain a restrictive covenant, which provides that the aggregate of airline fees and charges together with other revenues, including nonairline revenues, for each fiscal year should be sufficient to pay the operating expenses and to make all deposits and payments under bond ordinances. Airside and space and ground rental fees are recognized as revenue when the related services are provided and facilities utilized.

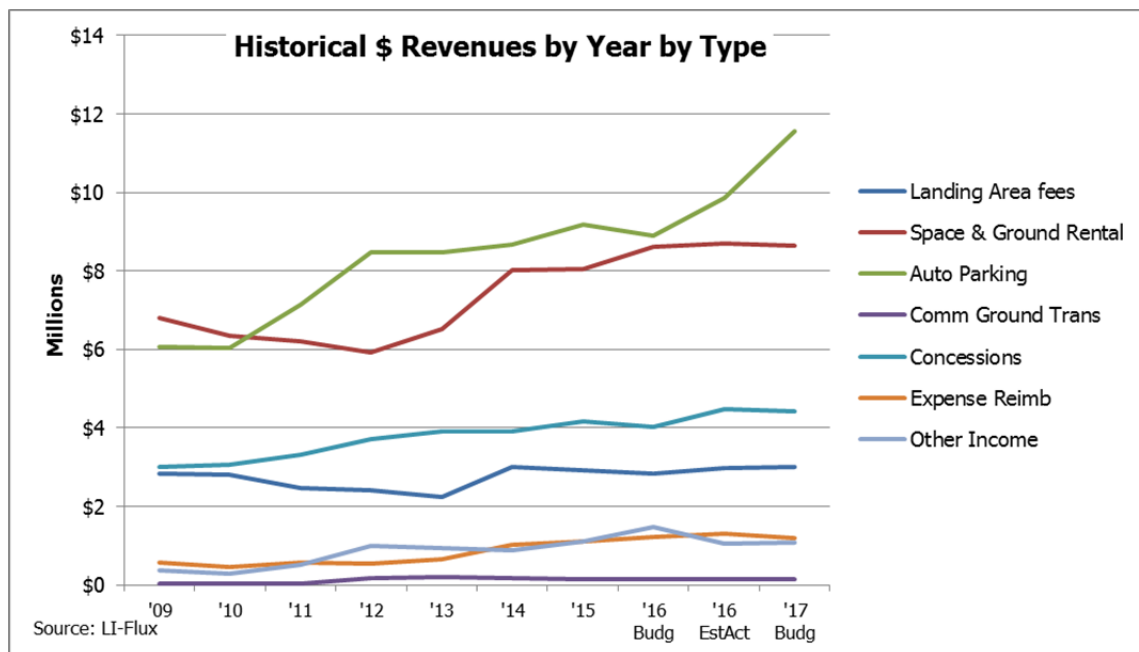
Greenville-Spartanburg Airport District 2017 Operating Budget

Concessions and other revenue consist primarily of rental car, parking, and other ancillary services revenue. Such revenue is generally based on a fixed percentage of tenant revenues subject to certain minimum monthly fees or a fixed fee schedule. Concessions and other revenue are recognized when earned.

Operating Revenues by Type

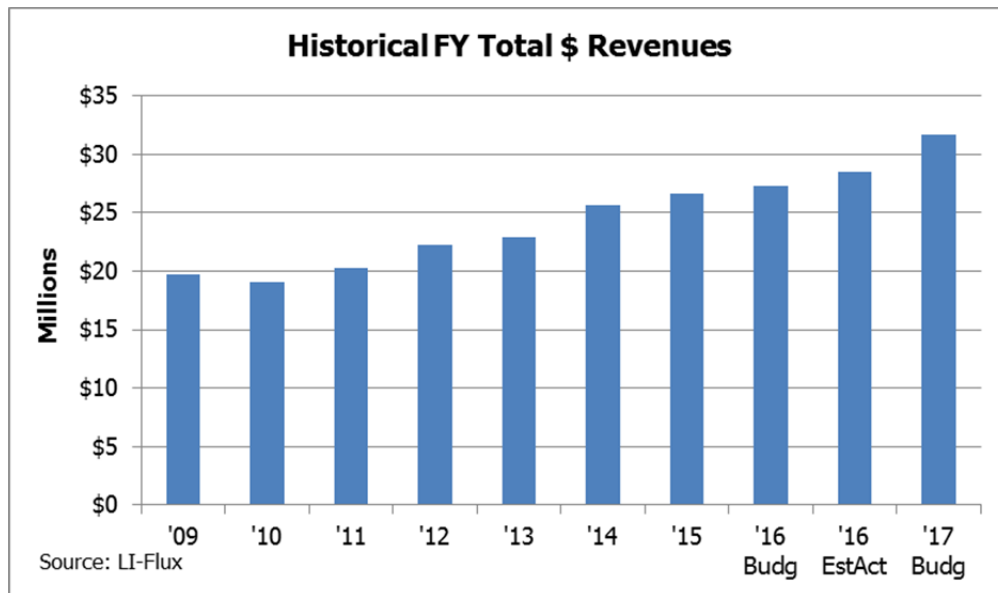


Revenue Summary by Year by Type

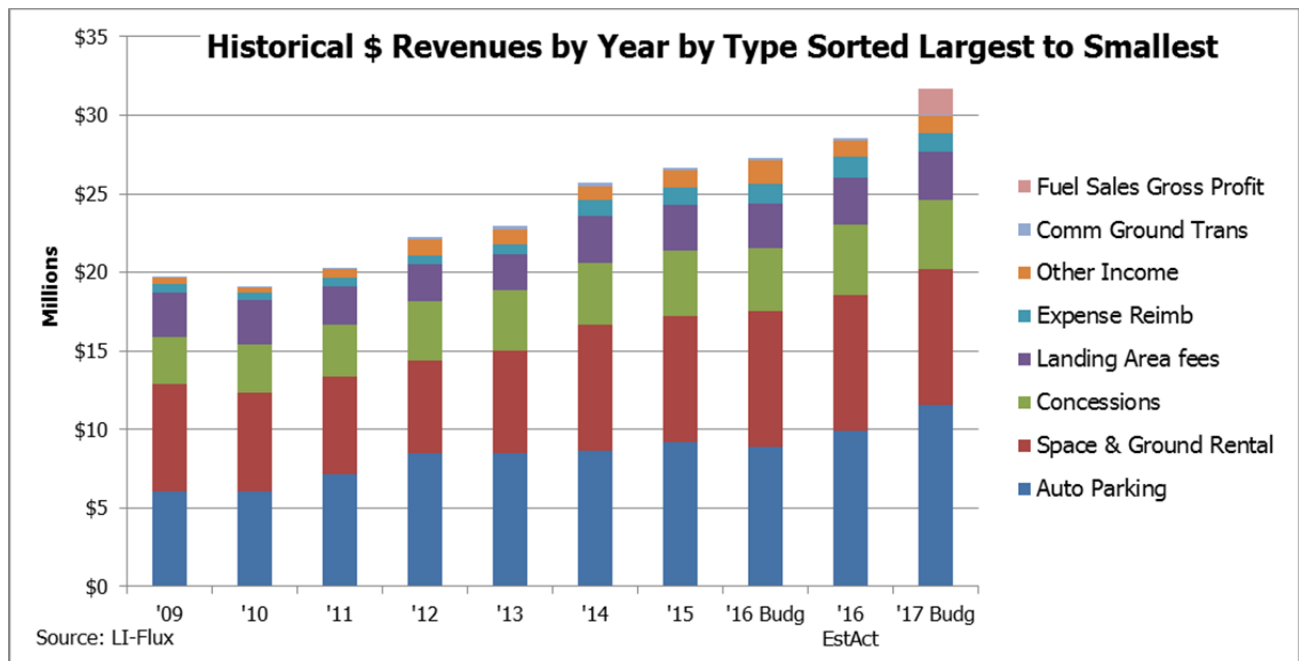


Greenville-Spartanburg Airport District 2017 Operating Budget

Revenue History

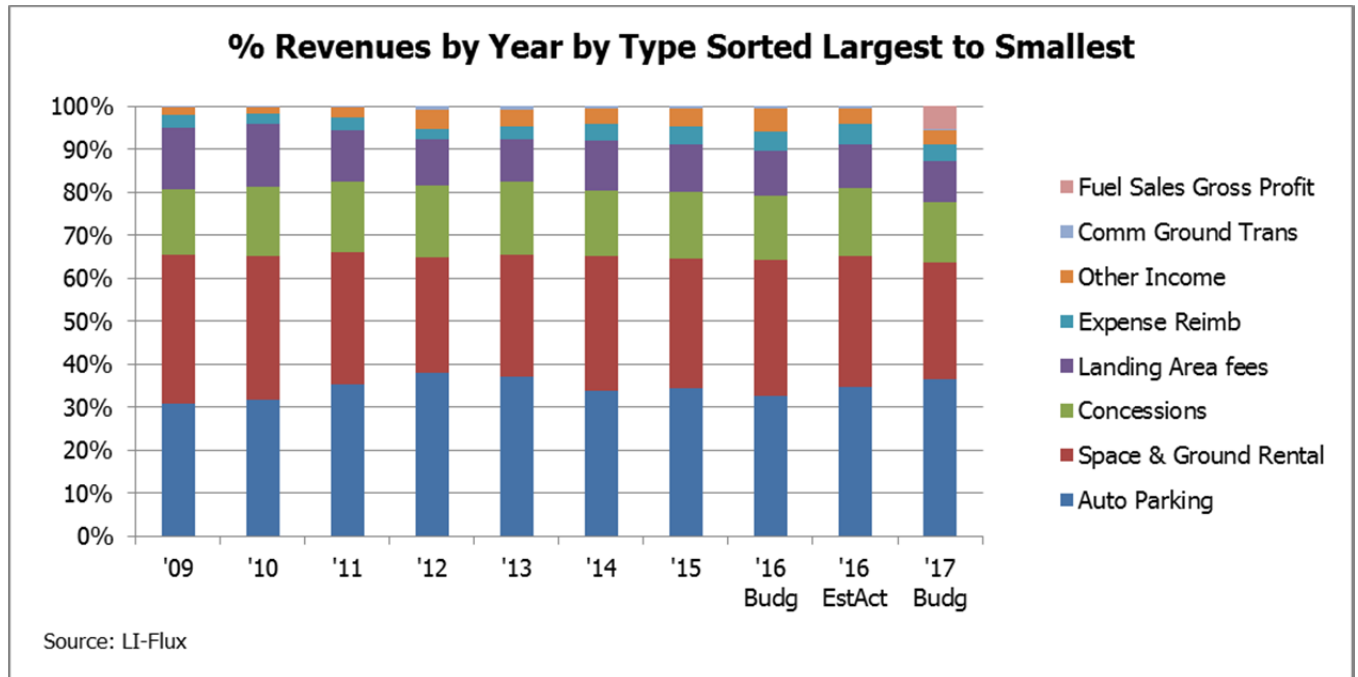


Revenue History by Year by Type Sorted Largest to Smallest



Greenville-Spartanburg Airport District 2017 Operating Budget

% Revenue History by Year by Type Sorted Largest to Smallest

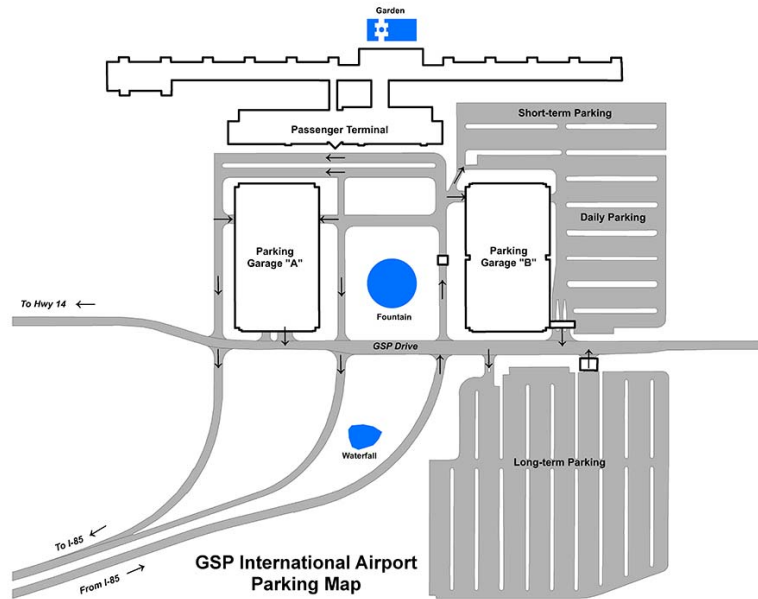


It's obvious from the above graph that Parking revenues account for over 30% of our revenue stream followed by Space & Ground rental (an additional 29%), concession income (an additional 15%), then Landing fees, expense reimbursements, other income and finally commercial ground transportation. Going forward, however, we expect fuel sales gross profit to become a major revenue component.

Greenville-Spartanburg Airport District 2017 Operating Budget

Parking Revenues

Airport Parking Map

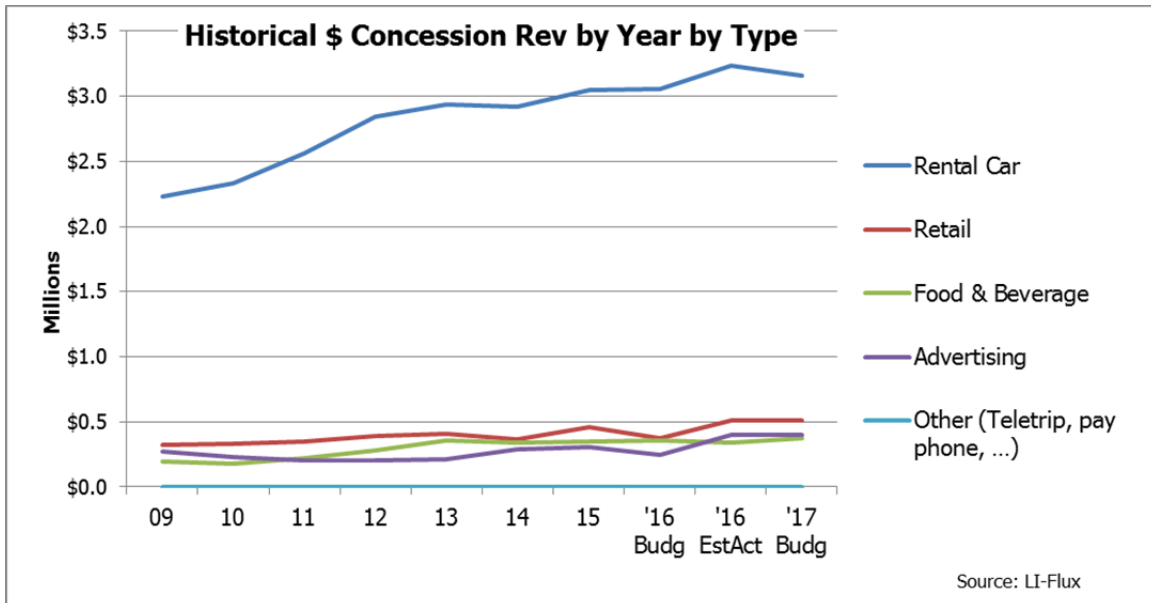


Historical Public Parking \$ Revenue



Greenville-Spartanburg Airport District 2017 Operating Budget

Concession Income



EXPENSES

Cost Centers

The expenditures in the budget are divided into six (6) major direct cost centers and one (1) major indirect cost center:

"Direct" Cost Centers

1. Terminal
2. Airfield
3. Landside
4. Aviation Services
5. Cargo
6. Other Building/Land Lease

"Indirect" Cost Center

1. Airport Commission

Within each "major" direct cost center there are "sub" cost centers as follows:

"Direct" Cost Centers

1. Terminal
2. Airfield
 - Passenger
 - Cargo
3. Landside
 - Parking
 - RAC (Rental Car)
 - Land Use
 - Roads
4. Aviation Services
 - GA (General Aviation)
 - Commercial
5. Cargo
 - South Cargo
 - North Cargo
6. Other Building/Land Lease
 - Environs
 - International Logistics Park

Greenville-Spartanburg Airport District 2017 Operating Budget

"Indirect" Cost Center

1. Airport Commission
 - Executive
 - Communications
 - Finance/Administration
 - IT
 - Human Resources
 - Procurement
 - ARFF
 - Police
 - Operations
 - Facilities
 - Commercial Business & Properties

Note: Aviation Services represents a separate and distinct "cost center" with it's own P&L (profit & loss) and is "directly" charged ... thus, it's not included in the "Indirect" Cost Center which is allocated.

The indirect cost centers are allocated to the six (6) direct cost centers in the calculation of rates and charges charged to Airport tenants.

Description of Operating Expenses

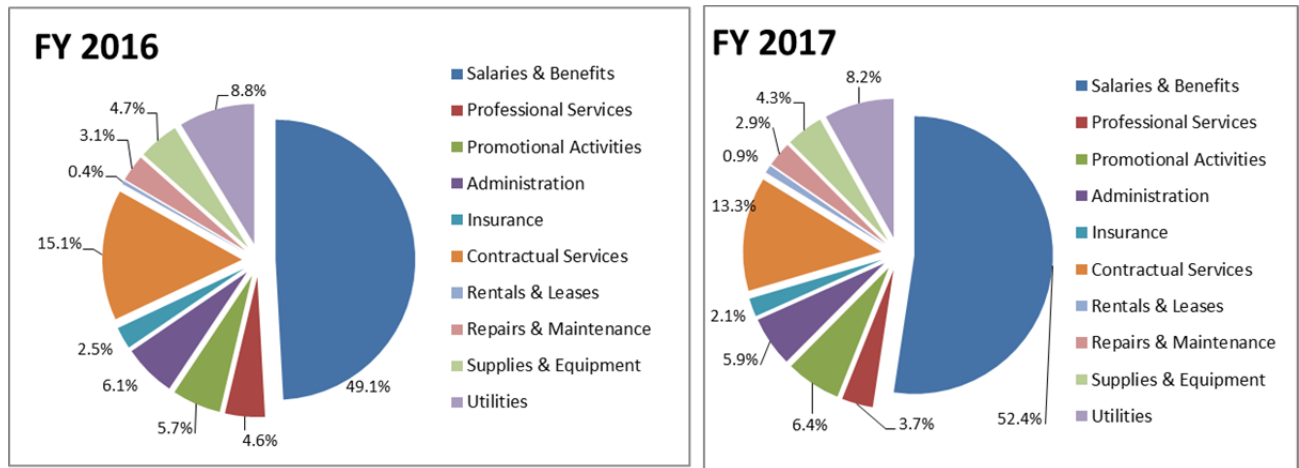
Operating expenses are broken down into ten (10) categories:

1. Salaries & Benefits
2. Professional Services
3. Promotional Activities
4. Administration
5. Insurance
6. Contractual Services
7. Rentals & Leases
8. Repairs & Maintenance
9. Supplies & Equipment
10. Utilities

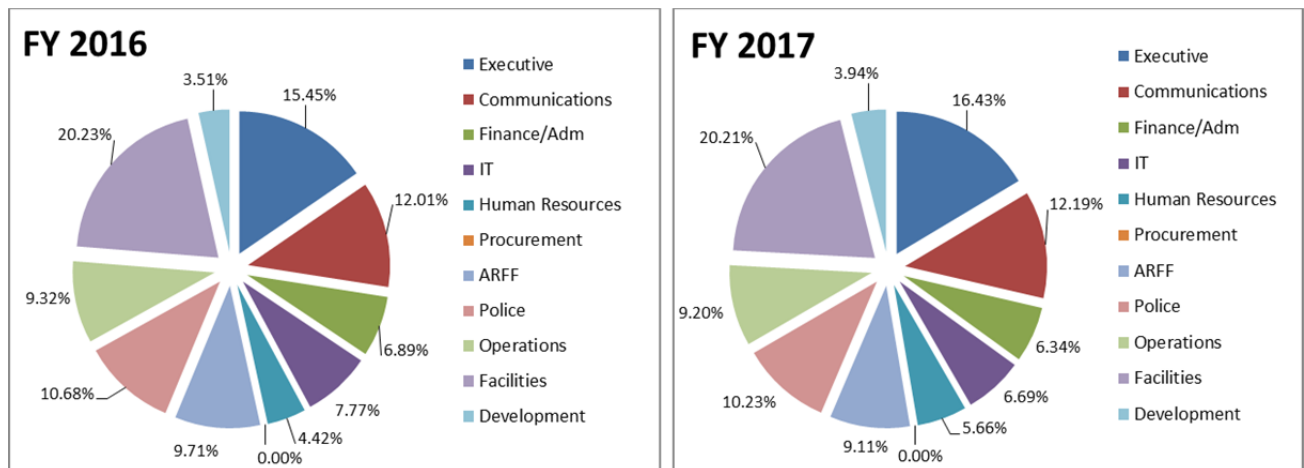
All expenses are categorized to a cost center – sub cost center – expense category – specific account.

Greenville-Spartanburg Airport District 2017 Operating Budget

Operating Expenses by Category



Operating Expenses by Department



Salaries and Benefits

Salaries and benefits account for half of our total operating expenses. Staff is undoubtedly the most important asset the Airport has and touches every facet of the organization's performance, reputation, safety results and level of service rendered. Staffing levels, staff training, quality of staff hired, staff certifications, turnover, organizational structure, reporting hierarchies, personnel policies, and a host of other human resource concerns are taken very seriously by management.

Greenville-Spartanburg Airport District 2017 Operating Budget

Since the staffing pay levels of 1 (Interns) thru 10 (Vice Presidents) and associated sub-levels and exempt/non-exempt categorizations were originally established in late 2009, they have remained very constant in function and scope.

FIXED ASSETS & CAPITAL PROJECTS

Accounting Treatment

Capital assets are stated at historical cost. Depreciation is computed using the straight-line method over the estimated useful lives of the respective assets ranging from 3 to 40 years. The Airport's threshold for capitalization is \$10,000. Repair and maintenance costs are expensed when incurred.

FY 2016-17 Capital Improvement Plan (CIP)

Items Approved in Prior Fiscal Years and Carried Forward

FY 2017					Other Local Funds			
	Total Cost	AIP Entitlements	AIP Discretionary	State Funds	Airport Capital	Other	CFC	Total Funding
<u>Items Approved in Prior Fys & carried forward (informational only)</u>								
<u>Capital Improvements</u>								
AprRehab-Ph2-"B" Gates (Design)	\$ 530,000		477,000	-	\$ 53,000	-	-	530,000
AprRehab-Ph2-"B" Gates (Construction, CA, RPR)	\$ 5,800,610		5,220,549	-	\$ 580,061	-	-	5,800,610
AprRehab-Ph3-"A" Gates (Design)	\$ 500,000		450,000	-	\$ 50,000	-	-	500,000
AprRehab-Ph3-"A" Gates (Construction)	\$ 4,338,000		3,904,200	-	\$ 433,800	-	-	4,338,000
AprRehab-Ph4-S&N Cargo, GA (Design)	\$ 250,000		225,000	-	\$ 25,000	-	-	250,000
ARFF Station (Design)	\$ 850,000		-	-	\$ 850,000	-	-	850,000
Terminal Art	\$ 1,000,000		-	-	\$ 1,000,000	-	-	1,000,000
UPS Facility at N Cargo	\$ 1,650,000		-	-	\$ 1,650,000	-	-	1,650,000
Purchase LAN switches/other outside TIP	\$ 95,000		-	-	\$ 95,000	-	-	95,000
AirIT/FIDS/BIDS Integration Project	\$ 775,000		-	-	\$ 775,000	-	-	775,000
Oversize Baggage Slide Project	\$ 100,000		-	-	\$ 100,000	-	-	100,000
Admin & Conference Room FF&E	\$ 250,000		-	-	\$ 250,000	-	-	250,000
Holdroom FF&E/Common Area Seating	\$ 250,000		-	-	\$ 250,000	-	-	250,000
Police-Install emergency phones in parking lots	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Upgrades to terminal HVAC system	\$ 75,000		-	-	\$ 75,000	-	-	75,000
Automated Exit Lane as mandated by TSA	\$ 411,000		-	-	\$ 411,000	-	-	411,000
Facilities-Runion Prop Bldg Impr	\$ 200,000		-	-	\$ 200,000	-	-	200,000
			-	-	\$ -	-	-	-
<u>Equipment and Small Capital Outlay</u>								
Audio Visual Systems (Conference Rooms)	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Concourse Advertising Display Units	\$ 100,000		-	-	\$ 100,000	-	-	100,000
			-	-	\$ -	-	-	-
<u>Renewal and Replacement</u>								
Airside Garden Rehab	\$ 350,000		-	-	\$ 350,000	-	-	350,000
			-	-	\$ -	-	-	-
<u>Professional Service Projects</u>								
District/Tenant Devel Stds Manual	\$ 50,000		-	-	\$ 50,000	-	-	50,000
Garage Assessment for solar/canopies	\$ 100,000		-	-	\$ 100,000	-	-	100,000
			-	-	\$ -	-	-	-
Sub total	\$ 18,074,610	\$ -	\$ 10,276,749	\$ -	\$ 7,797,861	\$ -	\$ -	\$ 18,074,610

The above items were all budgeted, discussed, and carried forward from prior budget years with Commission approval.

Greenville-Spartanburg Airport District 2017 Operating Budget

Items Approved in Prior Fiscal Years and Carried Forward

		AIP	AIP	State	Other Local Funds			
	Total Cost	Entitlements	Discretionary	Funds	Airport Capital	Other	CFC	Total Funding
<u>Items Budgeted for the New Fiscal Year:</u>								
<u>Capital Improvements</u>								
Terminal Renovation	\$ 11,959,640	\$ 3,700,000	\$ -	\$ -	\$ 8,259,640	\$ -	\$ -	\$ 11,959,640
ARFF Station (Construction)	\$ 500,000		\$ -	\$ -	\$ 500,000	-	-	500,000
Parking Garage Modernization & ParkAssist in Gar B	\$ 1,600,000		\$ -	\$ -	\$ 1,600,000	-	-	1,600,000
Potable Water at all Gates (6 units @ \$20K ea)	\$ 120,000		\$ -	\$ -	\$ 120,000	-	-	120,000
Lndscp MP-Airside Garden Rehab	\$ 1,300,000		\$ -	\$ -	\$ 1,300,000	-	-	1,300,000
Curbside Dropoff-Phase 1 (Knee Wall & Bookends)	\$ 575,000		\$ -	\$ -	\$ 575,000	-	-	575,000
Overflow Park/Cell Phone Lot Exp (+ toilets/vending)	\$ 1,800,000		\$ -	\$ -	\$ 1,800,000	-	-	1,800,000
Employee Parking Lot Expansion & Admin Dr imprv	\$ 700,000		\$ -	\$ -	\$ 700,000	-	-	700,000
New Fuel Farm Site Grading, Road & Utilities	\$ 250,000		\$ -	\$ -	\$ 250,000	-	-	250,000
FBO Hangar Imprv/Repairs-Phase 1 2102 GSP Dr	\$ 1,500,000		\$ -	\$ -	\$ 1,500,000	-	-	1,500,000
Convert Concourse AHUs to DDC	\$ 16,000		\$ -	\$ -	\$ 16,000	-	-	16,000
Video Evaluation of 16K Linear Feet of Sanitary Sewer	\$ 20,000		\$ -	\$ -	\$ 20,000	-	-	20,000
RCSC Pavement Refurbishment	\$ 110,000		\$ -	\$ -	\$ -	-	110,000	110,000
HVAC Equipment in PGARAC Area on the BAS	\$ 17,000		\$ -	\$ -	\$ 17,000	-	-	17,000
			\$ -	\$ -	\$ -	-	-	-
Sub total	\$ 20,467,640	\$ 3,700,000	\$ -	\$ -	\$ 16,657,640	\$ -	\$ 110,000	\$ 20,467,640
<u>Equipment and Small Capital Outlay</u>								
Admin Fleet Vehicle	\$ 40,000		-	-	\$ 40,000	-	-	40,000
Towbarless Pushback	\$ 100,000		-	-	\$ 100,000	-	-	100,000
Crew Car	\$ 20,000		-	-	\$ 20,000	-	-	20,000
AvServ A/C engine prheaters, wheeled fire ext & other	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Office Furniture	\$ 15,000		-	-	\$ 15,000	-	-	15,000
ADA Bus/Crew Ramp transportation	\$ 60,000		-	-	\$ 60,000	-	-	60,000
Air Conditioning cart	\$ 100,000		-	-	\$ 100,000	-	-	100,000
Air Start unit	\$ 200,000		-	-	\$ 200,000	-	-	200,000
Pickup Truck	\$ 18,000		-	-	\$ 18,000	-	-	18,000
Furniture, Fixtures & Equip for Comm Av Serv Office	\$ 20,000		-	-	\$ 20,000	-	-	20,000
(3) Widebody Fuel Stairs	\$ 15,000		-	-	\$ 15,000	-	-	15,000
Emergency Generator in Economy Parking Lot	\$ 35,000		-	-	\$ 35,000	-	-	35,000
FBO Building Lock Hardware (MEDECO)	\$ 25,000		-	-	\$ 25,000	-	-	25,000
Walk Behind Line Striper	\$ 16,000		-	-	\$ 16,000	-	-	16,000
AerieHub Platform Installation	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Interior Plants and Planters	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Prop & Dev; Adv Prg Enhancement - Escalators	\$ 50,000		-	-	\$ 50,000	-	-	50,000
Prop & Dev; Adv Prg Enhancement - Conc A&B	\$ 50,000		-	-	\$ 50,000	-	-	50,000
Prop & Dev; Adv Prg Enhancement - Video Wall	\$ 25,000		-	-	\$ 25,000	-	-	25,000
Comm; LED Interactive Video Wall Monitors	\$ 15,000		-	-	\$ 15,000	-	-	15,000
Baggage Claim - Local Information Monitors	\$ 15,000		-	-	\$ 15,000	-	-	15,000
FBO - IT Supp (Phnes, Comp, Copier, Wireless)	\$ 40,000		-	-	\$ 40,000	-	-	40,000
AirIT reporting system	\$ 25,000		-	-	\$ 25,000	-	-	25,000
			-	-	\$ -	-	-	-
Sub total	\$ 1,124,000	\$ -	\$ -	\$ -	\$ 1,124,000	\$ -	\$ -	\$ 1,124,000

		AIP	AIP	State	Other Local Funds			
	Total Cost	Entitlements	Discretionary	Funds	Airport Capital	Other	CFC	Total Funding
<u>Renewal and Replacement</u>								
Existing Admin Office Renov for Police, Ops ...	\$ 250,000		-	-	\$ 250,000	-	-	250,000
Replace ARFF Service/Heavy Rescue Cab/Chassis	\$ 90,000		-	-	\$ 90,000	-	-	90,000
Ops-Replace Director's Chrysler Sebring	\$ 35,000		-	-	\$ 35,000	-	-	35,000
Miscellaneous TIP IT Equipment	\$ 25,000		-	-	\$ 25,000	-	-	25,000
Replace 35 Roll-Up Doors at S Cargo Bldg	\$ 150,000		-	-	\$ 150,000	-	-	150,000
Irrigation System upgrades	\$ 12,000		-	-	\$ 12,000	-	-	12,000
Replace carpet in all Pass Boarding Bridges	\$ 46,000		-	-	\$ 46,000	-	-	46,000
Replace GM3-2002 Chevy Truck with Ford F150	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Replace 10' Batwing Mower	\$ 17,000		-	-	\$ 17,000	-	-	17,000
New Stools at Concourse Charging Stations	\$ 17,000		-	-	\$ 17,000	-	-	17,000
Replace GM1 1990 Dodge 1500 with Ford F150	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Replace M5 1989 Dodge Van with Ford F150	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Replace paint van (1990 Dodge)	\$ 12,000		-	-	\$ 12,000	-	-	12,000
Install Guardrail System along Tug Ramps	\$ 20,000		-	-	\$ 20,000	-	-	20,000
Airfield Lighting System Computers replacement	\$ 58,000		-	-	\$ 58,000	-	-	58,000
			-	-	\$ -	-	-	-
Sub total	\$ 792,000	\$ -	\$ -	\$ -	\$ 792,000	\$ -	\$ -	\$ 792,000
<u>Professional Service Projects</u>								
Update Master & Airfield Pavement Plans	\$ 1,000,000		-	-	\$ 1,000,000	-	-	1,000,000
			-	-	\$ -	-	-	-
Sub total	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Subtotal FY 2017	\$ 41,458,250	\$ 3,700,000	\$ -	\$ -	\$ 37,648,250	\$ -	\$ 110,000	\$ 41,458,250

Greenville-Spartanburg Airport District 2017 Operating Budget

Capital Improvements

\$11,959,640 CIP-Terminal Renovation

Estimated Construction in Progress (CIP) for FYE 6/30/2017 – To be added to Construction in Progress; represents balance of project as approved by Commission. Will be capitalized in year of completion ... FYE 6-30-2017

\$500,000 ARFF Station (Construction)

1st phase of construction to replace aging ARFF facilities

\$1,600,000 Parking Garage Modernization

To upgrade aging parking facilities and to include ParkAssist in Gar B

\$120,000 Potable Water at all Gates

Add 6 water positions at \$20,000 each as a tenant enhancement

\$1,300,000 Landscaping Master Plan – Airside Garden Rehabilitation

Beautification Project on landmark GSP feature ... enhances Airport appeal and customer appreciation

\$575,000 Curbside Dropoff-Phase 1 (Knee Wall & Bookends)

A terminal renovation enhancement to facilitate use and appearance of curbside dropoff

\$1,800,000 Overflow Parking/Cell Phone Lot Expansion (plus toilets/vending)

Expansion of LT parking facilities to address periods where lot(s) are full ... parking is our main revenue driver. Customer convenience; This budget number closely resembles the planning numbers from the Landscape Master Plan and is based on the industry planning numbers of \$4,000 per space (425 spaces).

\$700,000 Employee Parking Lot Expansion

The project budget includes adding 100 spaces (\$4,000 per space) to the Employee Lot as well as the Employee Lot / Admin Drive Tree and Light Replacement Project recommended from the Landscape Master Plan.

\$250,000 New Fuel Farm site grading, road & utilities

Infrastructure improvements to get ready for our new fuel farm to coincide with District's assumption of FBO and fueling responsibilities.

\$1,500,000 FBO Hangar Improvements/Repairs – Phase 1 2102 GSP Drive

Needed repairs and improvements in existing FBO hangar to bring our facilities more in line with competitive standards

Greenville-Spartanburg Airport District 2017 Operating Budget

\$16,000 Convert Concourse AHUs to DDC. Replace CW & HW Valves; Actuators Replace Circuit Setter Balancing Valves

This would allow us to move completely away from pneumatic controls; It would include replaces the CW & HW valves and circuit setter valves. At a minimum, several CW & HW Valves must be replaced to enable control of room conditions (22 Valves x \$725 ea = \$16,000)

\$20,000 Video Evaluation of 16,000 Linear Feet of Sanitary Sewer Lines

Recent video of 1,345 linear feet of line revealed extensive root penetration and cracked pipe. Video is needed of the remaining 16,000 feet so repair or replacement can be scheduled & budgeted.

\$110,000 RCSC Pavement Refurbishment

Refurbishment is needed to extend the life of the asphalt pavements. Work would include rout & seal cracks, apply rejuvenator, and restripe.

\$17,000 HVAC Equipment in Parking Garage A RAC Area on the BAS

Will allow remote monitoring and control of this area

Equipment and Small Capital Outlays

\$40,000 Administrative Fleet Vehicle

To augment the one fleet vehicle used by all of the administrative staff to District business.

\$100,000 (1) Towbarless Pushback

A superior solution to retaining a large and expensive collection of towbars and towbar heads. Will enable the repositioning of various G/A aircraft types.

\$20,000 (1) Crew Car

Aviation Services request for vehicle to transport pilots and crew

\$200,000 Miscellaneous Startup Equipment

Miscellaneous equipment such as A/C engine preheaters, wheeled fire extinguishers, etc.

\$15,000 Aviation Services Office Furniture

Office furniture for FBO Manager and 2 Supervisors

\$60,000 Aviation Services ADA Bus/Crew Ramp Transportation

Used for transporting G/A passengers and crew to/from remotely parked A/C.

\$100,000 (1) Air Conditioning Cart

Sized for Comm Svcs. But usable by both divisions for air starting A/C.

Greenville-Spartanburg Airport District 2017 Operating Budget

\$200,000 (1) Air Start Unit

sized for Comm Svcs. But usable by both divisions for climate control of off gate A/C.

\$18,000 (1) Pickup Truck

Aviation Services ... For Comm ITP plane Lead who oversees/coordinates the fueling of airlines and requires immediate response to airline problems/questions related to fueling.

\$20,000 Furniture, Fixtures & Equipment for Commercial Aviation Services Office

The Commercial Aviation Services Division will need new furniture - likely in a new location - to support the additional staff who will arrive 12/2016

\$15,000 (3) Widebody Fuel Stairs

To be used for accessing fuel hookup on widebody aircraft

\$35,000 Emergency Generator in Economy Parking Lot

Provide lighting and booth operation during power outages..... \$20,000 Generator; \$5,000 Transfer Switch; \$10,000 Installation

\$25,000 FBO Building Lock Hardware (MEDECO)

This will be another phase in the airport wide conversion to the Medeco key system. This phase includes all the buildings on the FBO campus.

\$16,000 Walk Behind Line Striper

Additional striper would allow for one color to be use in each machine.Ex. (yellow and black) for hold position markings. Eliminating the need to wash out a unit for color switchover saving time and materials.

\$20,000 AerieHub Platform Intallation

Web-Based Electronic Library for Drawings, PDFs, etc.

\$20,000 New Interior Plants and Planters

TIP add-on/enhancement

\$50,000 Properties & Development-Advertising Program Enhancements-Escalators

New Advertising technology to increase advertising rental streams

\$50,000 Properties & Development-Advertising Program Enhancements-Concourses A&B

New Advertising technology to increase advertising rental streams

\$25,000 Properties & Development-Advertising Program Enhancements-Video Wall

New Advertising technology to increase advertising rental streams

Greenville-Spartanburg Airport District 2017 Operating Budget

\$15,000 LED Interactive Video Wall Monitors

Community service initiative to increase community engagement. Customers to upload shots of trips to increase customer awareness.

\$15,000 Baggage Claim – Local Information Monitors

Customer convenience enhancement

\$40,000 FBO-IT Support (Phones, Computers, Copier, Wireless Access, ...)

Airport District Assumes Operation of FBO Facilities on 01/01/17

\$25,000 AirIT Reporting System

Management tool enhancement for AirIT

Renewal and Replacement

\$250,000 Existing Administrative Office renovations for Police, Ops (includes FF&E)

Space optimization as part of planned terminal renovation and Administrative staff movement to the terminal in late CY 2016

\$90,000 Replace ARFF Service/Heavy Rescue Cab/Chassis

The present vehicle is a 1997 model and need to be replace due to high mileage and wear and tear. The vehicle is used on a daily bases as service /heavy recue vehicle for the Fire department.

\$35,000 Operations-Replace Director's Chrysler Sebring

2007; 112K miles. Will be repurposed as FBO curtesy car.

\$25,000 Miscellaneous TIP IT Equipment

To Address Unforeseen Items with TIP Closeout

\$150,000 Replace 35 Roll-Up Doors at S Cargo Bldg

These doors are 35-45 years old in most cases. The door panels are badly deteriorated and coming apart. There are personnel doors in some of these that violate current building codes. \$3,600 Door + \$1,800 Operator = \$5,400 ea. x 35 = \$189,000 + \$14,000 = \$203,000. If public side only is done, cost would be 25 doors @ \$5,400 ea = \$135,000 + misc. electrical \$10,000 = \$145,000.

\$12,000 Irrigation System upgrades

As per Landscape Master Plan

Greenville-Spartanburg Airport District 2017 Operating Budget

\$46,000 Replace carpet in all Passenger Loading Bridges

\$3,500 per bridge ... replacement needed due to normal wear and tear

\$20,000 Facilities-Replace GM3-2002 Chevy Truck with Ford F150

Grounds Supervisor Truck has 108k miles and several major oil leaks; Intake, valve covers, oil pan

\$17,000 Replace 10' Batwing Mower

Existing 10' mower is the old 15' mower with 1 wing removed to make it a 10' unit. The mower deck and frame was beefed up to get a few more years of service as a 10' unit. Deck metal and framing metal is fatigued; wheels and axles are worn out.

\$17,000 New Stools at Concourse Charging Stations

Existing stool seats are not holding up - replaced approximately 20 this past year @ approx. \$165 each. New stools \$700 ea. x 24 = \$17,000

\$20,000 Replace GM1 1990 Dodge 1500 with Ford F150

Vehicle is approx. 17 years old; Front end needs rebuilding; Lifter is noisy

\$20,000 Replace M5 1989 Dodge Van with Ford F150

Currently the mechanics are using the retired 1989 old HVAC van (27 years old) as a second vehicle. The Mechanic staff (5 people) were sharing 1 vehicle until this van was brought out of retirement. 1 vehicle greatly reduces their efficiency and response time.

\$12,000 Replace Paint Van (1990 Dodge)

Vehicle is 26 years old; chassis is bent. Replace with used van.

\$20,000 Install Guardrail System along Tug Ramps

Replace tombstones on concourse side of tug up and down ramps - Use DOT guardrail; Core and set post in concrete. Approximately 360 LF @ \$55/ft = \$19,800

\$58,000 Airfield Lighting System Computers replacement

Window XP is no longer supported. Computers are past replacement age

Professional Service Projects

\$1,000,000 Update Master Plan and Airfield Pavement Plans

Necessary updates to stay current and to document long term planning initiatives in accordance with FAA directives

BUDGET FLUCTUATION ANALYSIS

2016-2017 BUDGET						
		(based on 6 months actual)				
		Estimated		Budget to Budget	Budget to Budget	
	FYE 2016	FYE 2016	FYE 6/30/17	\$	%	
	BUDGET	ACTUAL	BUDGET	CHANGE	CHANGE	Flux Explanations
OPERATING INCOME:						
Landing Fees	2,394,518	2,481,465	2,538,944	144,426	6.03%	Projected increases in airline landed weights while keeping landing fees static
Aircraft Parking Fees	336,725	372,928	376,457	39,733	11.80%	CPI increases, "per-turn" rate changes, RONs, & blended other ...
FBO Fees	112,874	121,798	95,045	(17,829)	-15.80%	Components: 3% into plane fees (6 mo only) & GA fuel flow for 6 mo under Stevens and 6 mo under GSP
Space & Ground Rentals	8,622,278	8,704,084	8,652,649	30,371	0.35%	Changes in Rental sq ft related to TIP, Stevens exit & related loss of ground rent, additional FBO tenant leases, CPI adjustments, and blended other ...
Auto Parking	8,908,797	9,869,127	11,556,577	2,647,780	29.72%	Parking rate changes & Last year assumptions were too conservative
Commercial Ground Transportation	149,000	150,877	135,000	(14,000)	-9.40%	Reduced projection for conservatism & possible UBER effects on Atchison
Concessions-Food & Beverage	360,000	340,252	370,650	10,650	2.96%	Adjusted closer to estimated FYE 6/30/16 actual
Concessions-Rental Car	3,054,862	3,233,091	3,154,888	100,027	3.27%	Utilized 4th yr MAG
Concessions-Retail	374,000	510,620	509,000	135,000	36.10%	Projections based on actuals; due to increased retail offerings & consumption, esp re: to TIP
Concessions-Other	250,000	402,358	400,000	150,000	60.00%	Increased advertising spaces/types and related fees, esp related to new terminal
Expense Reimbursements	1,221,315	1,312,548	1,205,931	(15,384)	-1.26%	Reduced TSA security allocation and blended other
Other Income	1,478,273	1,041,310	1,070,022	(408,252)	-27.62%	180K loss of FBO % of gross from Stevens, 220K projected decr in A/C ground handling between FYE'16 and FYE'17 budgets, and blended other
Fuel Sales Profit	-	-	1,654,500	1,654,500		Takeover of FBO fueling responsibilities
TOTAL OPERATING INCOME	\$ 27,262,641	\$ 28,540,459	\$ 31,719,662	\$ 4,457,021	16.35%	
EXPENSES:						
Salary & Benefits	8,016,384	7,229,814	10,458,363	2,441,978	30.46%	Additional 30+ FBO employees, benefit cost increases, raises, OT budgeted & associated benefits
Professional Services	753,304	482,473	730,250	(23,054)	-3.06%	Immaterial BTB fluctuation
Promotional Activities	923,620	911,166	1,280,405	356,785	38.63%	\$50K incr Advertising, \$50K new brand, \$30K incr Sponsorships, \$80K incr FBO promotional, \$120K incr in Properties & Dev gen mktg & blended other ...
Administrative	994,028	793,742	1,169,408	175,380	17.64%	\$100K incr in AvServ Admin to include credit card proc, dues, cell phone, training, travel, ... \$50K incr in Exec, Prop/Dev subscriptions, travel, corp functions, ... & blended other
Insurance	414,500	414,922	424,105	9,605	2.32%	Minimal projected increase insurance portfolio premiums
Contractual Services	2,460,495	1,829,465	2,646,935	186,440	7.58%	\$110K incr in new terminal janitorial, \$20K incr in FBO related, \$17K IT related, \$40K Ops computer contracts (SDI/Access Control) and blended other ...
Rentals & Leases	60,898	68,015	183,073	122,175	200.62%	\$114K incr in AvServ equipment rentals (fuel trucks, ...) and blended other
Repairs & Maintenance	503,183	649,502	578,923	75,740	15.05%	\$30K in new terminal repairs/maint, \$10K parking lot, \$5K RAC, and blended other ...
Supplies & Equipment	765,731	553,658	862,205	96,475	12.60%	Incr snow removal, new terminal provisions, \$40K incr in AvServ supplies, and blended other ...
Utilities	1,431,371	1,251,574	1,627,258	195,887	13.69%	\$100K increase in terminal electric utilities due to incr sq footage, \$88K increase in AvServ GA utilities & blended other ...
TOTAL OPERATING EXPENSES	16,323,514	14,184,330	19,960,925	3,637,411	22.28%	
NET OPERATING INC BEF DEPR	10,939,127	14,356,129	11,758,737	819,610	7.49%	
Depreciation Expense	11,537,400	11,537,400	11,095,225	(442,175)	-3.83%	Blended effect of asset acquisitions, asset writeoffs, and changes in CIP (Construction in Progress)
NET OPERATING INCOME	(598,273)	2,818,729	663,512	1,261,785	-210.90%	
Non-Operating Income/(Loss):						
Interest Income	13,000	16,400	13,000	-	0.00%	Immaterial BTB fluctuation
Facility Rental (RAC CFC)	788,867	1,087,459	857,676	68,809	8.72%	Increase in projected # contract days; fye 6/30/16 projections were too conservative
Interest Expense	(155,496)	(155,496)	(133,672)	21,824	-14.04%	Normal reduction in interest expense of 2001B Bond issue for RAC service center facilities
Other Non-Operating	(200,100)	(390,777)	(200,100)	-	0.00%	Immaterial BTB fluctuation
Total Non-Operating	446,271	557,587	536,904	90,633	20.31%	
NET INCOME	(152,002)	3,376,316	1,200,416	1,352,418	-889.74%	

INDEBTEDNESS

Overview

The Airport enjoys a very favorable cash & investment position, especially as compared to other airports of a similar size. Historically, it's been our practice to minimize leasing of equipment and vehicles. Outright purchase has been favored instead. Also, incurrence of debt has been severely frowned upon. Rather, management has elected to pay off debt as rapidly as possible, especially when interest expense rates exceed investment yields, as currently is the case and probably will be in the foreseeable future.

The aforementioned policies related to debt have resulted in an unencumbered ability to borrow should the Airport need to.

Relatively recent (within the last 15 years) debt issuances and subsequent events are discussed below:

Series 2000 Bonds

In September 2000, the Airport issued \$11,970,000 in revenue bonds ("Series 2000 Bonds"). Proceeds of the issuance were used to construct a new cargo facility and related improvements. **These bonds were paid off on August 13, 2010.**

Series 2001 Bonds

In August 2001, the Airport issued \$5,140,000 of tax-exempt revenue bonds ("Series 2001A Bonds") and \$4,990,000 of taxable revenue bonds ("Series 2001B Bonds") (collectively, the "Series 2001 Bonds"). Proceeds of the issuances were used to construct a new rental car facility and related improvements. Interest is payable semiannually on July 1 and January 1. Annual principal installments are due on July 1 and commenced on July 1, 2003. The Series 2001A Bonds and Series 2001B Bonds are composed of serial bonds which bear interest at rates between 3.1% and 5.0% annually and 4.4% and 6.2% annually, respectively. In addition, the Series 2001A Bonds include \$775,000 of 5% term bonds due July 1, 2021, and the Series 2001B Bonds include \$3,355,000 of 6.82% term bonds due July 1, 2021

Under the terms of the Series 2000 and 2001 Bonds, the Airport is subject to certain covenants including, but not limited to, limitations on the transfer or sale of assets, limitations on the incurrence of additional indebtedness, maintenance of adequate insurance coverage on property, and maintenance of a minimum level of net revenues, as defined, to aggregate

Greenville-Spartanburg Airport District 2017 Operating Budget

annual debt service. As of June 30, 2011 and 2010, the Airport was in compliance with these restrictive covenants.

The Series 2001A Tax-Exempt Revenue Bonds were called early and paid off on 8/18/2011.

The Series 2001B Taxable Revenue Bonds are the only debts currently on the Airport's books. These too would be called early if they were callable. Unfortunately, they are not. As such, the future debt service requirements of the Series 2001B Bonds are as follows as of June 30, 2015:

FYE	Principal	Interest	Princ&Int
2016	\$ 320,000	\$ 155,496	\$ 475,496
2017	\$ 340,000	\$ 133,672	\$ 473,672
2018	\$ 365,000	\$ 110,484	\$ 475,484
2019	\$ 390,000	\$ 85,591	\$ 475,591
2020	\$ 420,000	\$ 58,993	\$ 478,993
2021	\$ 445,000	\$ 30,349	\$ 475,349
	\$ 2,280,000	\$ 574,585	\$ 2,854,585

AIRLINE RATES & CHARGES

The Greenville-Spartanburg Airport District requires all commercial airlines to execute an Airport Operating Permit to establish the rules, regulations, and conditions by which an airline operating at the Airport must operate, including airline rates and charges.

Annual Airport Budget

The Commission adopts an annual budget for the Airport District, which is used to calculate rates and charges each year. The objective of the existing airline rates and charges methodology is to estimate the Airport rates, fees and charges necessary for the District to recover its capital, operating and maintenance costs in providing airline facilities at the Airport, regardless of the successes or failures of non-airline revenue generation at the Airport.

Following summarizes the existing methodology utilized to calculate the airline rates and charges at the Airport.

Maintenance and Operating Expenses

Maintenance and Operating (“M&O”) expenses include all of the costs associated with operating and maintaining the Airport. Airport M&O expenses incurred in a direct cost center are accounted for in that cost center. Direct cost centers include the airfield and terminal cost centers. M&O costs for the Operations, ARFF (Aircraft Rescue and Firefighting), and Police Departments not generated in a specific cost center are allocated to the direct cost centers on the basis of a time study, which is performed by the District from time to time. M&O costs for the Facilities Department are allocated to the direct cost centers based upon an allocation via their maintenance work order program tracking hours worked by cost center. Indirect M&O costs in the administrative departments (Executive, Communication, Finance, IT, Human Resources, Property & Concessions) are allocated to the direct cost centers on the basis of each costs centers direct M&O expense as a percent of all direct M&O expenses.

Capital Expenses

Capital expense represents the cost incurred by the District in acquiring capital assets with the use of the District’s funds. The Airport’s capital expense is the amortization of these costs over their useful lives or annual debt service on assets acquired with the proceeds of debt issued by the District. The annual amortization expense is included in each cost center to the extent that such expense is required for the benefit of the specific cost center. Amortization of capital expense attributable to the Airport’s indirect cost centers is allocated to the Terminal cost center

Greenville-Spartanburg Airport District 2017 Operating Budget

and the Airfield cost center on the pro-rata basis that each cost centers annual M&O expense as a percentage of total M&O expense. Annual debt service resulting from the issuance of Airport Revenue Bonds is included in each cost center for which the asset purchased with bond proceeds is located.

Landing Fee Methodology

The airline Landing Fee Rate is calculated based on a cost center residual methodology. The objective of this methodology is to recover 100% of the District's cost of the Airport's Airfield cost center (the "Airfield Requirement"). The annual Airfield Requirement includes all of the capital and M&O costs of the Airfield cost center. The annual Airfield Requirement is based on an allocation of direct and indirect M&O, amortization, and debt service (if any) attributable to the Airfield Cost Center. In theory, the Airfield Requirement should be recovered from all users of the airfield, including general aviation. Historically, aircraft landed weight has been the method of allocation for recovering airfield costs. While this works well for the commercial air carriers, it is much more problematic with general aviation activity and can result in an airport recovering less than its actual airfield cost. As such, a common practice at airports across the country is to determine the airfield requirement and calculate the Landing Fee Rate using a residual cost recovery method. This method is often preferred for recovering the cost of the airfield cost center, as the revenue sources available to support this area are relatively limited. In this case, the Airline Landing Fee requirement is calculated based on an allocation of direct and indirect M&O, amortization of capital outlays, and debt service attributable to the Airfield cost center. The total of these amounts is reduced by general aviation fuel flowage fees, which is intended to represent the cost to general aviation for the use of the Airfield before calculating the Airline Requirement and the landing fee rate. The cost center residual approach ensures the District will "break-even" in the Airfield cost center and provide for the continued operation of the public airfield.

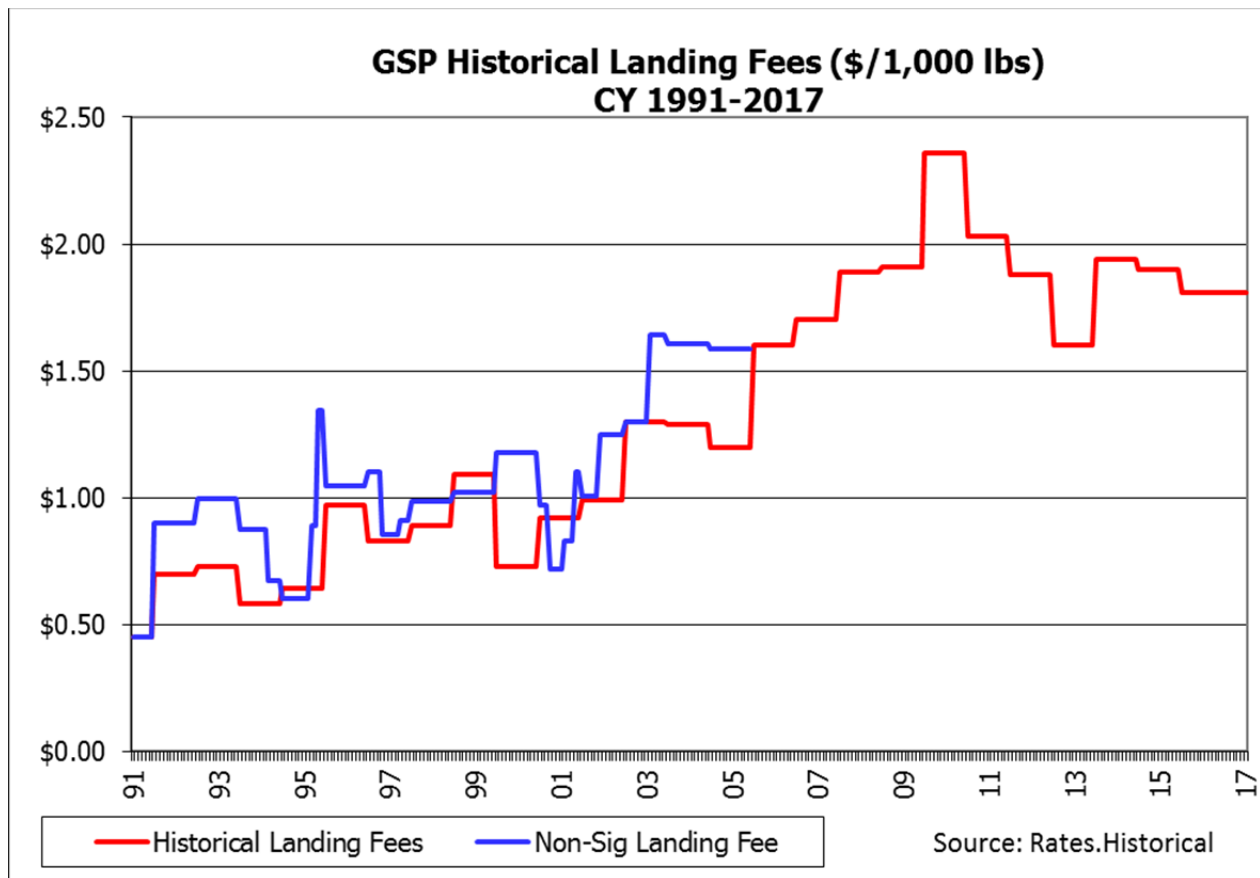
It is important to note that when airfield expenses go down, so does the landing fee, and so do the District's reimbursement of said expenses. Fluctuations in landing fees mimic expense spending patterns, project development costs, legal and professional fees, traffic volume changes (i.e., "landed weights"), and spreading of other administrative costs to the various cost centers. Landing fee rates are recalculated semi-annually. GSP's landing fees tend to be extremely competitive, as compared to other airports of similar size around the nation. Our very competitive landing fee rates are one measure, or indicator, of airport operational efficiency.

GSP's historical landing fee rates are graphed below from 1991. The period of greatest rate increase occurred in the years following the 2001 World Trade Center tragedy and increased security concerns/costs. These costs were passed onto the airlines thru increased landing fees and represent just one of the causal factors behind the increased costs of air transportation for the traveling public.

Greenville-Spartanburg Airport District 2017 Operating Budget

GSP used to have a long-term Airline Use Agreement with the Airlines, which ended in 2006. In that agreement, there were two (2) landing fee rates; a “signatory” and a “non-signatory” rate. The signatory rate was given to those airlines that rented space from the airport and signed the Use Agreement. A 20% surcharge above the signatory rate resulted in the “non-signatory” rate charged to all other airlines operating at the Airport. Since October, 2005 the Airport has done away with these rate distinctions, and charges a single rate by decree to all airlines who operate at the Airport via the Airline-Airport Use Permit.

GSP Historical Landing Fees Graph



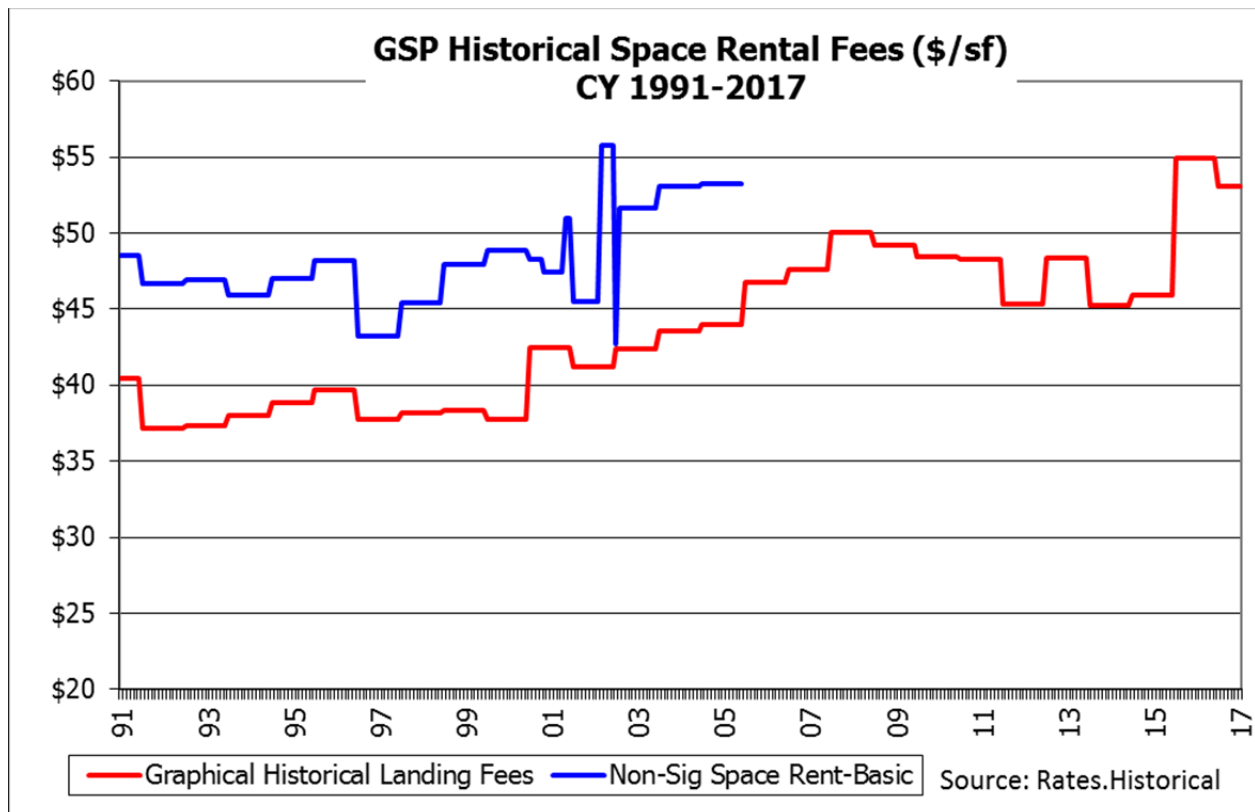
Terminal Complex Rental Methodology

The Terminal Rental Rate is calculated based on a compensatory cost rate recovery methodology under which tenants pay only for the space that they occupy. The cost for vacant productive terminal space not leased to the airlines is not charged to the airlines and is paid

Greenville-Spartanburg Airport District 2017 Operating Budget

from non-airline revenue sources. The Terminal Requirement comprises capital expense and M&O expense. The capital component includes an amortization charge of undepreciated assets included in the Terminal cost center and an allocation of capital expense from the indirect cost centers. The M&O Component of the Terminal Requirement includes the direct and indirect cost of maintaining and operating the Terminal cost center. The total capital and M&O expenses of the Terminal Cost Center are divided by the total productive square feet of the Terminal Building. Total productive square feet includes both leased and vacant airline and concession space as well as public areas and TSA space.

GSP Historical Space Rental Fees Graph



Other Airline Rates and Charges

Other Airline Rates and Charges include rentals for use of passenger loading bridges, aircraft parking positions, remain overnight (RON) charges, among others. The District uses a compensatory cost recovery methodology to calculate the passenger loading bridge rental. The loading bridge rental is determined by using a blended twenty-year amortization of the District's portion of the unamortized capital cost basis of the thirteen available loading bridges. The PC

Greenville-Spartanburg Airport District 2017 Operating Budget

Air / Fixed Ground Power charged is blended into the passenger loading bridge charge and is amortized over a 15 year life. The aircraft parking positions rental is based on the negotiated rate included in the former AUA, increased annually by a CPI Factor.

Passenger Facility Charges

Pursuant to 14 CFR 158 ("Part 158"), airport sponsors may apply to the FAA for authorization to impose a fee on every enplaning revenue passenger ("Passenger Facility Charge" or "PFC") at the sponsored airport and to use the revenues derived from any such PFC to pay the allowable costs of PFC eligible airport investments/improvement projects. The level of PFC which may be charged can vary from \$1.00, \$2.00, \$3.00, or \$4.50 depending upon the authorization requested by the sponsor and approved by the FAA. PFCs are collected by each airline which issues a revenue travel itinerary to a passenger and are remitted monthly to the airport sponsor, less a handling charge which the collecting airline is entitled to retain as compensation for its collecting, handling and remitting the PFC revenue. The airline handling charge currently authorized by Part 158 is \$0.11 per PFC actually remitted to the airport sponsor.

PFC Eligibility

Allowable PFC costs include only those costs incurred on projects implemented on or after November 5, 1990. Therefore, the amortization on the Terminal Renovation and Expansion Project are not eligible to be paid with PFCs. Under Part 158, PFCs may be used to fund and finance the allowable costs (project costs and bond-associated debt service and financing costs) of airport-related projects which would be eligible to receive federal grant funding under the Airport Improvement Program ("AIP") and/or which preserve or enhance safety, capacity or security in the national air transportation system, or which reduce aircraft noise, furnish opportunities for enhanced competition between and among airlines and which have been approved for any such use by the FAA. Construction of gates and areas in which passengers are enplaned and deplaned as well as areas directly related to the movement of passengers and baggage are PFC eligible. However, restaurants, car rental facilities, automobile parking facilities, and other concession spaces are not PFC eligible. There are certain instances in which an AIP-ineligible project may be considered PFC eligible. Under AIP eligibility for hub airports, gates and airline ticketing areas including passenger check-in facilities and other revenue producing areas are not eligible for AIP funding. However, the PFC statute incorporates AIP eligibility and expands PFC eligibility to include non-concession areas directly related to the movement of passengers and baggage in air commerce regardless of their revenue producing status. Thus, gates, airline ticketing areas and passenger check-in facilities are PFC eligible even though they are not AIP eligible. All of the costs associated with the preparation, development and continuing administration of a PFC program are eligible for reimbursement with PFC revenue.

Greenville-Spartanburg Airport District 2017 Operating Budget

Utilization of a PFC

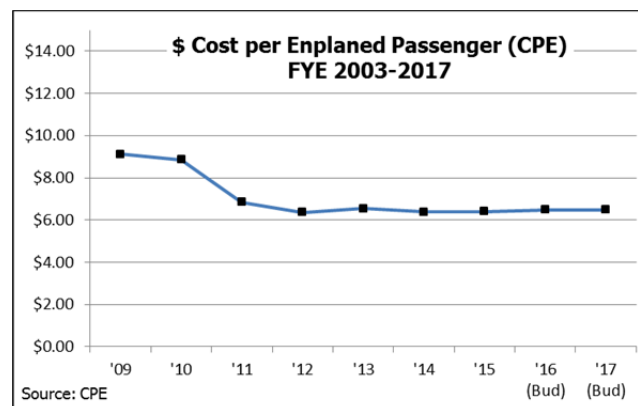
The Airport historically has never utilized PFCs. This material is presented for information only, in case we ever do want to consider an alternative/additional funding source.

Implementation of a PFC program would provide an additional funding source to decrease the local funding requirement for projects that would otherwise require the use of unrestricted Airport cash or additional borrowing.

CPE (Cost per Enplanement) Data Components

								Approved Budget	Budgeted
Historical CPE Data	FYE 6/30/2009	FYE 6/30/2010	FYE 6/30/2011	FYE 6/30/2012	FYE 6/30/2013	FYE 6/30/2014	FYE 6/30/2015	FYE 6/30/2016	FYE 6/30/2017
# Enplanements	648,657	639,646	764,626	955,821	942,465	950,205	951,148	975,000	990,000
Landing Fees	1,868,669	1,971,661	1,815,442	2,235,066	1,842,163	2,069,955	1,956,299	1,899,276	2,118,514
Aircraft Parking (gate apron rentals)	128,678	127,405	112,332	156,577	147,180	180,213	207,046	132,462	132,462
Term Rent (net of jetways)	3,654,001	3,333,383	3,034,007	3,418,543	3,653,130	3,345,560	3,432,029	3,769,124	3,666,925
Per Turn Fees		97,992	183,127	141,138	173,952	129,712	169,178	154,289	150,472
Shared Tenant Services (STS)-Airline						1,500	35,850	34,740	37,020
Utility Reimbursement (crash phone-Piedmont)	-	-	180	300	300	180	-	180	
Security Reimbursement	-	-	-	-	-	-	-	-	-
Janitorial	-	-	-	-	-	-	-	-	-
Jetway Rental	252,523	126,334	84,600	113,250	332,015	332,020	279,997	316,497	316,706
Refuse	4,248	3,481	3,540	4,248	3,540	3,540	3,540	3,540	3,540
Triturator	2,700	2,450	3,000	4,235	9,806	5,809	6,417	3,960	3,960
	5,910,819	5,662,707	5,236,228	6,073,358	6,162,086	6,068,488	6,090,356	6,314,068	6,429,598
Cost per Enplaned Pass	\$9.11	\$8.85	\$6.85	\$6.35	\$6.54	\$6.39	\$6.40	\$6.48	\$6.49

Historical CPE (Cost per Enplanement) Graph



GLOSSARY OF TERMS AND ABBREVIATIONS

Accrual Basis - Basis of accounting which attempts to record financial transactions in the period they actually occur rather than the period paid or received.

AIP – The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities -- for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

Aircraft Operation - Considered either a landing or take-off of an aircraft.

Airfield Operations Area (AOA) - Generally considered the restricted area within the security fence surrounding an airport which is reserves for aircraft and related operations. This includes the landing area and ramp area, and other facilities supporting the activity of military, general aviation and commercial aircraft.

Airfield Revenues – Also known as “Landing Area” revenues which include landing fees, aircraft parking/ramp fees, FBO 3% fees, and flowage fees..

Airline Use Permit (Agreement) - An agreement with one or more airlines setting forth the rights of the airlines for their use of the airport and the rates and charges they will pay.

Airline Revenues - Landing fee revenues, loading bridge revenues, apron fees, and terminal rental revenues.

Airport Revenue Bonds - Bonds payable from Airport revenues which do not pledge the full faith and credit of the issuer.

Airport Security Plan (ASP) – A federal requirement for security at the Airport.

Apron - A section of the ramp area closest to the terminal building used for parking of aircraft and support vehicles used for loading and unloading of aircraft.

ARFF - Airport Rescue and Fire Fighting, the on-airport unit responsible for airfield emergencies and firefighting.

Greenville-Spartanburg Airport District 2016 Operating Budget

Automated External Defibrillation (AED) - A portable automatic device used to restore normal heart rhythm to people who are in cardiac arrest.

Cargo - Anything other than passengers, carried for hire, including both mail and freight.

Capital Improvement Program (CIP) - A five year program for regularly undertaking improvements to maintain or revitalize the infrastructure and facilities of the airport. The program serves as a basis for determining funding requirements and other operational planning decisions.

COLA - Cost of living adjustment

Concessionaire - A person or company having a lease, contract or operating permit arrangement with the District entitling them to do business on the airport.

Concession Revenue - One of seven operating revenue categories which include advertising, food & beverage, pay phone, rental car, retail, and teletrip insurance.

Cost Centers - Functional areas or activities of the Airport grouped together for the purpose of accounting for expenses.

Cost Per Enplanement (CPE) - A unit of measurement used to present the airlines' cost of each enplaned passenger. The total airline revenues paid to the airport are divided by the number of passenger enplanements to calculate the cost per enplanement.

Disadvantaged Business Enterprise Program (DBE) – Program required by Congress as a condition of receiving federal funds.

Debt Service - The amount required for the accrual and payment of principal, interest, and premiums, if any, and other fees and amounts associated with all series of Bonds and Indebtedness, as set forth in any Resolution(s) or other financing documents(s) of the District.

Debt Service Coverage - An amount equal to Airport Net Revenues divided by Net Debt Service ... typically expressed as a ratio. The Airport's master bond covenants require a debt service coverage ratio of 1.25.

Debt Service Reserve Fund - Any fund(s) established by the District for monies necessary to satisfy any Debt Service Reserve Requirement established in any Resolution(s) or other financing document(s) of the District generally equal to the highest annual amount due in any of the remaining years of the debt issue.

Debt Service Reserve Requirement - Requirement, if any, for the Debt Service.

Greenville-Spartanburg Airport District 2016 Operating Budget

Deplanement - A passenger departing an aircraft at the Airport.

Enplanement - A paid passenger boarding an aircraft at the Airport.

Federal Aviation Administration (FAA) - The government agency responsible for air safety and operation of the air traffic control system.

FAA Regulation 139 - This regulation establishes the requirement for airports servicing scheduled air carrier operations in aircraft with 10–30 seats and provides airport certification status, class and ARFF Index to assist air carriers.

FAA Regulation Part 150 - This regulation establishes a uniform nationwide system of describing aircraft noise and noise exposure on different communities, describes land- use compatibility for the guidance of local communities, and provides technical assistance to airport operators and other governmental agencies to prepare and execute noise compatibility planning.

Federal Inspection Station Facility (FIS) - The facility used as the Federal Inspection Station for United States Customs and Immigration.

Fixed Base Operator (FBO) - A fixed based operator provides aircraft fueling, deicing and maintenance for the general aviation customers.

FBO Revenue - One of four landing area revenue categories which include the Airport's share of sale of fuel for aircrafts, landing fees for the general aviation population, deicing of aircrafts, and other miscellaneous fees for the general aviation population.

Fuel Farm - Operated by the FBO and used to store fuel for the airlines and retail general aviation sales.

GAAP - General Accepted Accounting Principles are uniform minimum standards and guidelines for accounting and financial statement reporting.

GASB - Governmental Accounting Standards Board, the body responsible for establishing GAAP for governmental entities, of which the District is one.

Ground Transportation Revenues - One of seven operating revenue categories which includes access fees from limousines, hotels/motels, taxis, and off airport parking facilities.

Incident Command System (ICS) - A federally recognized program to deal with emergencies.

Into-plane Fees – Revenue generated based on fuel pumped for the commercial airlines.

Greenville-Spartanburg Airport District 2016 Operating Budget

Landing Fee Revenues - Revenues collected from commercial aircraft landings.

LIBOR – A benchmark interest rate upon which many transactions are based. Obligations of parties to such transactions are typically expressed as a spread to LIBOR. The term is an acronym for “London Inter-Bank Offered Rate.”

Loading Bridge - Equipment used to board and deplane passengers between the terminal building and the aircraft ... also known as “jetways”.

Supplies and Equipment Expense - One of the main expense categories which include materials and supplies purchased for airfield, ARFF, FBO, buildings, grounds, and vehicles and equipment.

Maximum Gross Landed Weight (MGLW) - Actual gross weight of a particular plane. The weights for all aircraft are published by the FAA.

NATA Safety Management System (SMS) - SMS is a systematic, comprehensive program for the management of safety risks. The program integrates operations and technical systems with financial and human resource management for all activities related to aircraft ground operations.

National Air Transportation Association (NATA) - Organization that promotes safety and the success of aviation service businesses through its advocacy efforts before government, the media and the public as well as providing valuable programs and forums to further its members prosperity.

National Plan of Integrated Airport Systems (NPIAS) - The National Plan of Integrated Airport Systems (NPIAS) identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). It also includes estimates of the amount of AIP money needed to fund infrastructure development projects that will bring these airports up to current design standards and add capacity to congested airports. The FAA is required to provide Congress with a 5-year estimate of AIP eligible development every 2 years.

Non-Capital Equipment - Equipment, under \$10,000, not covered under the Capital Improvement Program, included within the operating budget.

Operating Expenses – Controllable expenses broken down into the following ten (10) categories:

1. Salaries & Benefits
2. Professional Services
3. Promotional Activities

Greenville-Spartanburg Airport District 2016 Operating Budget

4. Administrative
5. Insurance
6. Contractual Services
7. Rentals & leases
8. Repairs & Maintenance
9. Supplies & Equipment
10. Utilities

Operating Revenue - Revenues which are generated from the daily operations of the airport which includes the revenues from the following seven (7) categories:

1. Landing Area,
2. Space & Ground Rentals,
3. Auto Parking,
4. Commercial Ground Transportation,
5. Concessions,
6. Expense Reimbursements, and
7. Other Income categories.

PAF – Public Airfield

Passenger Facility Charges (PFC) - Pursuant to 14 CFR 158 ("Part 158"), airport sponsors may apply to the FAA for authorization to impose a fee on every enplaning revenue passenger ("Passenger Facility Charge" or "PFC") at the sponsored airport and to use the revenues derived from any such PFC to pay the allowable costs of PFC eligible airport investments/improvement projects. The level of PFC which may be charged can vary from \$1.00, \$2.00, \$3.00, or \$4.50 depending upon the authorization requested by the sponsor and approved by the FAA.

RAC – Rental Car

Revenue Per Enplanement (RPE) - A unit of measurement calculated by taking certain airport revenues divided by the number of enplanements.

Salaries & Benefits - One of the main expense categories which includes all wages, salaries and benefits.

TIP - Terminal Improvement Program, the long range plan for improving, renovating, and modernizing the Airport passenger terminal.

Transportation Security Agency (TSA) – The Department of Homeland Security responsible for protecting the Nation's transportation systems (including airports) to ensure freedom of movement for people and commerce.



MEMORANDUM

TO: Members of the Airport Commission

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

DATE: May 9, 2016

ITEM DESCRIPTION- New Business Item B

Approval of Banking/Investment/Line of Credit Proposal

BACKGROUND

The District's historical banking relationships have been very exclusive. For many decades, our bank was Bank of America. In July 2011 we decided to go with a local banker, and quickly chose NBSC because they were convenient, local, and were very aggressive in getting our attention. Both banks have served us well, and we've been very happy with their responsiveness, their service, and their attention to detail.

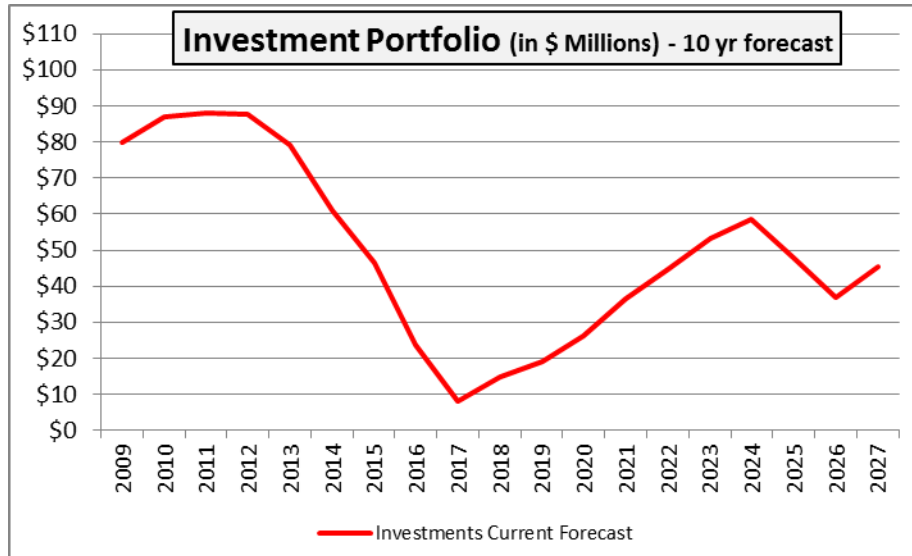
Since 2011 and the arrival of Southwest Airlines, the District's financial profile and needs have changed substantially and have become more complex. A few of the complicating factors have been and are:

- Terminal renovation
- Reduction in investment portfolio and associated liquidity
- Takeover of FBO operations and increase in staffing
- The imminent arrival of what we call "special projects" (e.g. PRT, MRO hangar(s), tenant hangar(s), and others) and the associated need for financing

ISSUES

The District's cash & investment balances have been declining as projected and as presented to the Commission on numerous occasions.

The latest 10 year projected Investment Portfolio pro-forma appears below:



Cash balances are projected to continue to decline below \$10 Million as of June 30, 2017 before they resume their upward accumulation phase.

The District is very fortunate to have a number of “Special Projects” which have been discussed in prior Board meetings. All of these Special Projects will have a capital component, some larger than others, which will place further stress on our operating cash & investment levels and are not included in the above projection.

We have proposed creating a Line of Credit against which only those Special Projects specifically approved by the Commission will be funded. Each will have its own ROI (return on investment) calculation and its own amortization schedule with principal and interest payments made by the tenant to the District. These additional revenue streams will be specifically earmarked to make all debt servicing payments on the LOC. It will be very important to only approve “blue chip” high-grade tenants fully capable of repaying the Special Projects as part of the screening process for LOC-eligibility.

Fortunately, over the years the District has been approached by many bankers (local, regional, national, and investment) all wanting to lend us money. The Airport District is a very attractive client, both because of our visibility, our prominence in the Upstate, our influence on bringing jobs and other opportunities to the region, and most importantly because of our very strong financial position, and stature. Even though our cash balances are trending lower in the short-term, we essentially have very little debt, new facilities, and are a cash-machine, throwing off a very high discretionary cash-flow, which bankers just love to see. We are very capable of absorbing such a Line of Credit, especially after considering the additional revenue streams the Special Projects will create.



We therefore decided to “test the waters” by contacting 3 banks, all of which we have contacts with, all of which have a substantial local presence in both Greenville and Spartanburg counties, and all of which had previously expressed interest to Dave and myself. We asked them for letters of guidance/term sheets outlining what their banks could offer us in the way of a LOC. The banks were:

- NBSC, a division of Synovus (our current banker, since July 2011)
- Capital Bank
- TD Bank

Representatives from all 3 banks came to visit on a number of occasions to explore possibilities. All 3 are very interested. Several of the bankers mentioned that the District could qualify for \$50-\$100M in total debt, if so desired. All 3 mentioned that if they were successful in being selected to provide the LOC (or other term loans/financial solutions) then they would expect to also have the depository relationship, indeed, the entire banking relationship with the District. This requirement did not come as a surprise...rather, it was expected, and is quite normal.

Given these developments, Staff is looking to the Commission for guidance as to their preference in the following alternatives.

ALTERNATIVES

Staff feels very comfortable that they could work with any one of the 3 bankers. All 3 presented doable LOC terms and alternatives (to be discussed below). One of the three alternatives, TD Bank, in Staff's opinion, did rise to the top and is the recommended solution.

Alternative solutions available to the Commission include:

- Continued use of our current banker, NBSC, with whom we have had a very good relationship with and have been fully satisfied from a service response level.
- Change our banking relationship to TD Bank as the preferred solution. Staff felt that they presented a very compelling case and a suite of services/capabilities that would be very difficult to match.

Here's a quick synopsis of the 3 alternative banks:

	TD Bank			
	TD Bank NA	TD Bank Fin Group	Synovus/NBSC	Capital Bank
Stock Symbol		TD	SNV	CBF
	Domestic NE and SE	North American	Regional, Mid-Atlantic	Regional
	6th largest NA bank	2nd largest Canadian bank	NBSC is a div of SNV	
Branches	1,264	2,421	257	153
ATMs	1,989	4,858	336	?
States	16		5 (GA, AL, SC, FL, TN)	5 (FL, NC, SC, TN, VA)
HQ location	Cherry Hill, NJ	Toronto, Canada	Columbus, GA	Raleigh, NC
# of FTEs (Employees)		81,483	4,452	1,458
Date Established	2000	1855	1888	2009
Assets (\$ '000s)		\$834,222,349	\$28,792,653	\$7,451,485
Deposits (\$ '000s)		\$523,549,900	\$23,242,661	\$5,958,134
Market Cap (\$ '000s)		\$82,245,100	\$3,938,500	\$210,200
Reported Net Inc 2015 (\$ '000s)		\$6,462,760	\$226,082	\$60,648
Reported Net Inc 2016 Q1 (\$ '000s)		\$1,620,038	\$52,531	NA
Common Equity Tier 1 Capital Ratio		9.90%	10.37%	12.89%
Return on Assets		0.75%	0.80%	0.86%
Return on Equity		12.75%	7.49%	6.29%
Loan to Deposit Ratio		78.75%	96.50%	95.54%
EPS		\$3.52	\$1.65	\$0.97
S&P Rating		AA-	BB+	NR
Fitch Rating		AA-	BBB-	NR
Moody's Rating		Aa1	Ba2	NR
Moody's Rating Comments		"Obligations rated Aa are judged to be of high quality and are subject to very low credit risk. "	"Obligations rated Ba are judged to be speculative and are subject to substantial credit risk. "	None

Clearly, TD Bank is much larger, and a much higher rated bank. They were also much more persuasive / professional in their proposal and presentation. They were also the only bank to offer direct Airport lending experience:

TD Bank
Sample Airport Credit Clients:
Boston (\$161M)
Washington DC (\$127M)
Philadelphia (\$109M)
Jacksonville (\$44M)
Warwick (\$34M)
Tampa (\$19M)

FISCAL IMPACT

Below please find a quick synopsis of the terms comparison. Highlighted items are more favorable to the District. Again, TD Bank wins.

	TD Bank NA	Synovus/NBSC	Capital Bank
LOC (Line of Credit) Terms			
Amount	\$25M/\$50M	\$25M/\$35M	\$10 million
Renewable	Annually	Annually	Annually
Interest is payable	Monthly	Monthly	Monthly
Term	1 yr	2 yr/3 yr	3 years
Principal is payable	At end of 1 year	At end of 2/3 years	At end of 3 years
Interest rate	1 mo LIBOR+75/90bp	1 mo LIBOR+125/150bp	Floating, 1 mo LIBOR+120bp
Facility/Origination Fee	\$0 / \$ 5bp (\$25,000)	15/25bp (\$37,500/\$87,500)	None
Non-Usage fee	None	None	None in year 1. Thereafter will be \$20K/yr if yearly usage is <\$3.5M
Collateral	Unsecured / Unsecured but no additional indebtedness	Unsecured/Secured (options)	Unsecured but backed by full faith & credit of District
Other Conditions	Requires full banking relationship	Already has full banking relationship with District	Requires full banking relationship
	No financial covenants		
	Most favored nation		

For instance, if we wanted a \$25M LOC, there would be no origination fees, no non-usage fees, and no financial covenants with TD Bank. TD Bank mentioned that the line would be renewed annually with the same terms. 1 month LIBOR is currently 0.43725%. If you add 75 basis points, or 0.75% you get a **1.1873%** interest rate that we would pay. I find that interest rate extremely attractive. This is a ST line, but can be converted at any time to a term loan with a fixed, locked-in low interest rate. If we didn't like TD's longer term rate, we could "term it out" with someone else, or we could keep it in the LOC. TD Bank did appear motivated to keep all of our business.



RECOMMENDED ACTION

While NBSC is recognized and commended for their 5 years of exemplary service to the District, it is Staff's recommendation to change our banking relationship from NBSC to TD Bank to include all banking services. Management is hereby authorized to proceed with the transfer of banking relations from NBSC to TD Bank and with the establishment of a 1 year Line of Credit (LOC) for \$25 Million with TD Bank under the terms outlined above for Special Projects to be determined and approved by the Board. Said LOC can also be used for projects previously approved by the Board for financing (e.g. Runion property purchase). After the Board of Commissioners approve "Special Projects" to be funded by the LOC, management is authorized to manage the LOC going forward, to authorize annual renewals of the line, to make certain loan covenants, if any, are met, and to "term out" projects (remove projects from the LOC and replace with fixed term funding at market rates and amortization periods) as deemed appropriate.

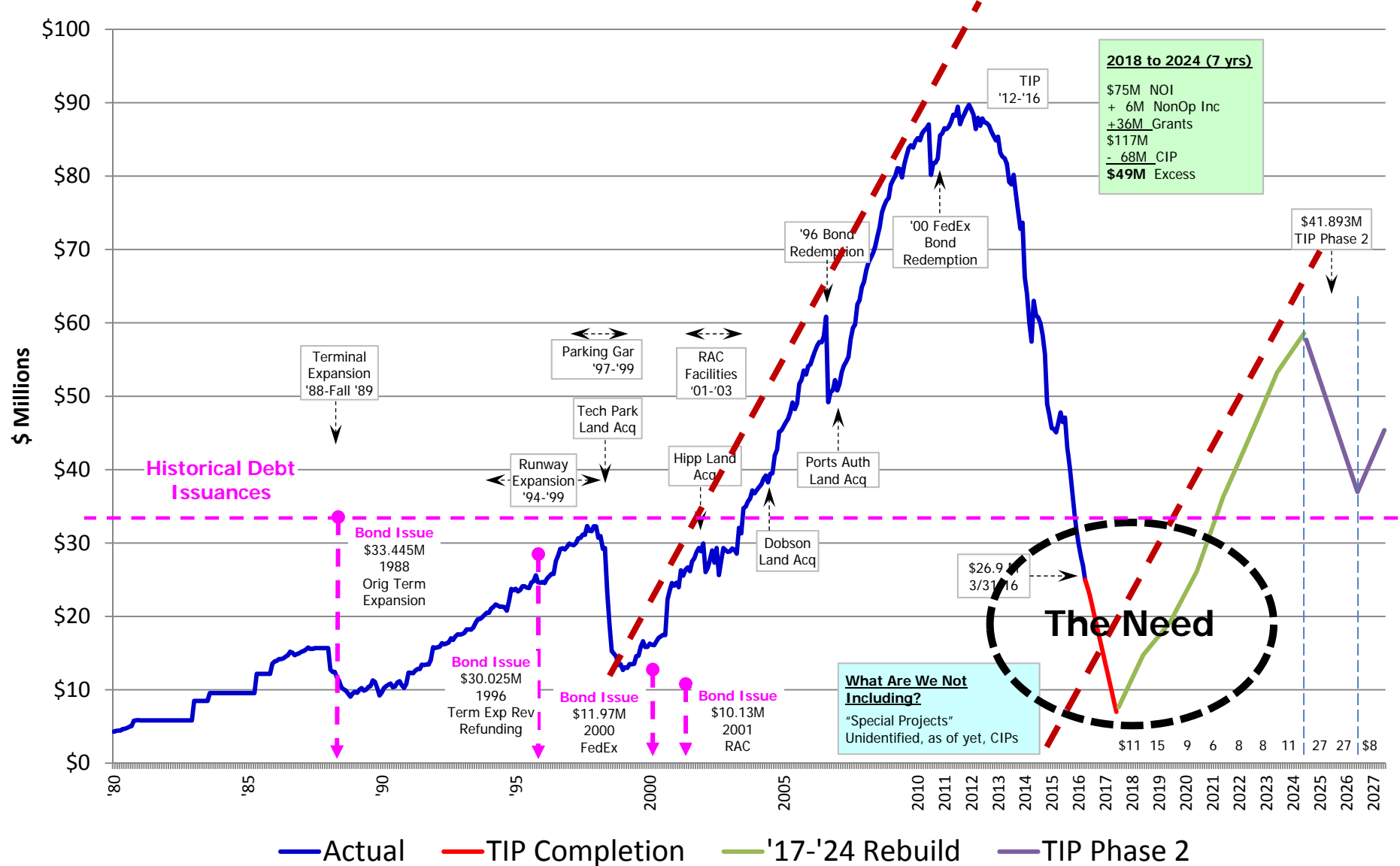
Proposed Line of Credit

GSP Airport Commission Meeting

May 9, 2016



Historical & Projected Investment/Cash \$ Balances



How to meet the Need ...

Current Banking
Relationship since
July, 2011



	TD Bank			
	TD Bank NA	TD Bank Fin Group	Synovus/NBSC	Capital Bank
Stock Symbol		TD	SNV	CBF
	Domestic NE and SE	North American	Regional, Mid-Atlantic	Regional
	6th largest NA bank	2nd largest Canadian bank	NBSC is a div of SNV	
Branches	1,264	2,421	257	153
ATMs	1,989	4,858	336	?
States	16		5 (GA, AL, SC, FL, TN)	5 (FL, NC, SC, TN, VA)
HQ location	Cherry Hill, NJ	Toronto, Canada	Columbus, GA	Raleigh, NC
# of FTEs (Employees)		81,483	4,452	1,458
Date Established	2000	1855	1888	2009
Assets (\$ '000s)		\$834,222,349	\$28,792,653	\$7,451,485
Deposits (\$ '000s)		\$523,549,900	\$23,242,661	\$5,958,134
Market Cap (\$ '000s)		\$82,245,100	\$3,938,500	\$210,200
Reported Net Inc 2015 (\$ '000s)		\$6,462,760	\$226,082	\$60,648
Reported Net Inc 2016 Q1 (\$ '000s)		\$1,620,038	\$52,531	NA
Common Equity Tier 1 Capital Ratio		9.90%	10.37%	12.89%
Return on Assets		0.75%	0.80%	0.86%
Return on Equity		12.75%	7.49%	6.29%
Loan to Deposit Ratio		78.75%	96.50%	95.54%
EPS		\$3.52	\$1.65	\$0.97
S&P Rating		AA-	BB+	NR
Fitch Rating		AA-	BBB-	NR
Moody's Rating		Aa1	Ba2	NR
Moody's Rating Comments		"Obligations rated Aa are judged to be of high quality and are subject to very low credit risk. "	"Obligations rated Ba are judged to be speculative and are subject to substantial credit risk. "	None

	TD Bank NA	Synovus/NBSC	Capital Bank
LOC (Line of Credit) Terms			
Amount	\$25M/\$50M	\$25M/\$35M	\$10 million
Renewable	Annually	Annually	Annually
Interest is payable	Monthly	Monthly	Monthly
Term	1 yr	2 yr/3 yr	3 years
Principal is payable	At end of 1 year	At end of 2/3 years	At end of 3 years
Interest rate	1 mo LIBOR+75/90bp	1 mo LIBOR+125/150bp	Floating, 1 mo LIBOR+120bp
Facility/Origination Fee	\$0 / \$ 5bp (\$25,000)	15/25bp (\$37,500/\$87,500)	None
Non-Usage fee	None	None	None in year 1. Thereafter will be \$20K/yr if yearly usage is <\$3.5M
Collateral	Unsecured / Unsecured but no additional indebtedness		
Other Conditions	Requires full banking relationship		
	No financial covenants		
	Most favored nation		
	TD Bank Sample Airport Credit Clients: Boston (\$161M) Washington DC (\$127M) Philadelphia (\$109M) Jacksonville (\$44M) Warwick (\$34M) Tampa (\$19M)		

LIBOR, other interest rate indexes

Updated 4/20/2016

	This week	Month ago	Year ago
Bond Buyer's 20 bond index	3.28	3.38	3.52
FNMA 30 yr Mtg Com del 60 days	3.13	3.29	3.29
1 Month LIBOR Rate	0.44	0.43	0.18
3 Month LIBOR Rate	0.64	0.63	0.28
6 Month LIBOR Rate	0.90	0.91	0.41
Call Money	2.25	2.25	2.00
1 Year LIBOR Rate	1.24	1.23	0.71

$$0.75\% + 0.44\% = \mathbf{1.19\%}$$

Questions?



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin E. Howell, Vice President/COO

DATE: May 9, 2016

ITEM DESCRIPTION - New Business Item C

Approval of Bulk Hangar Improvements Project Budget

BACKGROUND

In preparation of the January 1, 2017 transition of the Fixed Based Operator (FBO) operations Staff engaged Michael Baker International (Baker) to conduct building assessments on all of the hangars leased by Stevens. A final report was provided in March 2016 with a detailed assessment of each building and estimates for repairs. Certain repairs are required to extend the useful life of these facilities and other general facility repairs are necessary to improve the overall service level being provided to based aircraft tenants.

In February 2016 Stevens Aviation Inc. (Stevens) released two 45,000 sq. ft. bulk hangars and associated leased premises back early to the Greenville-Spartanburg Airport District (District).

Staff has been in negotiations with a confidential tenant to lease the bulk hangar located at 2100 GSP Drive for a Maintenance, Repair & Overhaul (MRO) operation. Specific improvements are necessary for this tenant to begin operations.

ISSUES

As referenced above, based on the Baker buildings assessment, certain repairs are necessary for the two bulk hangars located at 2100 and 2102 GSP Drive. In addition to these essential hangar repairs, the proposed tenant for the hangar at 2100 GSP Drive requires specific tenant up fit improvements for their MRO operation.



Staff has developed a project budget outlined below and proposes to deliver the Bulk Hangar Improvements Project as a single Design-Build (DB) project. Board approval of the project and project budget is required for Staff to proceed.

Bulk Hangar Improvements Project Budget

2100 GSP Drive

\$310,000	General Building Renovations
\$800,000	Tenant Specific Requirements
\$170,000	Contractor Costs
\$170,000	Design, Engineering, Inspections & Testing
\$1,450,000	Subtotal
\$150,000	Project Contingency
\$1,600,000	Hangar Total

2102 GSP Drive

\$970,000	General Building Renovations
\$150,000	Contractor Costs
\$150,000	Design, Engineering, Inspections & Testing
\$1,270,000	Subtotal
\$130,000	Project Contingency
\$1,400,000	Hangar Total

\$3,000,000 Combined Project Budget

Upon Board approval Staff will develop a solicitation for Pre-Qualification and proceed with selection and award in order to expedite the project. The proposed MRO tenant would like to be in operation at GSP by October 2016.

ALTERNATIVES

The Commission may decide to not proceed with the hangar repairs or elect to reduce the scope of the overall project.

However, without the hangar repairs at 2100 GSP Drive, the proposed MRO tenant will not lease the facility and will not locate their operation at GSP. Both bulk hangars need some specific repairs to extend the useful life of that aircraft storage facility. In addition to the "re-life" repairs, the current condition of the hangar at 2102 GSP Drive does not



reflect the standards of the District and some basic improvements are necessary to improve the level of service being offered to our based aircraft tenants. Staff recommends addressing both bulk hangars at the same time in order to gain financial efficiency on the contracting and project management side and to expedite the delivery of both projects.

For the reasons outlined above, Staff does not recommend any alternatives.

FISCAL IMPACT

Staff is requesting approval of a project budget of \$3,000,000.00 for the combined improvements at both bulk hangars.

The budget for the hangar improvements and tenant up fit at 2102 GSP Drive is \$1,600,000. Based on current negotiations with the confidential MRO tenant, the hangar lease will generate \$360,000 annually in lease revenue. Utilizing the proposed line of credit the interest rate would be 1.19% annually and the MRO hangar project will have a payback of 4.59 years.

RECOMMENDED ACTION

It is respectfully requested that the Airport Commission resolve to (1) approve a project budget of \$3,000,000 for the Bulk Hangar Improvements Project; (2) authorize Staff to proceed with the project utilizing the proposed line of credit financing; and (3) authorize the President/CEO to execute all necessary documents.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin E. Howell, Vice President/COO

DATE: May 9, 2016

ITEM DESCRIPTION - New Business Item D

Approval of Corporate and General Aviation Hangar Project Budget

BACKGROUND

Staff has been in negotiations with a confidential tenant to construct and lease a corporate aircraft hangar. The proposed corporate hangar would be approximately 16,000 sq. ft. with 2,500 sq. ft. of office space.

At various times, Staff receives inquiries for hangar facilities at GSP and currently the District has no vacant space ready for lease or development. This leaves the District at a competitive disadvantage with other airports for potential projects and/or possible additional aircraft tenants.

Also as previously discussed, Staff has negotiated with another confidential tenant to lease the existing bulk hangar located at 2100 GSP Drive for a MRO operation. The proposed MRO operation will displace several existing bulk hangar tenants and further limits the District's amount of available aircraft storage space.

Staff proposes to construct an additional general aviation (GA) hangar (up to 30,000 sq. ft.) that would serve to meet the needs outlined above.

ISSUES

Staff has received a Letter of Intent for the proposed corporate hangar. Authorization of the Corporate Hangar Project and approval of the project budget requires Board approval prior to proceeding.



As outlined above, Staff recommends building a second GA hangar at the same time as the proposed tenant corporate hangar. This hangar would give the District the ability to have development-ready space for other potential aviation related projects and/or additional aircraft storage space for interested tenants. The additional hangar being proposed would be initially designed as a generic aircraft storage hangar, but could be easily modified to increase the total hangar square footage or add connected office space, parts storage or other necessary spaces for a potential tenant. The hangar could also serve as supplemental hangar space during the renovation of the existing aircraft storage hangar at 2102 GSP Drive. Combining these two hangar projects will allow the District to take advantage of the financial and project management efficiency of a consolidated project.

Staff has developed the project budgets outlined below and proposes to deliver the Corporate Hangar and the additional GA Hangar as a single Design-Build (DB) project. Board approval of the project and project budget is required for Staff to proceed.

Due to water supply / pressure limitations in the FBO / GA area, a water supply tank and pump system is required for any new construction in the area.

Bulk Hangar Improvements Project Budget

Corporate Hangar

\$1,800,000	General Building Construction Costs
\$587,000	Apron & Site Costs
\$466,000	Design, Engineering, Inspections, Testing, Contingency
\$2,853,000	Corporate Hangar Total

Additional GA Hangar

\$5,250,000 GA Hangar Project Total (up to 30,000 sq. ft. @ \$175/ft.)

Hangar Area Fire Protection / Water Supply Improvements

\$800,000 Water Supply Tank/Pumps

\$8,903,000 Combined Project Budget



Upon Board approval Staff will develop a solicitation for Pre-Qualification and proceed with selection and award in order to expedite the project.

ALTERNATIVES

The Commission may decide to not proceed with the Corporate Hangar or additional GA Hangar or may elect to reduce the scope of the project.

However, without the proposed corporate hangar the proposed tenant will locate their operation elsewhere. Staff recommends constructing both hangars at the same time in order to take advantage of the financial efficiency on the contracting and project management side and to expedite the delivery of both projects.

For the reasons outlined above, Staff does not recommend any alternatives.

FISCAL IMPACT

Staff is requesting approval of a project budget of \$8,903,000.00 for the combined Corporate & and GA Hangar Project.

The budget for the corporate hangar is \$2,853,000. Based on current negotiations with the confidential tenant, the hangar lease will generate \$185,000 annually in lease revenue (escalates by CPI annually). Utilizing the proposed line of credit the interest rate would be 1.19% annually and the corporate hangar project will have a payback of 17.14 years.

RECOMMENDED ACTION

It is respectfully requested that the Airport Commission resolve to (1) approve a project budget up to \$8,903,000 for the combined Corporate and General Aviation Hangar Project; (2) authorize Staff to proceed with the project utilizing the proposed line of credit financing; and (3) authorize the President/CEO to execute all necessary documents.



MEMORANDUM

TO: Members of the Airport Commission

FROM: David Edwards, President/CEO

DATE: May 9, 2016

ITEM DESCRIPTION – Information Section Item A

March 2016 - Traffic Report

SUMMARY

For March 2016 passenger traffic was up **8.4%** over the same month in 2015. Cargo traffic was up **18.4%** for March 2016 over March 2015. Load factors continue to be strong with an overall average of **79.7%**.

A comparison of the North America National Passenger Traffic Growth Averages for 2016 to GSP's Passenger Traffic Growth is depicted below:

	2016		
Month	GSP	National Average	Difference
Jan	7.60%	6.00%	1.60%
Feb	15.40%	8.40%	7.00%
Average	11.50%	7.20%	4.30%

Attached are copies of the detailed traffic report for March 2016.

Providing a look forward into the service levels for June 2016 is a schedule comparison for the month vs the same month last year including flights and seats by airline and non-stop market served. As such flights are up 2.2% and seats are up at 2.8%.

Schedule Weekly Summary Report for nonstop Passenger (Air - All) flights from GSP for travel June 2016 vs. June 2015											
All flights, seats, and ASMs given are per week.											
Travel Period				Jun 2016		Jun 2015		Diff		Percent Diff	
Mkt AI	Orig	Dest	Miles	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	GSP	CLT	76	54	3,347	0	0	54	3,347		
AA	GSP	DCA	396	19	1,041	0	0	19	1,041		
AA	GSP	DFW	862	21	1,414	21	1,211	0	203	0.0%	16.8%
AA	GSP	PHL	514	25	1,250	0	0	25	1,250		
DL	GSP	ATL	153	54	6,482	54	6,048	0	434	0.0%	7.2%
DL	GSP	DTW	508	26	1,300	25	1,265	1	35	4.0%	2.8%
DL	GSP	LGA	610	11	550	9	450	2	100	22.2%	22.2%
G4	GSP	FLL	620	5	885	5	885	0	0	0.0%	0.0%
G4	GSP	PGD	550	2	354	2	332	0	22	0.0%	6.6%
G4	GSP	PIE	482	3	509	4	697	(1)	(188)	(25.0%)	(27.0%)
G4	GSP	SFB	426	3	531	2	354	1	177	50.0%	50.0%
UA	GSP	EWR	594	19	976	13	650	6	326	46.2%	50.2%
UA	GSP	IAD	383	17	1,190	21	1,470	(4)	(280)	(19.0%)	(19.0%)
UA	GSP	IAH	838	14	780	13	650	1	130	7.7%	20.0%
UA	GSP	ORD	577	26	1,326	19	950	7	376	36.8%	39.6%
US	GSP	CLT	76	0	0	54	3,023	(54)	(3,023)	(100.0%)	(100.0%)
US	GSP	DCA	396	0	0	18	1,025	(18)	(1,025)	(100.0%)	(100.0%)
US	GSP	PHL	514	0	0	25	1,250	(25)	(1,250)	(100.0%)	(100.0%)
WN	GSP	ATL	153	20	2,860	0	0	20	2,860		
WN	GSP	BWI	425	0	0	7	1,001	(7)	(1,001)	(100.0%)	(100.0%)
WN	GSP	HOU	845	0	0	7	1,001	(7)	(1,001)	(100.0%)	(100.0%)
WN	GSP	MDW	562	0	0	13	1,859	(13)	(1,859)	(100.0%)	(100.0%)
			TOTAL	319	24,795	312	24,121	7	674	2.2%	2.8%

Monthly Traffic Report

Greenville-Spartanburg International Airport

March 2016



Category	Mar 2016	Mar 2015	Percentage Change	*CYTD-2016	*CYTD-2015	Percentage Change	*MOV12-2016	*MOV12-2015	Percentage Change
Passenger Traffic									
Enplaned	80,039	74,551	7.4%	222,634	202,123	10.1%	995,812	953,326	4.5%
Deplaned	<u>78,974</u>	<u>72,163</u>	9.4%	<u>219,812</u>	<u>199,021</u>	10.4%	<u>986,092</u>	<u>940,003</u>	4.9%
Total	159,013	146,714	8.4%	442,446	401,144	10.3%	1,981,904	1,893,329	4.7%
Cargo Traffic (Pounds)									
Express and Mail									
Enplaned	1,625	3,566	-54.4%	2,989	8,873	-66.3%	19,544	1,448,926	-98.7%
Deplaned	<u>966</u>	<u>3,907</u>	-75.3%	<u>2,308</u>	<u>10,557</u>	-78.1%	<u>10,880</u>	<u>1,004,958</u>	-98.9%
Subtotal	2,591	7,473	-65.3%	5,297	19,430	-72.7%	30,424	2,453,884	-98.8%
Freight									
Enplaned	2,729,315	2,850,415	-4.2%	7,644,043	7,696,534	-0.7%	32,176,251	32,117,620	0.2%
Deplaned	<u>2,932,086</u>	<u>1,924,768</u>	52.3%	<u>7,111,867</u>	<u>5,963,173</u>	19.3%	<u>28,626,502</u>	<u>25,524,552</u>	12.2%
Subtotal	5,661,401	4,775,183	18.6%	14,755,910	13,659,707	8.0%	60,802,753	57,642,172	5.5%
Total	5,663,992	4,782,656	18.4%	14,761,406	13,679,137	7.9%	60,833,424	60,096,056	1.2%

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

Monthly Traffic Report

Greenville-Spartanburg International Airport

March 2016



Category	Mar 2016	Mar 2015	Percentage Change	*CYTD-2016	*CYTD-2015	Percentage Change	*MOV12-2016	*MOV12-2015	Percentage Change
Aircraft Operations									
Airlines	1,302	909	43.2%	3,518	2,754	27.7%	14,014	11,731	19.5%
Commuter /Air Taxi	<u>1,518</u>	<u>1,869</u>	-18.8%	4,468	4,823	-7.4%	19,890	22,520	-11.7%
Subtotal	<u>2,820</u>	<u>2,778</u>	1.5%	<u>7,986</u>	<u>7,577</u>	5.4%	<u>33,904</u>	<u>34,251</u>	-1.0%
General Aviation	855	821	4.1%	2,272	2,177	4.4%	9,147	9,158	-0.1%
Military	<u>130</u>	<u>146</u>	-11.0%	<u>328</u>	<u>279</u>	17.6%	<u>1,356</u>	<u>1,037</u>	30.8%
Subtotal	<u>985</u>	<u>967</u>	1.9%	<u>2,600</u>	<u>2,456</u>	5.9%	<u>10,503</u>	<u>10,195</u>	3.0%
Total	3,805	3,745	1.6%	10,586	10,033	5.5%	44,407	44,446	-0.1%
Fuel Gallons									
100LL	2,258	3,623	-37.7%	6,600	9,545	-30.9%	35,774	43,315	-17.4%
Jet A (GA)	41,112	58,039	-29.2%	166,719	181,083	-7.9%	674,398	715,666	-5.8%
Subtotal	<u>43,370</u>	<u>61,662</u>	-29.7%	<u>173,319</u>	<u>190,628</u>	-9.1%	<u>710,172</u>	<u>758,981</u>	-6.4%
Jet A (A/L)	<u>834,290</u>	<u>733,431</u>	13.8%	<u>2,424,509</u>	<u>2,171,357</u>	11.7%	<u>10,038,687</u>	<u>9,820,326</u>	2.2%
Total	877,660	795,093	10.4%	2,597,828	2,361,985	10.0%	10,748,859	10,579,307	1.6%

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

Scheduled Airline Enplanements, Seats, and Load Factors

Greenville-Spartanburg International Airport



March 2016

	Mar 2016	Mar 2015	Percentage Change	*CYTD-2016	*CYTD-2015	Percentage Change
Allegiant Air						
Enplanements	4,717	4,490	5.1%	14,743	14,463	1.9%
Seats	5,577	4,825	15.6%	17,759	17,152	3.5%
Load Factor	84.6%	93.1%	-9.1%	83.0%	84.3%	-1.5%
American Airlines						
Enplanements	21,486	4,334	395.8%	61,780	11,847	421.5%
Seats	26,315	5,330	393.7%	73,871	14,234	419.0%
Load Factor	81.6%	81.3%	0.4%	83.6%	83.2%	0.5%
Delta Air Lines						
Enplanements	30,132	27,748	8.6%	81,986	76,539	7.1%
Seats	35,137	30,878	13.8%	94,618	90,634	4.4%
Load Factor	85.8%	89.9%	-4.6%	86.6%	84.4%	2.6%
Southwest Airlines						
Enplanements	12,883	11,954	7.8%	32,715	29,126	12.3%
Seats	20,647	16,915	22.1%	57,793	50,109	15.3%
Load Factor	62.4%	70.7%	-11.7%	56.6%	58.1%	-2.6%

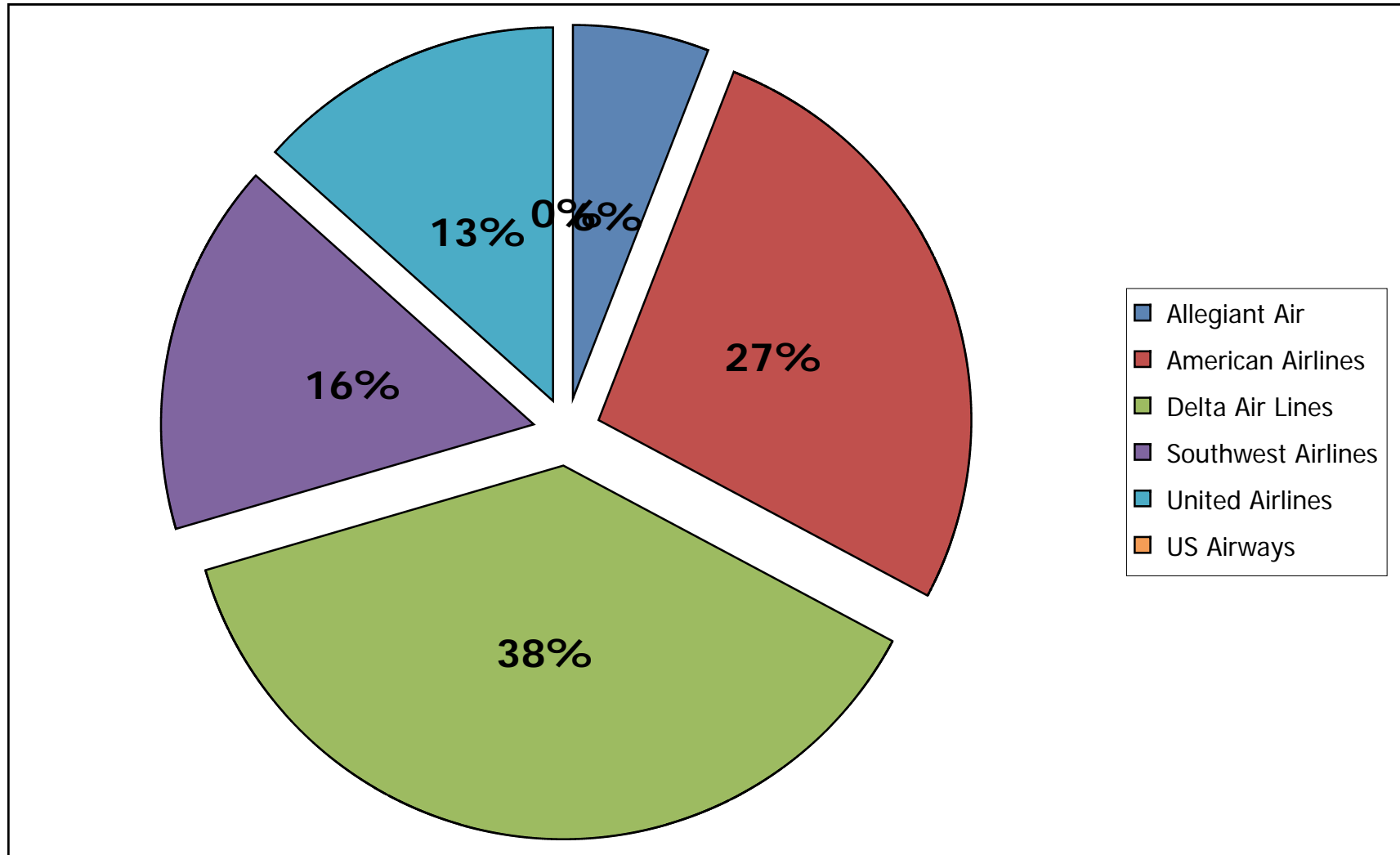
Friday, April 29, 2016

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

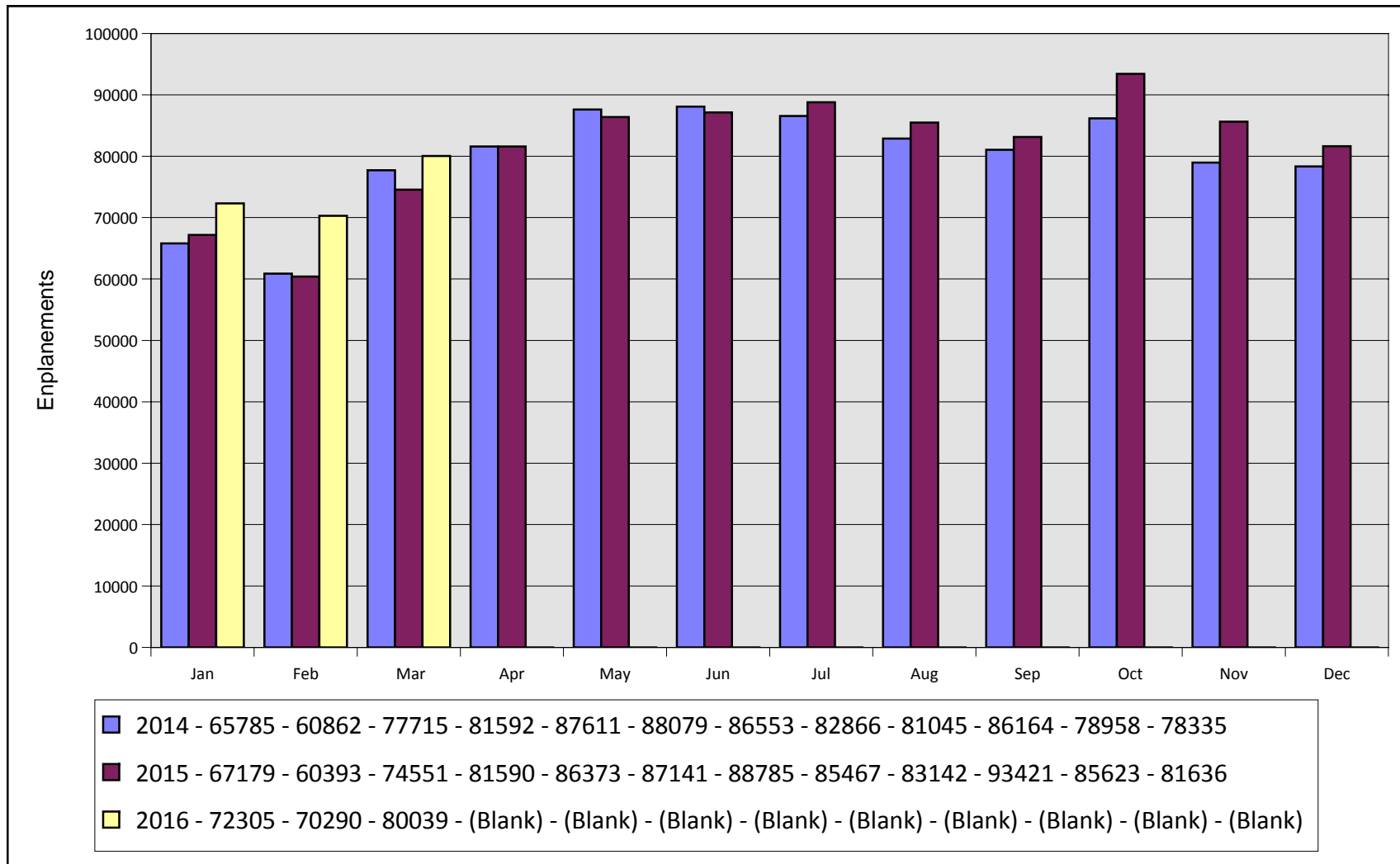
	Mar 2016	Mar 2015	Percentage Change	*CYTD-2016	*CYTD-2015	Percentage Change
United Airlines						
Enplanements	10,707	9,652	10.9%	29,944	25,597	17.0%
Seats	12,560	11,400	10.2%	35,138	36,100	-2.7%
Load Factor	85.2%	84.7%	0.7%	85.2%	70.9%	20.2%
US Airways						
Enplanements	0	16,373	-100.0%	0	44,308	-100.0%
Seats	0	19,520	-100.0%	0	53,378	-100.0%
Load Factor	#Num!	83.9%	#Type!	#Num!	83.0%	#Type!
Totals						
Enplanements	79,925	74,551	7.2%	221,168	201,880	9.6%
Seats	100,236	88,868	12.8%	279,179	261,607	6.7%
Load Factor	79.7%	83.9%	-5.0%	79.2%	77.2%	2.7%

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

Report Period From March 2016 Through March 2016

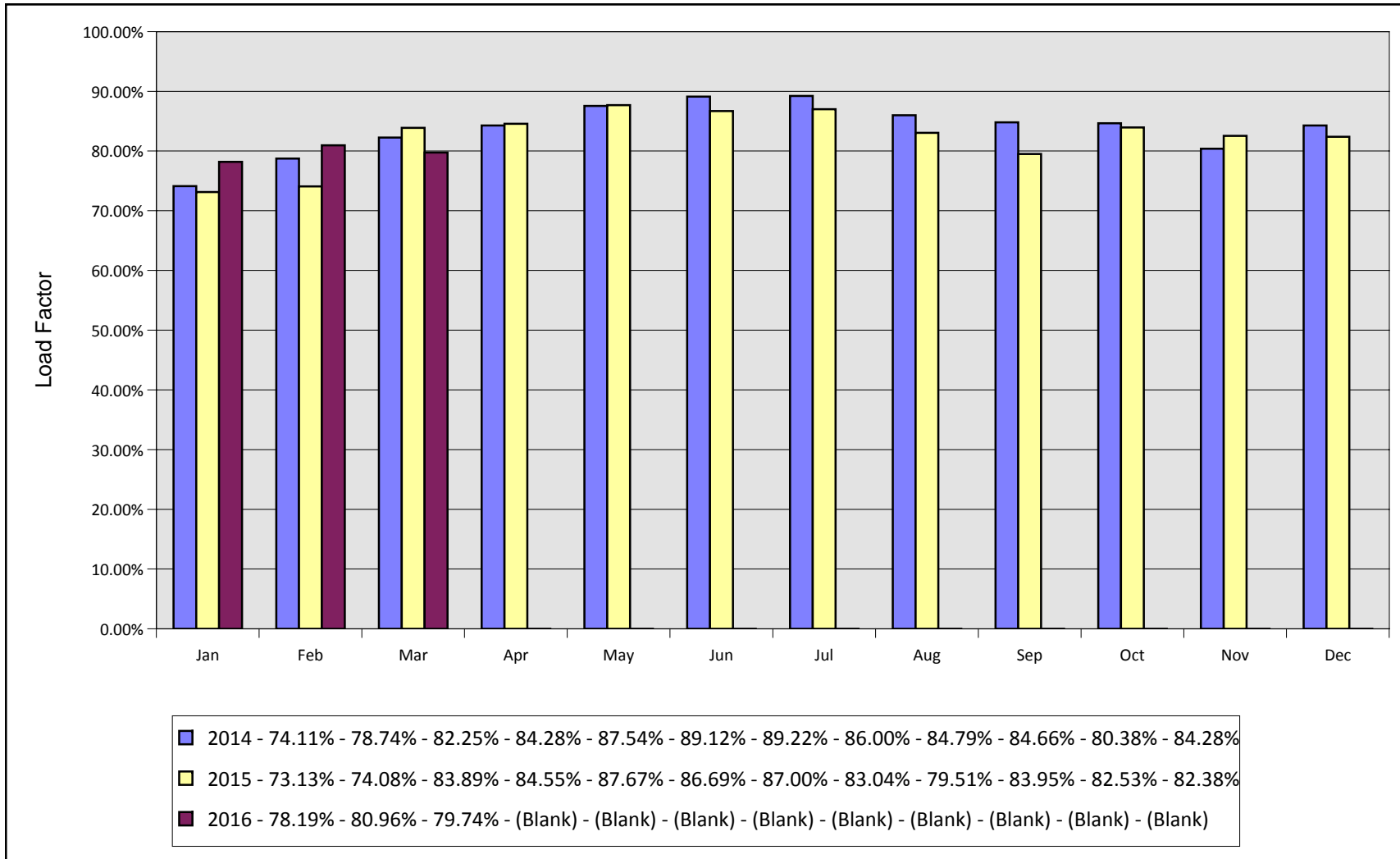


Monthly Enplanements By Year Greenville-Spartanburg International Airport

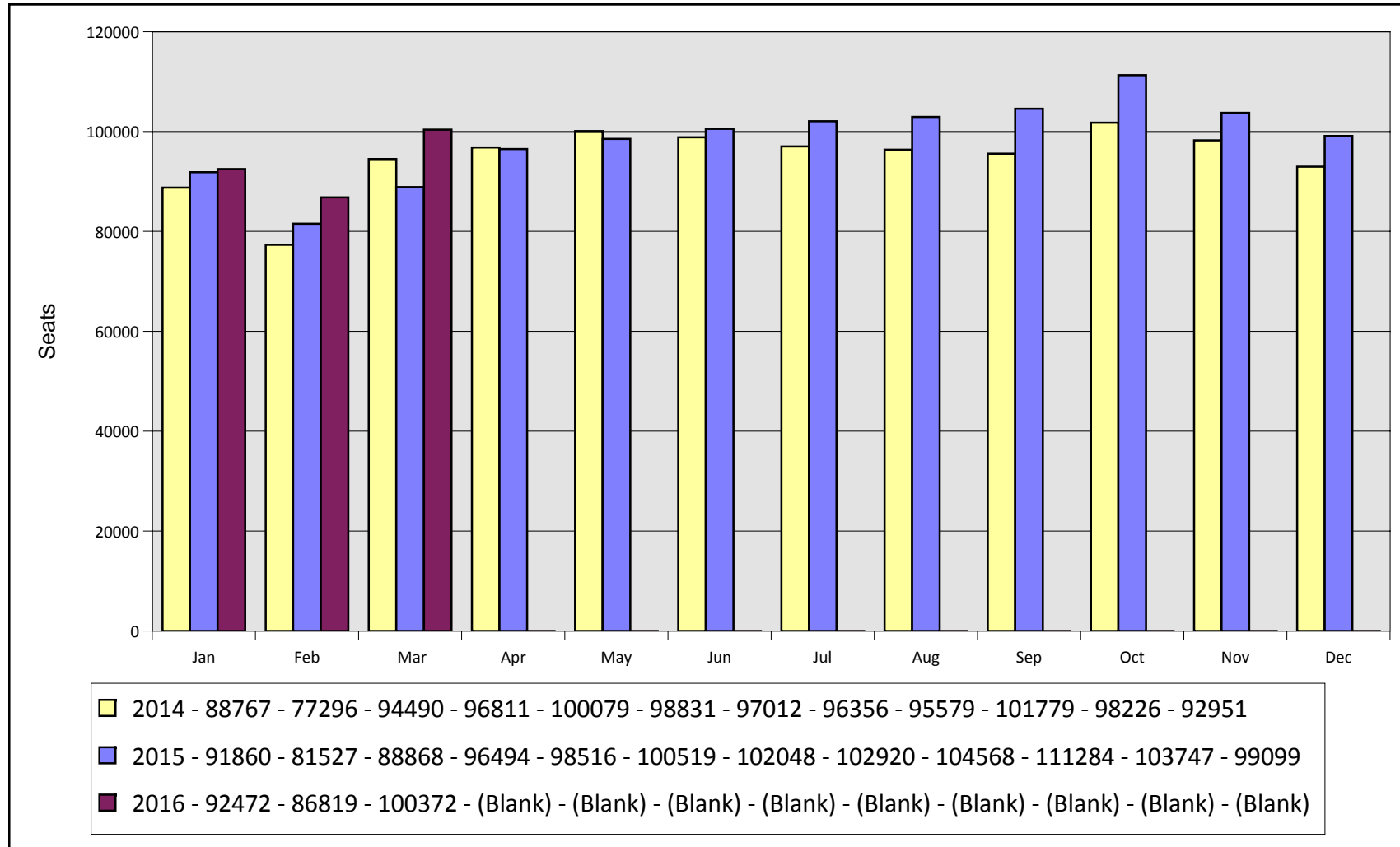


Monthly Load Factors By Year

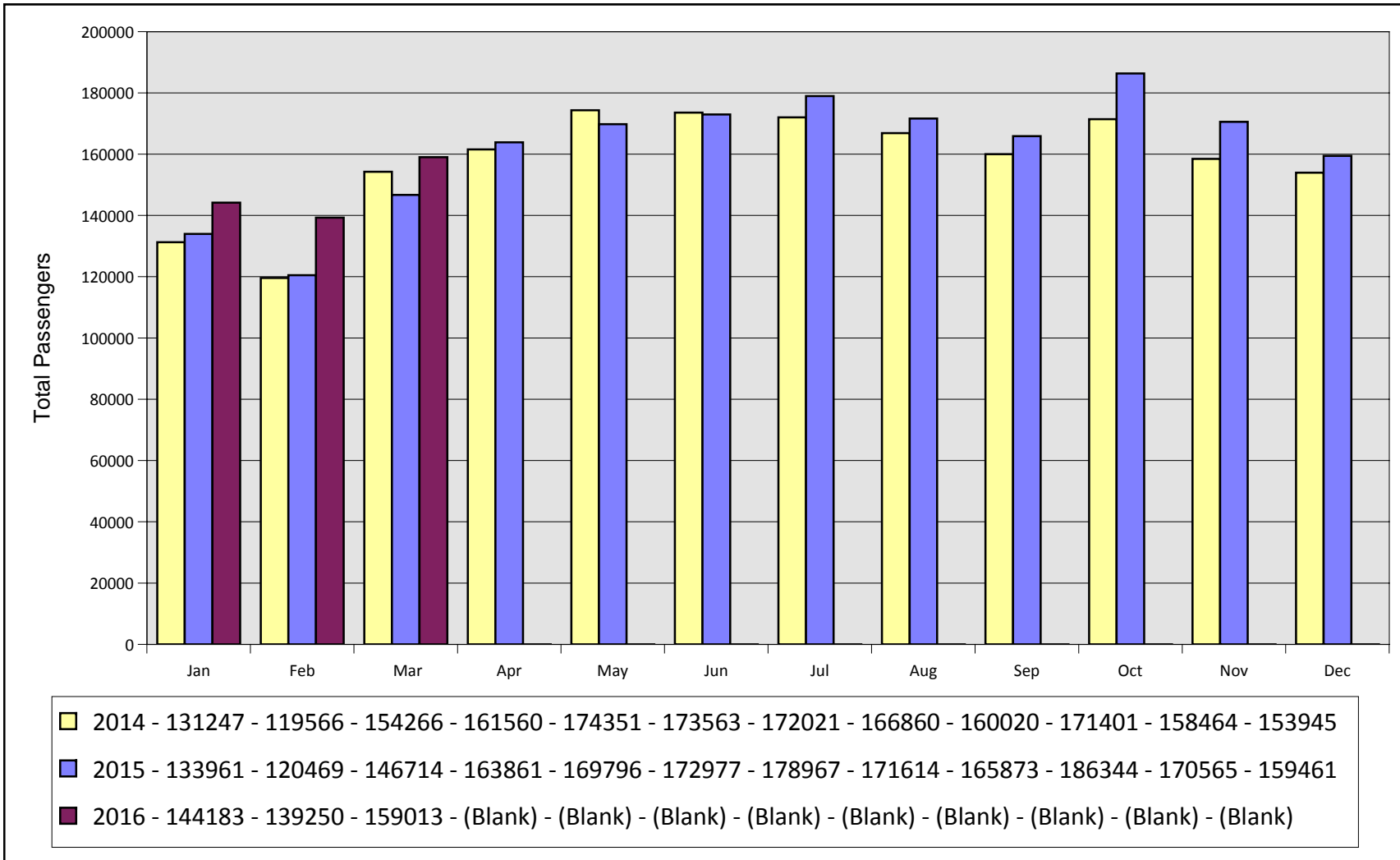
Greenville-Spartanburg International Airport



Monthly Seats By Year Greenville-Spartanburg International Airport



Total Monthly Passengers By Year Greenville-Spartanburg International Airport



Airline Flight Completions Greenville-Spartanburg International Airport

March 2016



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%
Allegiant Air	33	0	0	0	0	0	100.0%
American Airlines	529	0	7	7	0	14	88.8%
Ameristar Jet Charter	1	0	0	0	0	0	100.0%
Barker Neal Wayne	1	0	0	0	0	0	100.0%
Berry Aviation	1	0	0	0	0	0	100.0%
Cargojet Airways	1	0	0	0	0	0	100.0%

Friday, April 29, 2016

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Delta Air Lines	413	0	7	0	0	7	98.3%
Encore Air Cargo	1	0	0	0	0	0	100.0%
Events Air	3	0	0	0	0	0	100.0%
Federal Express	44	0	0	0	0	0	100.0%
IFL Group	4	0	0	0	0	0	100.0%
Kalitta Charters II	12	0	0	0	0	0	100.0%
Miami Air	1	0	0	0	0	0	100.0%
Priority Air Charter	4	0	0	0	0	0	100.0%
Sioux Falls Aviation	1	0	0	0	0	0	100.0%

Friday, April 29, 2016

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Southwest Airlines	145	0	0	0	0	0	100.0%
Sun Country Airlines	2	0	0	0	0	0	100.0%
TSM	2	0	0	0	0	0	100.0%
United Airlines	240	0	0	3	0	3	98.8%
UPS	38	0	0	0	0	0	100.0%
US Airways	0	0	0	0	0	0	#Num!
USA Jet		0	0	0	0	0	
Total	1,478	0	14	10	0	24	98.4%

Friday, April 29, 2016



MEMORANDUM

TO: Members of the Airport Commission

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

DATE: May 9, 2016

ITEM DESCRIPTION – Information Section Item B

March 2016 – Financial Report

SUMMARY

Operating Income was up by **3.56%** when compared to the budget for Year-to-Date March 2016. Operating Expenses were down by **13.05%** over the budgeted amount for the period. Net operating income was up **28.35%** versus the budget through March 2016. For the period ending March 2016, which represents nine months of the fiscal year, a total of about **\$10.53 million** has been returned to the bottom line in operating income.

Attached is a copy of the detailed financial report for March 2016.

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

March 31, 2016 FINANCIAL STATEMENT PACKAGE

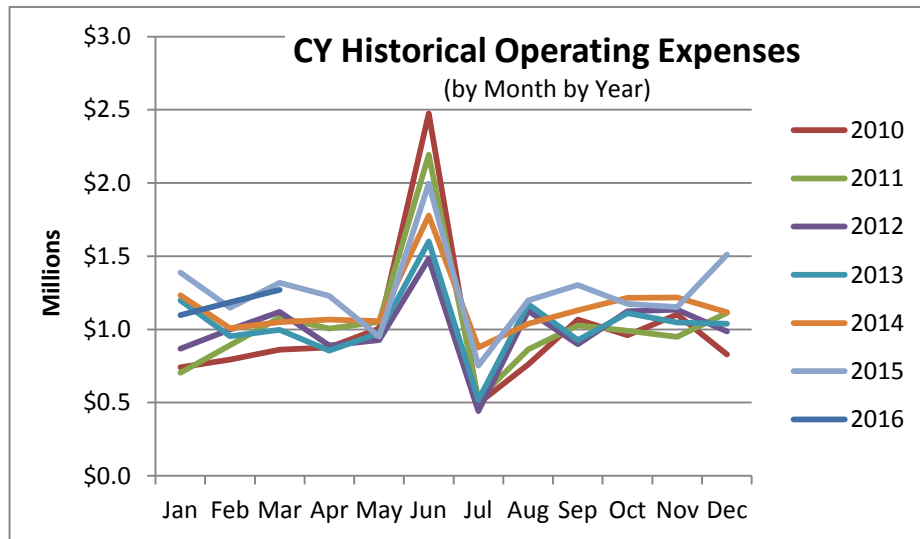
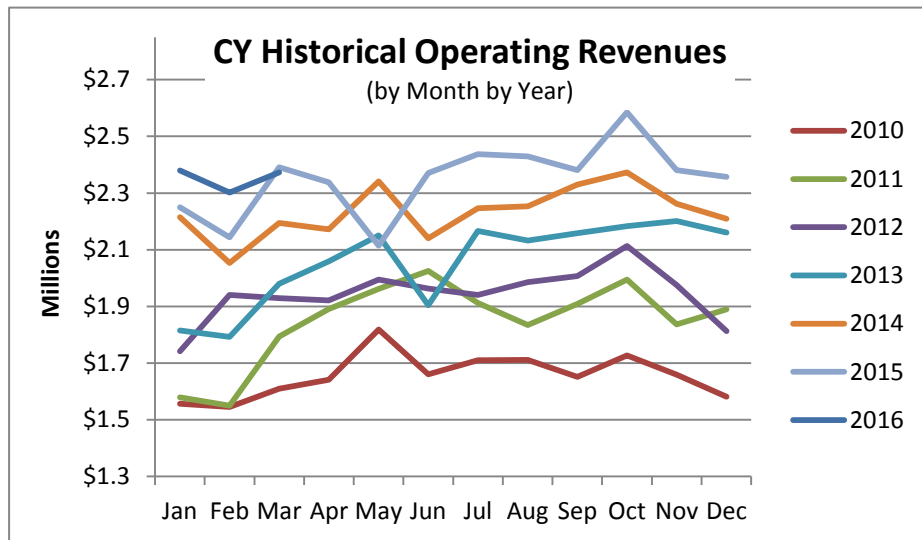
GREENVILLE SPARTANBURG AIRPORT DISTRICT
STATEMENT OF NET POSITION

	Current Month Current FY <u>3/31/2016</u>	Current Month Prior FY <u>3/31/2015</u>
Assets		
Cash Accounts	10,504,883.10	8,793,763.49
Investments-Airport	16,446,953.77	36,292,059.36
Bond Trustee Assets	278,874.53	265,153.76
Accounts Receivable	46,763.18	348,786.35
Less: Reserve for Doubtful Accts	-	
Net Accounts Receivable	<u>46,763.18</u>	<u>348,786.35</u>
Inventory	217,474.59	165,501.98
Prepaid Insurance	202,615.85	188,629.45
Notes Receivable-RAC District Funds	1,871,211.86	2,085,944.66
Property, Plant & Equipment (PP&E)	331,871,633.80	294,037,246.72
Less: Accumulated Depreciation	(124,457,211.66)	(114,147,922.61)
Net PP&E	<u>207,414,422.14</u>	<u>179,889,324.11</u>
TOTAL ASSETS	<u>236,983,199.02</u>	<u>228,029,163.16</u>
LESS: Liabilities		
Accounts Payable	1,083,745.81	1,361,493.88
Revenue Bonds Payable	2,318,871.12	2,618,901.12
SCRS Pension Liability	9,311,330.00	9,311,330.00
Benefit Liability	803,234.13	802,241.18
TOTAL LIABILITIES	<u>13,517,181.06</u>	<u>14,093,966.18</u>
LESS: Deferred Inflows of Resources		
Deferred Revenues	1,871,211.86	2,085,944.66
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>1,871,211.86</u>	<u>2,085,944.66</u>
NET POSITION		
Invested in Capital Assets, net of Related Debt	205,134,422.14	168,002,994.11
Restricted:		
A/P - Capital Projects - Restricted	240,003.41	221,252.64
Contract Facility Charge	2,086,465.27	1,506,953.79
Total Restricted:	<u>2,326,468.68</u>	<u>1,728,206.43</u>
Unrestricted	14,167,039.28	42,118,051.78
TOTAL NET POSITION	<u>221,627,930.10</u>	<u>211,849,252.32</u>

GREENVILLE SPARTANBURG AIRPORT DISTRICT
PROFIT and LOSS STATEMENT

----- FISCAL YEAR TO DATE -----				
	March 31, 2016 Actual	March 31, 2016 Budget	Actual - Budget	% Change
INCOME				
Landing Area:				
Landing Fees	1,820,590.11	1,795,888.44	24,701.67	1.38% (a)
Aircraft Parking Fees	279,438.64	252,543.42	26,895.22	10.65%
FBO Into-Plane & Fuel Flowage	95,941.45	84,655.26	11,286.19	13.33%
Subtotal Landing Area	2,195,970.20	2,133,087.12	62,883.08	2.95%
Space & Ground Rentals	6,517,134.60	6,466,708.26	50,426.34	0.78% (b)
Auto Parking	7,271,423.32	6,681,597.93	589,825.39	8.83% (c)
Commercial Ground Transportation	110,357.90	111,750.03	(1,392.13)	-1.25%
Concessions:				
Advertising	296,316.08	187,499.97	108,816.11	58.04% (d)
Food & Beverage	242,277.00	270,000.00	(27,723.00)	-10.27%
Rental Car	2,373,095.82	2,291,146.11	81,949.71	3.58% (e)
Retail	380,211.97	280,500.03	99,711.94	35.55% (f)
Subtotal Concessions	3,291,900.87	3,029,146.11	262,754.76	8.67%
Expense Reimbursements	967,453.70	915,986.25	51,467.45	5.62% (g)
Other Income	820,652.34	1,108,705.14	(288,052.80)	-25.98% (h)
Total Operating Income	21,174,892.93	20,446,980.84	727,912.09	3.56%
EXPENSES				
Salary & Benefits	5,450,514.28	6,012,287.91	(561,773.63)	-9.34% (i)
Professional Services	344,053.34	564,977.97	(220,924.63)	-39.10% (j)
Promotional Activities	594,947.48	692,715.15	(97,767.67)	-14.11% (k)
Administrative	657,469.87	745,521.21	(88,051.34)	-11.81% (l)
Insurance	311,085.94	310,874.94	211.00	0.07%
Contractual Services	1,288,401.08	1,845,370.89	(556,969.81)	-30.18% (m)
Rentals & Leases	42,241.46	45,673.56	(3,432.10)	-7.51%
Repairs & Maintenance	551,192.01	377,387.28	173,804.73	46.05% (n)
Supplies & Equipment	437,977.49	574,298.01	(136,320.52)	-23.74% (o)
Utilities	967,095.04	1,073,528.55	(106,433.51)	-9.91% (p)
Total Operating Expenses	10,644,977.99	12,242,635.47	(1,597,657.48)	-13.05%
NET OPERATING INCOME	10,529,914.94	8,204,345.37	2,325,569.57	28.35%

**GREENVILLE SPARTANBURG AIRPORT DISTRICT
REVENUES AND EXPENSES TREND GRAPHS**



March 31, 2016

YTD ACTUAL VS YTD BUDGET FOOTNOTES

(a)	Landing Fees	OVER BUDGET	\$24,701.67	- Actual passenger airline landed weights are higher than budgeted landed weights
(b)	Space & Ground Rentals	OVER BUDGET	\$50,426.34	<ul style="list-style-type: none"> - MSE/OHM space rent more than budgeted 41.4K YTD - Hudson space rent over budget 17K - ATM space rent 10.8K (1.2K/mo) budgeted but contact states no charge 1st yr - American space (not billing ticket office) under budget 23.1K - Southwest space over budget 17K - United space BSO not budgeted 10K - Piedmont space under budget 39K - UPS 41.4K (or 4.5K/mo) budgeted for North Cargo for FY2016 which has not taken place - Per Turn more than budgeted 65K YTD - Stevens return of hangars 17K - Direct bill of new hangar tenants 29K
(c)	Auto Parking	OVER BUDGET	\$589,825.39	- Conservative budgeting & increase in traffic
(d)	Advertising	OVER BUDGET	\$108,816.11	- Conservative budgeting & aggressive marketing of spots
(e)	Rental Car	OVER BUDGET	\$81,949.71	- Conservative budgeting
(f)	Retail	OVER BUDGET	\$99,711.94	- Conservative budgeting & increase in traffic
(g)	Expense Reimbursements	OVER BUDGET	\$51,467.45	- FedEx year end recalc 37.7K
(h)	Other Income	UNDER BUDGET	\$288,052.80	<ul style="list-style-type: none"> - Ground handling (charter) 137K under budget YTD - Ground handling (non-tenant) 27K over budget YTD - ID Cards/Fingerprinting 20K over budget YTD - Parking Tickets/Seized Funds 16K over budget YTD - Lease Income (Runion) 34K over budget YTD - FBO % of Gross 41K under budget (return of 2 hangars) - Centralized Distribution facility 225K under budget YTD as facility is not yet complete - "Gov deals" sales not budgeted 20K YTD - Less activity in Cargo Ops than budgeted 18K - A/C De-icing admin fee not budgeted 15K
(i)	Salary & Benefits	UNDER BUDGET	\$561,773.63	- Turnover, military leaves and new positions not currently filled resulted in lower salaries and the corresponding benefits

March 31, 2016

YTD ACTUAL VS YTD BUDGET FOOTNOTES

(j)	Professional Services	UNDER BUDGET	\$220,924.63	<ul style="list-style-type: none">- Personal rapid transit consulting 112.5K under budget YTD- Intervistas Consulting Regional Air Service Alliance 37.5K under budget YTD- Trillion Aviation FBO consulting 18K over budget YTD- Campbell-Hill Aviation Leakage analysis 11.5K over budget YTD- Campbell-Hill Aviation Air Service Development 22K over budget YTD- ICF Strategic planning 27K under budget TYD- Art Consulting 18.7K under buget as these amts are being capitalized with the project- IT Consulting 12K under buget- Development Consulting 15K under budget YTD- Audit 18K under budget YTD
(k)	Promotional Activities	UNDER BUDGET	\$97,767.67	<ul style="list-style-type: none">- Advertising expense 7K under budget YTD- Special Events expenses 90K under budget YTD- General marketing expenses 41K under budget YTD- Sponsorships expenses 40K over budget YTD
(l)	Administrative	UNDER BUDGET	\$88,051.34	<ul style="list-style-type: none">- Travel/Training 87K under budget TYD- Dues & Subscriptions 33K under budget YTD- Corporate Function 29K over budget YTD
(m)	Contractual Services	UNDER BUDGET	\$556,969.81	<ul style="list-style-type: none">- 225K Centralized Distribution facility expenses not yet incurred as facility is not yet complete- Mgmt Parking 82K under budget YTD- Janitorial Services 89K under budget YTD- Computer-annual contracts 111K under budget YTD- Nursery & Landscaping 30K under budget YTD- Elevator & Escalator 12.5K over budget YTD- Telephone Equipment 16K under budget YTD
(n)	Repairs & Maintenance	OVER BUDGET	\$173,804.73	<ul style="list-style-type: none">- Projects-Unanticipated 123K over budget YTD- Boarding bridges 16K over budget- Building 16 over budget YTD- Heating & Air 21K over budget YTD- Runways/Taxiways/Ramps 14K under budget

March 31, 2016

YTD ACTUAL VS YTD BUDGET FOOTNOTES

(o)	Supplies & Equipment	UNDER BUDGET	\$136,320.52	<ul style="list-style-type: none">- Computer-Software 11.5K under budget YTD- Lamps 9K under budget YTD- Office Supplies 9K under budget YTD- Nursery & Landscaping 30K under budget YTD- Fuel for vehicles 20K under budget- Snow Removal 14K under budget YTD- Tires 15K under budget YTD
(p)	Utilities	UNDER BUDGET	\$106,433.51	<ul style="list-style-type: none">- Gas 26K under budget YTD, milder Winter than budgeted for- Electric 31K over budget YTD, used more in Summer- Water & Sewer 51K under budget YTD

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

Greenville-Spartanburg Airport District
March 31, 2016

	Issue Date	Maturity Date	Interest Rate	Cost Basis or BOY FMV	Par	EOM FMV	FMV Adj
US Treasury							
UST T-Bill 4-wk	3/24/2016	4/21/2016	0.274%	4,998,950.00	5,000,000.00	4,998,950.00	-
	3/24/2016	4/21/2016	0.274%	4,998,950.00	5,000,000.00	4,998,950.00	-
	3/31/2016	4/28/2016	0.203%	4,999,222.20	5,000,000.00	4,999,222.20	-
						-	-
Subtotal-UST				14,997,122.20	15,000,000.00	\$ 14,997,122.20	-

	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		1,449,831.57
Subtotal-UST			\$ 1,449,831.57		

\$ 16,446,953.77 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 = 0.2503%

GREENVILLE SPARTANBURG AIRPORT DISTRICT

Terminal Improvement Project

through: **3/31/2016**

		<i>cash basis</i>	<i>cash basis</i>	<i>cash basis</i>		
	Budgeted	FYE 6/30/2012	YTD FYE 6/30/2013	YTD FYE 6/30/2014	YTD FYE 6/30/2015	YTD FYE 6/30/2016
Skanska			\$ 9,570,188	\$ 35,931,932	\$ 22,815,954	\$ 25,184,571
Baker (aka LPA)			\$ 1,367,784	\$ 2,742,449	\$ 765,298	\$ 833,659
RS&H	\$ 2,916,235		\$ 2,650,023			
Jacobs	\$ 961,516		\$ 885,315	\$ 942,348	\$ 394,840	\$ 83,121
Air-Transport IT Services					\$ 424,339	
RJ Design			\$ 65,350	\$ 220,050		
At&t				\$ 205,594		
A3 Communications				\$ 170,341		
Warco Construction					\$ 145,862	
G2 Secure Staff			\$ 8,508	\$ 85,979	\$ 31,889	
McGriff				\$ 32,890	\$ 51,436	
Project Link				\$ 42,509	\$ 27,799	
CDW Government			\$ 1,911	\$ 62,649	\$ 3,062	
Phoenix Mechanical					\$ 62,000	
Michael M. Simpson			\$ 49,696	\$ 9,957		
Parsons Brincke			\$ 50,000			
Tidewater Lumber			\$ 30,434	\$ 1,908	\$ 918	
I-SYS					\$ 31,277	
TPM			\$ 29,212			
Duke Energy				\$ 22,088		
Source Group			\$ 21,196			
Other	\$ 400		\$ 57,128	\$ 64,692	\$ 87,935	\$ 3,861
Total	\$ 123,762,496	\$ 3,878,151	\$ 14,786,745	\$ 40,535,386	\$ 24,696,747	\$ 26,251,073
Cumulative \$ Spent		\$ 3,878,151	\$ 18,664,896	\$ 59,200,282	\$ 83,897,029	\$ 110,148,102
% of Budget spent		3.13%	15.08%	47.83%	67.79%	89.00%
Construction			\$ 9,635,538	\$ 35,934,969	\$ 22,953,017	\$ 25,334,294
Professional	\$ 3,877,751		\$ 5,002,818	\$ 3,667,600	\$ 993,082	\$ 916,779
Owners Reserve	\$ 400		\$ 148,389	\$ 932,817	\$ 750,649	
Total	\$ -	\$ 3,878,151	\$ 14,786,745	\$ 40,535,385	\$ 24,696,747	\$ 26,251,073
Cumulative \$ Spent		\$ 3,878,151	\$ 18,664,896	\$ 59,200,281	\$ 83,897,028	\$ 110,148,102
		\$ 0	\$ 0	\$ 0	\$ (0)	\$ 0

TIP Public Relations Expenses

through: **3/31/2016**

	Budgeted	FYE 6/30/2012	FYE 6/30/2013	FYE 6/30/2014	FYE 6/30/2015	FYE 6/30/2016	Total
Crawford Strategies	\$ 261,000	10,900	61,157	75,948	76,776	43,600	268,381
Launch Something	\$ 279,730	25,870	90,133	23,045	20,604	5,698	165,350
Total	\$ 540,730	36,770	151,290	98,993	97,379	49,298	433,731
Cumulative \$ Spent		\$ 36,770	\$ 188,060	\$ 287,053	\$ 384,433	\$ 433,731	
% of Budget spent		6.80%	34.78%	53.09%	71.10%	80.21%	80.21%

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
		1/19/2016	\$ 1,445	AET Services
		2/8/2016	\$ 32,927	Cryotech Deicing Technology
		2/16/2016	\$ 8,386	Strange Brothers Grading-Snow Removal
		3/25/2016	\$ 3,756	AET Services-Video Inspections 955.6ft
			<u>\$ 64,477</u>	
			<u>\$ 685,523</u>	Remaining Reserve
 Business Development Obligations/Incentives	 \$ 600,000			
			<u>\$ -</u>	
			<u>\$ 600,000</u>	Remaining Reserve

March, 2016

Procurement / Capital Acquisitions

<u>Project/Item Description</u>	<u>Date</u>	<u>Monthly \$ Amount</u>
Capital Improvements:		
Avcon, Inc. / Apron Rehab	3/16/2016	22,700
GLF / Apron Rehab	3/16/2016	280,447
Trane US, Inc / HVAC Upgrade	3/16/2016	31,526
Equipment and Small Capital Outlays:		
Capital Construction / Catwalk Platform	3/16/2016	10,500
Renewals and Replacements:		
Professional Service Projects:		
Michael Baker Jr., Inc./ FBO Building Assessments	3/16/2016	15,655
Total Procurements/Capital Additions for the month		<u>\$ 360,827</u>



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin Howell, Vice President / COO

DATE: May 9, 2016

ITEM DESCRIPTION – Information Section Item C

April 2016 – 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

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 punchlist work and closeout simultaneously. On September 15, 2015, SKM requested the Owner complete the punchlist inspections for specific remaining areas of work. The Owner and CA Services Team completed these inspections and provided the punchlist 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 punchlist items simultaneously. On September 15, 2015, SKM requested the Owner complete the punchlist inspections for specific remaining areas of work. The Owner and CA Services Team completed these



inspections and provided the punchlist 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 April, the new outbound baggage handling system (BHS) and the new TSA checked baggage inspection system (CBIS) became fully operational. Work continues on both concourses and in the Great Hall area. New concrete installation recently began behind baggage claim. Preparations are underway to complete the TSA passenger consolidated checkpoint relocation by the end of May.

Apron Rehabilitation Project Phase 2:

Status – Construction Phase

Project Budget – \$5,800,000

Estimated Completion Date – October 2016

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) was completed in April and work has moved to Phase 2 (Gate B-2). The project had significant weather impacts during the first 6 months. The project is expected to be completed in October.

Apron Rehabilitation Project Phase 3:

Status – Design Phase

Project Budget – \$5,000,000

Estimated Completion Date – TBD

The Apron Rehabilitation Project Phase 3 includes the Year 3 recommended items outlined in the 2012 LPA Apron Pavement Study. Year 3 priority items included rehabilitation of the A 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. Bidding is planned for June 2016. Phase 3 construction will be coordinated to begin immediately after completion of Apron Rehab Phase 2.

Airside Garden Rehabilitation Project:

Status – Design Phase

Project Budget – \$350,000

Estimated Completion Date – October 2016

The Airside Garden Rehabilitation Project is a budgeted FY16 capital project and includes the replacement of much of the landscape and hardscape surfaces in the airside garden. Other work includes repair / rehab of the airside fountains, irrigation system and exterior lighting in the garden area. Work will follow the recently adopted Landscape Master Plan concepts. This project will be timed to coordinate with the completion of the Terminal Improvement Program Core Phase.

The design phase will be led by WK Dickson who is supported by Seamon Whiteside and several other specialty sub-consultants. Design is progressing with bidding planned for early summer in order for construction to be coordinated with the completion of the Terminal Improvement Program Core Phase.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Rosylin Weston, Vice President - Communications

DATE: May 9, 2016

ITEM DESCRIPTION – Information Section Item D

April 2016 – Communications Status Report

News Stories Broadcast, Print and Online:

- The Greenville News – Proposed GSP pod car system would be a first
- The State News – Proposed transit system at SC airport would be a first
- WCDB – TSA finds loaded gun at Greenville-Spartanburg International Airport
- WYFF 4 – Loaded gun found in carry-on bag at GSP
- GreerToday – GSP begins new era with Southwest Airlines
- WFXG – Plane makes emergency landing into GSP
- WYFF 4 – Public welcomes local Honor Flight veterans home
- SCNow – Marines body to arrive at GSP

Online Statistics 04/01/16 – 04/27/16:

Elevatingtheupstate.com

- 849 Sessions, 75% New Visitors
- Average visit duration on the renovation website was 0:55 minutes
- Pages viewed per session 1.57

Elevatingtheupstate.com (Mobile Site)

- 181 Sessions
- Most visitors were referred to the WINGSPAN site from other webpages

WINGSPAN blog – Top Shared Posts

- Recap of WINGSPAN
- Meet The Fastest Plane in the World
- Cure Jet Lag in Just 3 Minutes



GSPAairport.com

- 101,701 Sessions, 47% were new visitors
- Average page view per visit was 2.69 Pages
- Average duration on the GSP website was 01:09 minutes
- There were 35,211 visits to the mobile website

Top Twitter Posts

- Always Remember...The Wall
- With construction wrapping up, GSP looks back at the progress that has been made.

Customer Service Complaints – Summary

- TSA closed the checkpoint before departure of delayed flights.
- Long TSA lines resulted in multiple passengers on multiple airlines missing flights.
- The Atchison signage does not clearly define the Atchison service.
- Thrifty Rental Car is not located on site. This information was not clear at the time of booking.

Happy Or Not 04/01/16 – 04/27/16

The Happy Or Not meters were strategically placed near the new massage units on Concourses A&B - passengers were asked, "How did you enjoy your massage?" The customer was provided with 4 response options, Very Happy, Happy, Not Happy, and Very Unhappy. There were a total of 368 responses and of those:

Very Happy	166
Happy	66
Unhappy	45
Very Unhappy	91
Total Responses	368

The majority of the massages occurred between 11:00 AM & Noon weekdays.



MEMORANDUM

TO: Members of the Airport Commission

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

DATE: May 9, 2016

ITEM DESCRIPTION – Information Section Item E

April 2016 – Commercial Business and Properties Report

SUMMARY

Cargo Modernization Project – Phase #1:

Status – Construction documents are 100% complete and currently under review.

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 OHM 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 & OHM Concessions Group.

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.

Concessions Program Development – New Concourse Satellite Seating Areas:

Status – Construction documents are complete and currently under review by the Airport District.

Project Budget – All costs are being covered by OHM Concessions Group.

Estimated Completion Date – July 31, 2016

OHM Concessions Group recognized the need for additional seating at R.J. Rockers Flight Room and Thomas Creek Grill. To accomplish this, a satellite seating area is being added directly across from each restaurant on both concourses.

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

Status – Utility permit has been executed by Sprint Wireless. Sprint is in the process of scheduling their contractor to complete the remaining telecommunications infrastructure work required to finish the project.

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

Estimated Completion Date – May 31, 2016

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 has been executed. Revised AT&T construction drawings have been approved. Preconstruction meeting is being scheduled.

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 (ANIRA) Installation Project:

Status – Awaiting plans and specifications for review.

Project Budget – All costs are being 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, 2017

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.

AirIT – Gate Installation Project

Status – Computer hardware procurement completed. Awaiting new millwork installation at each gate.

Project Budget – \$173,860

Estimated Completion Date – September 30, 2016

As each gate is taken out of service for TIP renovations, airline's proprietary computer hardware will be replaced by AirIT equipment. This will allow airlines to work off of any of the 13 concourse gates. This will ultimately increase overall gate efficiency and permit the Airport District to more adequately address irregular operations, airline schedule changes in the number of flights at peak hours, etc.

Southwest Airlines – Digital Marketing Project:

Status – Ad campaign began on March 21, 2016.

Project Budget – \$75,000

Completion Date – June 15, 2016

The Airport District teamed up with Southwest Airlines to market the new service pattern with three flights a day to Atlanta with connections to 40+ cities nationwide beginning on April 12, 2016. Digital ads will run on various top-tier websites with a total of 15,000,000 impressions over the three month campaign being shown to previous Southwest website visitors that had shown an interest in flying to/from GSP.



Fuel Rod – Automated Kiosk Installation Project:

Status – Project Complete.

Project Budget – All installation costs were covered by Fuel Rod.

Completion Date – May 4, 2016

Fuel Rods are a portable battery that allows a customer to charge their mobile device on the go, and then recharge it on their own or swap it for a fully charged one at any kiosk throughout the U.S. The customer pays an initial one-time fee of \$20 and then is entitled to an unlimited number of swaps. This is an additional customer service amenity that will be offered on both Concourse A and Concourse B as well as at the rental car counters.

AirGrub – Concessions Mobile Ordering Project:

Status – OHM Concessions Group is currently reviewing the AirGrub agreement.

Project Budget – All installation costs are being covered by AirGrub & OHM

Completion Date – June 30, 2016

AirGrub is an app that allows travelers and airport employees to order food from restaurants inside of the Airport via their mobile device. This permits them to preorder what they want for pickup at a predetermined time. Therefore, reducing the need to wait in line to order their meal and wait for it to be prepared.

AirGrub is currently in operation at the airports in Boston, New York – JFK, and San Francisco.

Thanks Again – Beacon Technology Project:

Status – Ten test beacons have been installed & messaging is being developed for roll out in May 2016.

Project Budget – All costs are being covered by Thanks Again

Completion Date – May 31, 2016



As part of the Thanks Again loyalty program, the Airport District is piloting the roll out of beacon technology to engage subscribed Thanks Again app users in the Airport. As a subscribed user walks by a beacon, they will be sent different special offers or discounts by concessionaires on their mobile device based on their interests set in the app.

Ultimately, the goal is to increase incremental concessions revenue as well as provide Thanks Again members with the opportunity to earn more airline miles or hotel points through purchases at the Airport.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Marsha Madore, Human Resources Director

DATE: May 9, 2016

ITEM DESCRIPTION – Information Section Item F

April 2016 – OSHA Reportable Injury Report

SUMMARY

Monthly Activity as of April 29, 2016

- No OSHA Reportable Injuries

2016 Calendar Year-to-Date

- 1 OSHA Reportable Injury

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
2015	127	192,332	3	0	16
2014	124	202,496	6	0	81

f | Share t | Share p | Share in | Share

REQUEST MORE INFORMATION

GENEVA – 26 April 2016 – The airline industry's focus on improving baggage management is showing strong results with 2015 baggage mishandling rates dropping to their lowest ever. According to the [SITA Baggage Report 2016](#), released today, the rate of mishandled bags was 6.5 bags per thousand passengers in 2015, down 10.5% from the previous year, less than half the rate in 2003 and the lowest ever recorded.

This improvement comes despite an 85% rise in passenger numbers since 2003. Increasing passenger volumes put pressure on the industry's infrastructure, resources and baggage handling systems. Last year more than 3.5 billion passengers travelled and with no sign that this growth will slow down, the industry is making step-changes to how it handles baggage. The International Air Transport Association (IATA) is leading the way with its call for airlines to track each bag throughout its entire journey. IATA Resolution 753, to be implemented by airlines by June 2018, will mean that bags will be tracked at every point of the journey.

Francesco Violante, CEO, SITA, said: "Over the next three years bag tracking will be in the spotlight as airlines ready themselves to implement IATA's Resolution 753. This increase in visibility will provide more control and drive further improvements in bag handling."

"It also means that passengers will be able track their bag, just like a parcel, which will reduce anxiety and allow them to take fast action if flights are disrupted and their bags are delayed."

Another area of change identified in SITA's report is the growth of self-service bag services. Around 40% of airlines and airports now provide self-bag-tag printing at kiosks and more than three quarters are expected to do so by 2018. Almost a third of passengers expect to be using bag-drop – either a dedicated staffed station or fully self-service – in 2016.

How bags are tagged for their journey is also evolving. Over the past year there has been progress across the industry on permanent electronic tags which offer passengers independence and can reduce waiting times. Airlines are now trialing these tags which passengers update with their flight information for each journey via a mobile phone app. Home-printed bag tags, which offer passengers similar benefits, are a lower cost option being used by several airlines today.

Violante added: "The baggage statistics for 2015 are very encouraging, however in total, mishandled bags still cost the industry \$2.3 billion last year. While this is a 3.75% reduction from 2014 it is clear that this must remain an area of focus for the industry. Passenger experience is paramount and improving baggage handling will deliver improvements for passengers along with cost savings. The technology is available to support increased tracking and improved tracing and SITA is working across the air transport community to deliver efficiencies."

SITA has led the air transport industry in providing baggage tracking and tracing solutions for the air transport community for more than 20 years. Today, more than 200 airports and 500 airlines worldwide use its baggage management solutions. By facilitating communications between airlines and local baggage handling and reconciliation systems, SITA helps ensure that bags reach their correct destination. Its proprietary [BagMessage system](#) delivers more than 2.5 billion messages between airline departure control systems and automated baggage systems annually. And more than 2,800 airport locations use [WorldTracer®](#), SITA's system which traces mishandled bags globally.

For further details [download SITA's full report](#).

GROUND HANDLING

GROUND HANDLING

Airlines Significantly Improve Baggage Handling in 2015

GROUND HANDLING

Hactl's Environmental Effort Wins Gold at HKAEE

GROUND HANDLING



Baggage Mishandling Rate Cut by 61 Percent

GROUND HANDLING

TIACA Calls for Greater Cooperation in Global Fight Against Counterfeit Goods

GROUND HANDLING

ATA Offers FAA Approved Live Seminar Fueling Course in Anchorage

AIRPORTS



O'Hare Security
Officers File Claim for

GROUND HANDLING



Donald Trump's
Campaign Jet
Grounded by FAA

** A mishandled bag is a report of a delayed, damaged or pilfered bag which is recorded by either an airline or its handling company on behalf of the passenger and that is handled as a claim.*

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to login or register to post a comment.

PRESS RELEASE

Hactl's Environmental Effort Wins Gold at HKAEE

April 25, 2016

From HACTL

The Hong Kong Awards for Environmental Excellence (HKAEE) scheme acknowledges organisations which have adopted green management policies, and have benchmarked their commitments to best practices within their individual sectors.

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.

BLOG



Baggage Mishandling Rate Cut by 61 Percent

Samsonite recently unveiled plans for a

PRESS RELEASE

Vanderlande reveals a record order book and healthy profit

April 28, 2016

From VANDERLANDE INDUSTRIES, INC.

Veghel, 26 April 2016 – Vanderlande has announced order intakes of € 1.2 billion for the financial year 2015 (1 April 2015 to 31 December 2015) – a record amount – and € 1.4 billion for the calendar year 2015 (an increase of 40%). With a highest...

PRESS RELEASE

Airlines Significantly Improve Baggage Handling in 2015

April 26, 2016

From SITA

SITA reports baggage mishandling rate down 10.5% to lowest ever recorded

PRESS RELEASE

TIACA Calls for Greater Cooperation in Global Fight Against Counterfeit

GROUND HANDLING



CONTACT



SUBSCRIBE



ADVERTISE

MEDIA CENTER

VOLTABOX
BY SOLARIS

Seven Things Your Team
Should Know about Converting
Your Fleet to Green Energy



Counting on Green Energy Series

Seven Things Your Team Should Know about Converting Your Fleet to Green Energy

General Requirements
For a Fleet
Maintenance
Management System



Identifying Costly

Bluetooth tracking beacon on luggage that would help passengers find their bags using a smartphone app, Track&Go, within 70 meters.

Goods

April 22, 2016

From *THE INTERNATIONAL AIR CARGO ASSOC. (TIACA)*

Goods that infringe intellectual property rights account for a growing proportion of international trade, estimated at over USD250 billion by the Organization for Economic Co-operation and Development (OECD).

Assets – Using Data Analytics to Reduce Maintenance Costs



FAA NextGen Gate to Gate

SPONSORED BY:

PRESS RELEASE

ATA Offers FAA Approved Live Seminar Fueling Course in Anchorage

April 21, 2016

From *AVIATION TRAINING ACADEMY (ATA)*

Aviation Training Academy (ATA) announces the FAA 14 CFR 139 Supervisor Fire Course to be held in Anchorage, AK, on May 5th and 6th 2016.

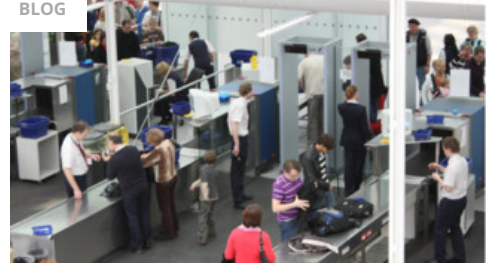
BLOG



Donald Trump's Campaign Jet Grounded by FAA

Since Feb. 1, Donald Trump's 1997 Cessna jet, which he uses regularly on the campaign trail, has been flying with an expired registration.

BLOG



O'Hare Security Officers File Claim for Unlawful Firing Following Labor Strike

Two security officers on strike have been terminated about two weeks after the start, an act some are calling a violation of labor law.

NEWS

Compat Sets Aside Penalty Over Fuel Charges on Airlines

April 19, 2016

The Competition Appellate Tribunal (Compat) set aside an order imposing a penalty on Jet Airways (India) Ltd, IndiGo, run by Interglobe Aviation Ltd, and SpiceJet Ltd over fixing fuel charges in cargo transport.

PRESS RELEASE



Air BP Acquires a Stake in RocketRoute

April 20, 2016

The move strengthens the existing relationship between the two companies which will enable them to jointly continue developing new technology solutions that simplify the complexity of flight planning and fuel purchasing

PRESS RELEASE

ARTICLE



Third Flawless ISAGO Audit Result for Hactl

April 18, 2016

From HACTL

It was the first cargo handler in the world to achieve ISAGO certification, when the new

NEWS



More TSA Insecurity: Employee Screening Remains a Gaping Hole

April 14, 2016

The latest unsettling news from the oft-criticized federal agency that screens the nation's airports is that only three of the 300 largest airports -- in Orlando, Atlanta and Miami -- screen employees.

PRESS RELEASE

Swift Fuels Finalizes Distribution Framework Strategy With Avfuel Corporation for Swift Fuels' Unleaded 94 MON Avgas

April 8, 2016

Swift Fuels, LLC, a recognized leader in developing unleaded aviation fuels, today announced it finalized a fuel distribution framework agreement with Avfuel Corporation to distribute its recently launched Swift 94 MON Avgas.

NEWS



United Baggage Handlers To Receive 30 Percent Pay Increase

About 30,000 United Airlines gate agents and baggage handlers will receive a pay increase of about 30 percent over the next five years.

ARTICLE



Health and Safety is a Full Time Job

On the night of 20 October 2014 snow removal vehicles were active at Moscow's Vnukovo airport in Russia. Two snowploughs were working under the command of a supervisor who was sitting in a nearby car. The supervisor lost sight of one of the...

PRESS RELEASE

AeroGround Berlin GmbH Named Ground Handling Partner of Norwegian

April 8, 2016

From AEROGROUND FLUGHAFEN MÜNCHEN GMBH

AeroGround Berlin GmbH took on the aircraft and passenger handling services for Norwegian at the Berlin-Schönefeld Airport from the start of the summer schedule on March 27. The central sales department signed a long-term handling contract with...

ARTICLE



XCED Aviation Services: Ground Support Worldwide's 2016 Service Leader of the Year

It Runs in the Family In just two years of operation, Xced Aviation Services has grown from a GSE finance lessor into a full "transportation asset management" services provider. Xced's services have put equipment in 43 airports throughout the...

NEWS



Airline Traffic a Major Part of Masters Week

April 7, 2016

Aiken Municipal Airport normally maxes out at 10 aircraft and has a maximum of 100 cars.

PRESS RELEASE



FAA Announces Finalists Working to Get the Lead Out of General Aviation Fuel

March 29, 2016

Fuel formulations from Shell and Swift Fuels were selected for Phase 2 engine and aircraft testing.

PRESS RELEASE



Menzies Aviation Paying \$15.24/Hour to Its Sea-Tac Employees

March 25, 2016

From MENZIES AVIATION

Airport Contractor Reaffirms Its Commitment to Investing in Its Employees and Maintaining a Safe Working Environment with Across-the-Board Wage Hike at Seattle-Tacoma Airport



O'Hare Baggage Handlers, Custodians Strike; No Service Disruptions Reported

April 4, 2016

The strikes were originally planned for March 22, the day of the terrorist attacks on an airport and train station in Brussels. They were postponed out of respect for the victims.



O'Hare Airport Baggage Handlers, Custodians to Strike

March 30, 2016

March 30--O'Hare International Airport workers plan to go on strike starting late Wednesday as part of a national action to protest what they say are low wages, inadequate safety training and retaliation for organizing. Nearly 100 baggage

NEWS



Alaska Airlines Announces the Formation of a New Subsidiary - McGee Air Services

March 29, 2016

McGee Air Services will operate as a vendor to Alaska Airlines and will compete for Alaska contracts in select cities. As the company develops the infrastructure and processes, McGee Air Services will evaluate opportunities to serve other airlines.

PRESS RELEASE



Lufthansa Cargo announces key management

ARTICLE



Fleet of Finance

Loading

appointments

March 18, 2016

From LUFTHANSA CARGO

New responsibilities for Achim Martinka, Bernhard Kindelbacher and Dr Jan-Wilhelm Breithaupt

AVIATIONPROS

airportbusiness

AMTAIRCRAFT
MAINTENANCE
TECHNOLOGY

Ground
SupportWORLDWIDE

- Aircraft

Engines &
Components

Tools &
Equipment

Airports

AOA

FBOs/
Tenants

Airport Tech &
Security

Airlines

Ground
Handling

GSE

Buyer's
Guide
- Register

Log In

Privacy Policy

Terms of Use

Contact Us

Advertise

Sitemap

AIRPORTS

AIRPORTS

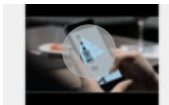
Bill That Includes TSA Screening Provisions Passes Senate

AIRPORTS



Single-Engine Plane Crashes at Skagit Regional Airport

MEDIA CENTER



Online Shopping at Frankfurt Airport

AIRPORTS



Bob Hope Airport to Begin Search to Replace Executive

AIRPORTS

Laser Hits 2 Planes Landing at San Diego Airport

AIRPORTS

Butler County Airport Authority Sues Over Lost Funding

AIRLINES



JetBlue Installs Napping Pods for Customers at JFK

f | Share t | Share p | Share in | Share

April 20--Another step in securing federal screening of commercial air passengers in Salina and other small airports passed the U.S. Senate on Tuesday morning by a vote of 95 to 3, according to news releases from Sens. Pat Roberts and Jerry Moran, both Kansas Republicans.

Similar legislation passed last week in the U.S. House.

The Senate's Federal Aviation Administration Reauthorization Act, which secures funding for aviation programs through the end of fiscal year 2017, contains provisions of the Transportation Security Administration Fairness Act.

TSA officials balked in February to provide screening at Salina Regional Airport, which delayed Great Lakes Airlines from starting daily roundtrip flights from Salina to Denver International Airport.

With a \$1.99 million annual Essential Air Service subsidy from the U.S. Department of Transportation, Great Lakes intended to begin service in Salina on April 1. TSA resistance delayed that start.

Roberts praised three provisions in the bill that impact Kansas airports: requiring the TSA to restore security screening to airports, including Salina; the Small Airports Regulation Relief Act that prevents airports such as Hays, that have been affected by downturns in regional air service, from losing Airport Improvement Program funding; and continuing the Contract Weather Observers Program through fiscal 2017.

The Senate bill will next go to the House for debate, according to the Roberts release.

In the Moran release, Wichita Airport Authority Director Victor White praised Moran's efforts for supporting reauthorization and the continuation of the weather observer program at Wichita Eisenhower National Airport.

No timeline was offered for screening or Great Lakes service to begin in Salina. Tim Rogers, executive director of the Salina Airport Authority, wrote in an email that a full update will be presented at this morning's airport authority board meeting.

That meeting begins at 8 a.m. on the second floor of Hangar 600, 2720 Arnold.

-- Reporter Tim Unruh can be reached at 822-1419 or by email at tunruh@salina.com.

Copyright 2016 - The Salina Journal, Kan.

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From GENERAL MITCHELL INTERNATIONAL AIRPORT

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespers

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contribut

NEWS

JWA, Fashion Island

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

United Airlines Flight Makes Emergency Landing at McGhee Tyson

April 29, 2016

April 28--KNOXVILLE -- A United Airlines flight made an emergency landing at McGhee Tyson Airport on Wednesday afternoon. Becky Huckaby, the airport's spokeswoman, said about 4 p.m. the airport received notification the airplane was going

NEWS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

April 29, 2016

AIRPORTS



LOGIN



CONTACT



SUBSCRIBE



ADVERTISE

MEDIA CENTER



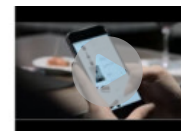
How the Airlines Could Soon Control the U.S. ATC System



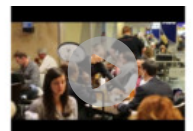
Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and offic

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From FIRST TRANSIT INC.

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

NEWS

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From PROPELLER AIRPORTS

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Denver International Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag

airport to the heart of downtown Denver.

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to Avoid Severe Weather in

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woodsy character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

In its first day of operation, the facility handled a total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading

AVIATIONPROS

airport
business

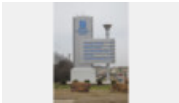
AMT AIRCRAFT
MAINTENANCE
TECHNOLOGY

Ground
Support
WORLDWIDE

Aircraft	Engines & Components	Tools & Equipment	Airports	AOA	FBOs/ Tenants	Airport Tech & Security	Airlines	Ground Handling	GSE	Buyer's Guide
	Register	Log In	Privacy Policy	Terms of Use	Contact Us	Advertise	Sitemap			

AIRPORTS

AIRPORTS



Memphis Airport
Speeding Crackdown
Ensnares 1,200

AIRPORTS

West Plains Homeowner Caught in the
Middle of Land Fight Involving Airport,
Fairchild

AIRPORTS



New Installation at
McGhee Tyson Airport
Showcases Region's

AIRPORTS

Passengers in Fatal Plane Crash Were Co-
Workers Headed for Survey Site

AIRPORTS

Green Panel Gives Nod for Port, Airport
Upgrades

AIRPORTS

Traffic Controllers, Other Pilots Recount
Harrowing Exchange with Doomed Pilots

AIRPORTS



CDA Highlights the
Greening of
Concessions During



[f](#) | [Share](#) [t](#) | [Share](#) [p](#) | [Share](#) [in](#) | [Share](#)

April 21--Memphis International Airport officials are fending off complaints they're running a speed trap after nearly 1,200 motorists were ticketed from Dec. 1 through March 31.

Airport officials told Hub City Insider they stepped up enforcement on the airport's inner drive after pedestrians complained of nearly being run down by motorists.

Copyright 2016 - The Commercial Appeal,

Memphis, Tenn.

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to login or register to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

AIRPORTS



LOGIN



CONTACT



SUBSCRIBE



ADVERTISE

From **GENERAL MITCHELL INTERNATIONAL AIRPORT**

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespers

NEWS

United Airlines Flight Makes Emergency Landing at McGhee Tyson

April 29, 2016

April 28--KNOXVILLE -- A United Airlines flight made an emergency landing at McGhee Tyson Airport on Wednesday afternoon. Becky Huckaby, the airport's spokeswoman, said about 4 p.m. the airport received notification the airplane was going

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contribut

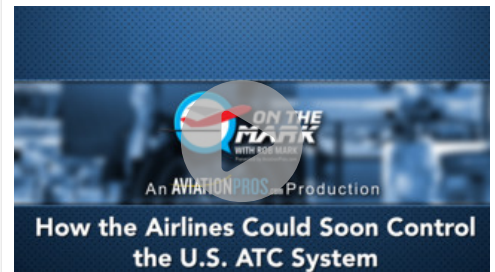
NEWS

JWA, Fashion Island Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a

MEDIA CENTER



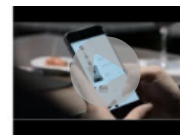
How the Airlines Could Soon Control the U.S. ATC System



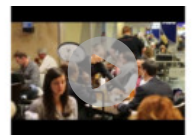
Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and offic

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From FIRST TRANSIT INC.

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

NEWS



Dubai Aviation Sector Set to Boost GDP Share to 35%

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From PROPELLER AIRPORTS

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Denver International Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the airport to the heart of downtown Denver.

NEWS

Richard W. Hess, Pilot and Paper Company

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.

April 28, 2016

A steady surge in international passenger traffic and a significant capacity expansion drive at its two airports will help Dubai's vibrant aviation sector enhance its contribution to the emirate's economy to 35 per cent from 27 percent in five years.

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag

Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to Avoid Severe Weather in Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woodsy character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

In its first day of operation, the facility handled a total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on

lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading



- [Aircraft](#)
- [Engines & Components](#)
- [Tools & Equipment](#)
- [Airports](#)
- [AOA](#)
- [FBOs/ Tenants](#)
- [Airport Tech & Security](#)
- [Airlines](#)
- [Ground Handling](#)
- [GSE](#)
- [Buyer's Guide](#)

[Register](#)

[Log In](#)

[Privacy Policy](#)

[Terms of Use](#)

[Contact Us](#)

[Advertise](#)

[Sitemap](#)

AIRPORTS

AIRPORTS



KCI Parking Fees Will Go Up May 1

AIRPORTS

Calling All Angels Fans: Historical Exhibit at John Wayne Airport is a Hit

AIRPORTS

Heritage Flight Museum Opens 2016 Fly Days Season

AIRPORTS

Up and Away: Waterloo Airport Seeing Number of Users Take Off

AIRPORTS

Jeddah Airport Gets Ready for Busy Umrah Season

AIRPORTS

80 Vets Pack Evansville Honor Flight

AIRPORTS

Green Airport Wants A Chief Executive Who Will Stay Put



[f](#) | Share [t](#) | Share [p](#) | Share [in](#) | Share

April 16--The cost to park at Kansas City International Airport will go up May 1, at least for customers who park at the airport for several hours.

KCI officials said the daily maximum rate for garage parking will rise to \$23, a \$1 increase. The daily maximum for circle parking will go to \$15.50, and economy spaces will rise to \$7.50. Both are 50-cent increases.

Hourly rates won't increase. Those rates are \$1 for the first 30 minutes and \$3 per hour, up to the daily maximum. The cost for valet parking remains the same.

The increases don't directly affect the cost to park at private lots near the airport.

The airport said that the increases are the first since 2012 and that the cost to park at KCI is comparable to other midsize airports.

Dave Helling: 816-234-4656, @dhellingkc

Copyright 2016 - The Kansas City Star

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From **GENERAL MITCHELL INTERNATIONAL AIRPORT**

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespers

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contribut

NEWS

JWA, Fashion Island

NEWS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

AIRPORTS



LOGIN



CONTACT



SUBSCRIBE



ADVERTISE

MEDIA CENTER



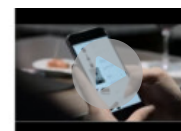
How the Airlines Could Soon Control the U.S. ATC System



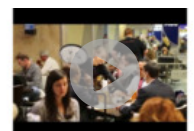
Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and office

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From *FIRST TRANSIT INC.*

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

NEWS

April 29, 2016

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From *PROPELLER AIRPORTS*

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Denver International Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

A steady surge in international passenger traffic

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag

airport to the heart of downtown Denver.

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woody character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

Avoid Severe Weather in Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

In its first day of operation, the facility handled a total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading



- [Aircraft](#)[Engines & Components](#)[Tools & Equipment](#)[Airports](#)[AOA](#)[FBOs/ Tenants](#)[Airport Tech & Security](#)[Airlines](#)[Ground Handling](#)[GSE](#)[Buyer's Guide](#)
- [Register](#)[Log In](#)[Privacy Policy](#)[Terms of Use](#)[Contact Us](#)[Advertise](#)[Sitemap](#)

f | Share t | Share p | Share in | Share

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff.

Already this spring, Sacramento airport wait times at Transportation Security Administration checkpoints have topped 30 minutes at times, angering fliers amid reports of some missed flights.

Sacramento wait times more typically have been in the 10- to 15-minute range, an acceptable amount, said airport air service development manager Mark Haneke. But peak-hour wait times have been creeping up, notably in the early morning and around noon when flights take off in bunches, causing concern among airport officials.

"If you already have 30-minute waits in April, what will it be like in July?" Haneke said.

Airport officials are urging fliers to arrive two hours before their departure times.

It took Dallas businessman Keith Sherman about a half hour to pass through security in Terminal A on Wednesday at noon. He has traveled through the Sacramento airport numerous times and hadn't experienced a line that long before.

"That was a shock," he said. "No advance warning. Luckily, I came two hours early."

TSA lines at some airports nationally reportedly have topped an hour recently, prompting complaints from airline and airport executives. American Airlines officials say thousands of their passengers missed flights last month at major airports because they got stuck in long security lines. They've called TSA wait times unacceptable.

The TSA, faced with what its director recently called an "austere" budget, has cut its aviation security officer force nationally by 6,000, or nearly 12 percent, over the past four years. At the same time, passenger levels nationally have been on the rise, including a 4 percent jump last year -- a figure nearly double what the TSA had anticipated, agency Administrator Petter Neffenger told a congressional committee last month.

The Obama administration has proposed a budget increase for 2017 that will allow TSA to add 323 officers nationally, but that won't be enough to ease the expected summer lines.

TSA officials declined this week to address wait times or staffing levels at the Sacramento airport. Sacramento airport official Haneke said TSA officials have told him that Sacramento staffing levels have not dropped recently, but also have not kept up with the increased number of fliers and flights.

In an email to The Bee, a TSA spokesman said the agency is taking steps nationally to speed lines, including overtime, accelerated hiring and more canine use.

TSA and Sacramento airport officials say they would like more people to sign up for the agency's TSA PreCheck or one of its other expedited security programs, Global Entry, Nexus and SENTRI. PreCheck allows passengers to use a separate, shorter line.

Haneke said the local airport has asked TSA to open a PreCheck registration office at the airport so fliers can sign up on site. TSA officials say they are considering doing that in Sacramento, but do not have a time frame for opening.

Nationally, 6 million fliers have signed up for the PreCheck program. The agency wants to have 24 million enrolled in the next three years, Neffenger told Congress last month.

AIRPORTS

AIRPORTS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

AIRPORTS

JWA, Fashion Island Janitors Poised to Strike If Contract Negotiation Falls Through

AIRPORTS

Air Traffic Control Tower Funding Proposed for Frederick Airport

AIRPORTS

Music Gives Lift to Pittsburgh International Airport Travelers

AIRPORTS



Fentress to Oversee Paine Field Terminal Design

AIRPORTS



First Transit Awarded American Airlines Shuttle Contract at

GROUND HANDLING



Sea-Tac International to Replace Entire Baggage System

The TSA has two PreCheck program enrollment centers in the region, one in West Sacramento at 2240 Lake Washington Blvd., Suite 130, and one at 2620 Hurley Way, Suite C. Applicants can start the sign-up process on the TSA website, but must finish it in person at an enrollment center, and pay an \$85 fee, good for five years.

On Wednesday, when the Terminal A line briefly edged toward 30 minutes, passengers in the adjacent PreCheck area took less than five minutes to pass through security.

Passenger irritation aside, longer lines are good news for the airport, which has now seen two

years of increased monthly traffic. That's a dramatic turnaround from the previous seven years, when airport use was off so dramatically that it put the newly expanded facility into financial difficulty. Passenger levels are expected to top 10 million this year for the first time since 2007, just before the recession.

Several new or more frequent flights are scheduled this summer.

JetBlue will expand its seasonal service to Boston in late May. American Airlines will add twice-daily nonstop flights to Chicago-O'Hare International Airport at the beginning of June.

Aeromexico will increase flights to Mexico City in mid-June, as well as to Guadalajara. Southwest begins daily nonstop service to Baltimore in early August.

The airport's parking garage is expected to fill to capacity at times this summer, airport officials said, most likely during mornings and around midday on Tuesdays, Wednesdays and Thursdays, the heaviest days for business travel.

Airport spokeswoman Laurie Slothower said the airport does not have a system in place yet to alert drivers of expected garage closures in advance, but said "closed" signs on the roadway leading to the garage go up within minutes of the garage filling. Some airport users have complained recently that the airport has been slow to close the garage, forcing cars to circle and leave the building.

Cars are diverted to the airport's daily parking lot. The airport also has an economy lot.

A second parking garage was part of the plan for the new Terminal B, but it was eliminated because of funding issues. Airport officials still anticipate building it at some point but have set no definite date.

A private developer has signed a deal with the airport to build a 150-room hotel at the north end of the parking garage. The groundbreaking is expected in October, with a two-year construction time frame.

Tony Bizjak: 916-321-1059, @TonyBizjak

Copyright 2016 - The Sacramento Bee

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From GENERAL MITCHELL INTERNATIONAL AIRPORT

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespers

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contribut

NEWS

JWA, Fashion Island

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

United Airlines Flight Makes Emergency Landing at McGhee Tyson

April 29, 2016

April 28--KNOXVILLE -- A United Airlines flight made an emergency landing at McGhee Tyson Airport on Wednesday afternoon. Becky Huckaby, the airport's spokeswoman, said about 4 p.m. the airport received notification the airplane was going

NEWS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

April 29, 2016

AIRPORTS



CONTACT

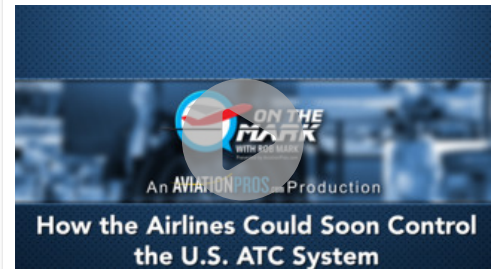


SUBSCRIBE



ADVERTISE

MEDIA CENTER



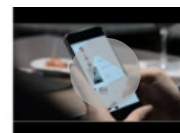
How the Airlines Could Soon Control the U.S. ATC System



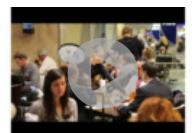
Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and offic

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From *FIRST TRANSIT INC.*

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

NEWS

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From *PROPELLER AIRPORTS*

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Denver International Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the airport to the heart of downtown Denver.

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to Avoid Severe Weather in

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woody character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

In its first day of operation, the facility handled a

Midwest

April 27, 2016
Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016
April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016
The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading



- Aircraft

Engines & Components

Tools & Equipment

Airports

AOA

FBOs/ Tenants

Airport Tech & Security

Airlines

Ground Handling

GSE

Buyer's Guide
- Register

Log In

Privacy Policy

Terms of Use

Contact Us

Advertise

Sitemap

AIRPORTS

AIRPORTS



Charlotte Douglas
Jumps to Fifth-Busiest
Airport in Nation

AIRPORTS



Ben Gurion Airport
Expects Rise in
Passover Passengers

FBOS/TENANTS

Sarasota-Bradenton International Vies to
be Hurricane Hunter Home

AIRPORTS

Flint Bishop, Lansing Airports to Get New
Routes

AIRPORT TECH & SECURITY

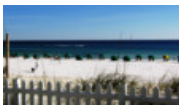
Cutbacks in Screening at A.C. Airport
Have Passengers Fuming

AIRPORT TECH & SECURITY



MSP Wary of Too
Little Staffing for
Beefed-Up Airport

AIRPORTS



Destin, Uber Closer to
Agreement



Photo credit: By James Willamor from Raleigh, NC, USA - Air Canada Jazz Canadair CL-600-2B19 CRJ-200ER (C-GJZL), CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=31884378>

f | Share t | Share p | Share in | Share

April 11--Charlotte's airport jumped a spot in the annual rankings, claiming the title of fifth-busiest in the nation, measured by takeoffs and landings.

Ranked by the same metric, Charlotte Douglas International Airport is the sixth-busiest in the world, according to the Airports Council International. The airport jumped one spot in both the national and international rankings, with 543,944 takeoffs and landings in 2015.

"We're proud to be a top ten airport," interim Aviation Director Brent Cagle said in a statement. "Our numbers are a reflection of not only the growth of our region, but commitment from our tenants and partners to provide quality service to our passengers."

Charlotte Douglas saw 44.9 million travelers in 2015, an increase of 1 percent. Most passengers at Charlotte Douglas use the airport to switch from one plane to another, with about 80 percent of the airport's passengers connecting. That's because Charlotte Douglas is the second-busiest hub for American Airlines, its primary tenant.

Ranked by passengers, Charlotte Douglas is ranked ninth nationwide and 27th in the world.

Atlanta Hartsfield-Jackson International still ranks as the world's busiest airport, according to ACI, with more than 100 million passengers last year and 882,497 takeoffs and landings last year. Chicago O'Hare ranked second, followed by Dallas/Fort Worth at No. 3, Los Angeles at No. 4, and Beijing at No. 5.

More Videos

Share Video

*

Video link:

Select

Embed code:

Select

*

facebook

*

twitter

*

email

Charlotte Douglas International Airport officials talk about airport security

Airport prepares for upcoming Spring travel season

DAVID T. FOSTER III dtfooster@charlotteobserver.com

Ely Portillo: 704-358-5041, @ESPortillo

Copyright 2016 - The Charlotte Observer

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to login or register to post a comment.

Loading



- [Aircraft](#)[Engines & Components](#)[Tools & Equipment](#)[Airports](#)[AOA](#)[FBOs/ Tenants](#)[Airport Tech & Security](#)[Airlines](#)[Ground Handling](#)[GSE](#)[Buyer's Guide](#)
- [Register](#)[Log In](#)[Privacy Policy](#)[Terms of Use](#)[Contact Us](#)[Advertise](#)[Sitemap](#)

AIRPORTS

AIRPORTS



Denver Commuter
Train Ready

AIRPORTS

Former NTSB Investigator Was Pilot in
Crash that Killed 4 Near Chugiak

AIRPORTS

Thailand Appoints CAAi to Improve ICAO
Compliance

AIRPORTS

Bill That Includes TSA Screening
Provisions Passes Senate

AIRPORTS



Single-Engine Plane
Crashes at Skagit
Regional Airport

MEDIA CENTER



Online Shopping at
Frankfurt Airport

AIRPORTS



Bob Hope Airport to
Begin Search to
Replace Executive



Photo credit: RTD

f | Share t | Share p | Share in | Share

April 20--DENVER -- The \$1.2 billion commuter rail line linking Denver International Airport with downtown Denver will begin service Friday, according to the Denver Metro area's Regional Transportation District.

A one-way day pass will cost \$9 and include free transfers to Denver's light rail and bus lines, including the light rail stops in the southern Denver Metro area, the agency said. Half-price fares are available to seniors, students and others.

RTD rail cabins are equipped with luggage racks and overhead bins.

The trip between the airport and downtown features eight stations and takes about 37 minutes at speeds of up to 79 mph. Trains run about every 15 minutes.

The commuter rail line, called the University of Colorado A Line, is 23 miles of new electric commuter rail that runs between Union Station in downtown Denver and the airport. The University of Colorado paid a naming rights fee.

"The opening of the University of Colorado A Line is a historic milestone towards the completion of RTD's FasTracks program and continues our success rate of opening major infrastructure projects," said Dave Genova, interim general manager and CEO of RTD. "We continue to transform the region and the University of Colorado A Line will connect the Denver metro area to the world."

A grand opening event and free trips on the DIA commuter line are planned for Friday.

We continue to transform the region and the University of Colorado A Line will connect the Denver metro area to the world.

DAVE GENOVA DENVER RTD

Copyright 2016 - The Pueblo Chieftain, Colo.

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

Loading



Aircraft	Engines & Components	Tools & Equipment	Airports	AOA	FBOs/ Tenants	Airport Tech & Security	Airlines	Ground Handling	GSE	Buyer's Guide
	Register	Log In	Privacy Policy	Terms of Use	Contact Us	Advertise	Sitemap			



Photo credit: By John Murphy (RWY 27L/9R, Lightning Storm) [CC BY-SA 2.0 (<http://creativecommons.org/licenses/by-sa/2.0/>)], via Wikimedia Commons

f | Share t | Share p | Share in | Share

April 26--COLUMBIA, S.C. -- The husband of a woman who was forced out of an airplane at Columbia Metropolitan Airport as a thunderstorm approached last year is suing the airport, American Airlines and US Airways, alleging the woman died after being struck by lightning on the tarmac.

"Common sense should have informed those in charge not to send passengers onto an open tarmac in the rain as a dangerous storm approached," said Ken Suggs, a Columbia attorney who filed suit in the case.

The woman, Sonya Dockett, 52, a Connecticut attorney, civic leader, philanthropist and mother of two, on June 27 was flying with her family from Connecticut to Kentucky, where the daughter was playing in a basketball game. The plane diverted to Columbia from its intended layover in Charlotte because of thunderstorms in the area, according to the lawsuit.

Passengers sat on the plane for 45 minutes in Columbia before they were ordered off the plane, even as thunderstorms approached, the lawsuit said.

Dockett was running from the plane to the concourse when she was struck by lightning in full view of her son, the lawsuit said. Dockett collapsed and was carried unconscious and suffering from burns into the terminal, the lawsuit said.

"Common sense should have informed those in charge not to send passengers onto an open tarmac in the rain as a dangerous storm approached." Columbia attorney Ken Suggs

She died of her injuries Aug. 5 in Connecticut after more than a month of "living hell" for the family, her husband, Anthony Nwachukwu, told The State newspaper on Tuesday.

"We extend our deepest condolences to the family," American Airlines said in an emailed statement on

AIRPORTS

AIRPORTS



Family of Woman Struck by Lightning Sues Columbia Airport,

AIRPORTS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

AIRPORTS

Howe: Costco Airport Zoning 'Will Pass'

AIRPORTS

Beware of Falling Glass at Chennai Airport

AIRPORTS

Infiltrators and Smugglers Arrested At Border, Airport

AIRPORTS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX

AIRPORTS

HIA Adds Electric Vehicle Charging Station

Tuesday. "We will address the litigation in the proper venues, not in the media."

Efforts to reach officials from Columbia Metropolitan Airport on Tuesday were unsuccessful. US Airways merged with American Airlines in October 2015.

The lawsuit, filed Tuesday in Lexington County circuit court, seeks unspecified damages for alleged failure to take safety precautions to eliminate the risk of injury to passengers from storms or lightning.

"Were it not for the defendants' reckless disregard for the safety of passengers aboard US Airways Flight 5137, Sonya would be alive today, standing at her husband's side, cheering for her children, and supporting the many good causes she was known for," Suggs said.

Joseph Dwyer, a physics professor at the University of New Hampshire who has studied lightning for 15 years, said he could not comment on the specifics of the accident without knowing all the facts.

But, he said, it is generally unsafe to be outside during a thunderstorm. Enclosed structures such as homes or buildings provide the safest shelter, he said. But aircraft typically are designed to withstand a lightning strike, he said.

Dockett's death rocked her family and the Hartford, Conn., community where they live, her husband said. Dockett's 18-year-old son's grades have plummeted, and her 14-year-old daughter cries herself to sleep most nights, Nwachukwu said.

"It's a huge loss." Anthony Nwachukwu

"It's a huge loss," he said.

Dockett was a former in-house counsel and vice president of a Connecticut health care company. She was a skillful and passionate fundraiser for the dozen or so organizations and nonprofits who still mourn her absence, friends and family said.

She was one of the chief fundraisers for the Avon Free Public Library near Hartford, which soon will install a memorial plaque in her honor, said library director Glenn Grube.

"She was very intelligent and well-spoken," Grube said. "She was always extremely friendly and gracious. We were devastated when we heard what happened."

"She was very intelligent and well-spoken. She was always extremely friendly and gracious." Avon Free Public Library director Glenn Grube

Nwachukwu said Dockett's philanthropic spirit stemmed from her upbringing in the public housing projects of Detroit, Mich.

After Dockett's mother and only parent died of a drug overdose when she was 6, Dockett was raised by her grandmother, Nwachukwu said. Excellent grades were Dockett's ticket out of Detroit and to a private college in Maine, and then to the University of Maryland School of Law.

Still, she never forgot the teachers and community members who helped her along, he said. The family has vowed to continue her efforts with scholarships and internships in her honor.

But Nwachukwu, originally from Nigeria, said he struggles to think about his future. Dockett was his only family in America, he said.

"How do you replace that kind of memory?" he said. "It was a very close relationship."

Copyright 2016 - The State (Columbia, S.C.)

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to login or register to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From GENERAL MITCHELL INTERNATIONAL AIRPORT

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespers

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed

NEWS

United Airlines Flight Makes Emergency Landing at McGhee Tyson

April 29, 2016

April 28--KNOXVILLE -- A United Airlines flight made an emergency landing at McGhee Tyson Airport on Wednesday afternoon. Becky Huckaby, the airport's spokeswoman, said about 4 p.m. the airport received notification the airplane was

AIRPORTS



CONTACT

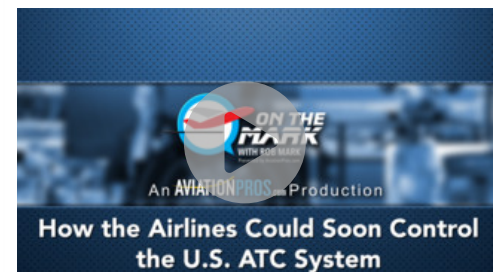


SUBSCRIBE



ADVERTISE

MEDIA CENTER



How the Airlines Could Soon Control the U.S. ATC System



Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs

through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contributing

NEWS

JWA, Fashion Island Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and office

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series with

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From FIRST TRANSIT INC.

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on

going

NEWS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

April 29, 2016

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From PROPELLER AIRPORTS

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in

the ramp side of the airport between all terminals...

NEWS



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

A steady surge in international passenger traffic and a significant capacity expansion drive at its two airports will help Dubai's vibrant aviation sector enhance its contribution to the emirate's economy to 35 per cent from 27 percent in five years.

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag



Denver Internatiol Opens Train Service to

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International

the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woodsy character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE

Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to Avoid Severe Weather in Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading

AVIATIONPROS

airport
business

AMT AIRCRAFT
MAINTENANCE
TECHNOLOGY

Ground
Support
WORLDWIDE

Aircraft	Engines & Components	Tools & Equipment	Airports	AOA	FBOs/ Tenants	Airport Tech & Security	Airlines	Ground Handling	GSE	Buyer's Guide
Register Log In Privacy Policy Terms of Use Contact Us Advertise Sitemap										



Photo credit: MAC

f | Share t | Share p | Share in | Share

Growing up in a lower income family on the east side of St. Paul, Minn., riding in an airplane, much less working in the aviation industry was something that didn't really cross Jeff Hamiel's mind.

But when he was 10 years old, he had an experience that changed his outlook, exposed him to a possible career path and determined his future.

Hamiel went to visit a cousin in Sheldon, Iowa, who had joined the Naval Academy as a cadet and one day, he wanted to take Hamiel on an airplane ride. They went down to the local airport, got on board and took a one-hour ride. "I just enjoyed it. After that, I always had an interest in it in high school," he said.

Hamiel's one-hour plane ride led him to the Air Force and into the aviation world until he eventually was named chairman, executive director and chief executive officer for the Metropolitan Airports Commission (MAC) in the Twin Cities. Now after nearly 40 years in the airport industry — 30 of which he spent at the helm of MAC — he's retiring from his position in May, after guiding one of the largest airports in the U.S. through some of the most formative years in the evolution of the airport and airline industries.

Dawn of Deregulation

After attending the University of Minnesota-Duluth, going through ROTC, then joining the Airforce for pilot training, Hamiel came back to Minneapolis looking to be a pilot, but in 1977, none of the airlines were hiring, so he got a job at the airport. While it didn't pay as much as the airlines he was content with his position and the growth it offered.

"Eventually the airlines called, but you know, I thought I got this airport job and it's a pretty good deal," he said. "It's a good position, I have a master's degree and I don't have to worry about flying every

holiday."

By 1985, Hamiel had moved through the ranks of MAC and was picked to run the organization.

In 1978, Hamiel said the industry saw its biggest sea change with the implementation of deregulation of the airline industry. Airlines had been told where to fly, when to fly and what to charge until that point. When the legislation took hold, it turned the industry on its ear as they could fly when and where they wanted, using the equipment airlines deemed the best and fares were charged based on direct competition.

"That was the beginning and quite frankly, we're still sifting through the results of that legislation," Hamiel said. "Since 1978, in nearly the last 40 years, we've seen the creation of new low cost carriers; mainstays like Pan Am, TWA and Northwest are long gone; smaller ultra-low-cost carriers have come around and there have been bankruptcies and lots of consolidation."

Minneapolis-St. Paul International Airport (MSP) found itself in a bind with consolidation with Northwest teetering on the brink of bankruptcy in the early 1990s. Hamiel led MAC as it decided to loan the airliner \$300 million, a deal he said was never done before or since.

Hamiel said the industry continues to change and with it, the experience of flying, so airports have worked to adjust. Deregulation coupled with new demands in passenger amenities along with security concerns brought on in the aftermath of the Sept. 11, 2001 terrorist attacks changed the landscape of airports drastically.

"Back in those days, the '50s, '60s, '70s, flying was a pretty prestigious thing," he said. "Most of those who had flown were business men or people of substantial means. Back in those days, most of us were still getting in the family car, driving four days to Yellowstone, spending two days there,

then driving four days back.

"Now the airports have become mini shopping malls, where you can buy clothing items or shoes if you forgot them at home, and the food and beverage options have significantly expanded. I remember in the '60s there was barely a lunch counter in the airport, but today it's a \$200 million enterprise."

A Better Airport Built

When Hamiel started at the airport, MSP was moving about 8.3 million passengers per year. Now more than 36 million come through per year and projections place growth to more than 50 million by 2030.

Leaders in the Twin Cities area knew changes were needed in order to meet growth and serve the community as best as possible, so in the 1990s they began exploring options for addressing those needs.

Hamiel said the "MSP 2010 Building a Better Airport" plan was forged to meet the challenges and prepare MSP for future demands. The plan paved the way for new Terminal 2-Humphrey; new Terminal 1-Lindbergh concourses A and B and additional gates on Concourse C; a fourth runway; new parking, transit and auto rental facilities; new cargo facilities; improved aircraft deicing and storm water retention facilities; new roadways; installation of light rail tunnels and stations; and replacement of hundreds of acres of airfield pavement.

The MAC needed to address issues with noise pollution, growth, and safety issues around the airport and Hamiel said one of the options included the idea of building a brand new airport about 15 to 20 miles from the current MSP location. There was a lot of merit to building a new airport, he said, but the more than \$3 billion in upgrades to the current facility worked.

The airport has worked to address noise problems near the airport as part of the plan, which Hamiel

AIRPORTS

AIRPORTS



From Deregulation to Next Generation

AIRPORTS



Bob Hope Airport Officials to Begin Search to Replace

AIRPORTS

Laser Hits 2 Planes Landing at San Diego Airport

AIRPORTS

Butler County Airport Authority Sues Over Lost Funding

AIRLINES



JetBlue Installs Napping Pods for Customers at JFK

AIRPORT TECH & SECURITY



Newly Approved Anti-Terror Law To Collect Air Passenger

AIRPORTS

Logistics Supply Chain Coalition Applauds Passage of Small Airports Bill

said is the most expansive noise limitation work done in the world. Millions was spent insulating about 15,000 nearby homes to combat noise and nighttime flights were adjusted to mitigate noise issues.

"Looking back on this, we made the right decision when we took this up in 2005," he said. "It was the right decision because if we had just built a new airport we would have been carrying about \$7-\$8 billion in debt into this past recession.

"But at some point in the future, the new executive director is going to have to take a look at building a new airport."

Hamiel said he's stepping down now because the airport is working on its 2035 plans and it's something the new leaders should guide, such as addressing parking issues with a new major parking facility along with handling the contract out to build a hotel on location at the airport.

Terminals 1 and 2 need expansion and more gates and the airport is starting a \$2.5 billion runway program.

"We've got a lot of things in the works right now," he said. "We're on the very beginning of the next 10-15 years of plans and we just finished a \$3.2 billion expansion in 2015."

A new future

Hamiel said the MAC has a more than \$10 billion per year economic impact on the Twin Cities, making it the most powerful public revenue generating source in the upper Midwest between Chicago and Seattle, so new leaders will need to recognize this impact and address it as air travel continues to grow as the preferred way to travel while long distance rail and bus traffic drops.

However, with about 600 total employees, the next generation of leaders at MAC will need to handle this growth with a relatively small staff for such a large operation.

"What we need in the future are people who are committed to public service, who are prepared to manage huge financial institutions and make good decisions to make a positive impact on the community," he said.

Looking at the next 30 years of service for airports, Hamiel said it's critical the industry work to attract young, talented professionals and overcome the fact younger generation of workers don't see public service "as an impressive occupation," but airports are a very critical piece of infrastructure in cities across the nation.

One of the limiting factors is the size of the industry. With a limited number of large hub airports in North America and a limited number with substantial air carrier service, it's a small fraternity of professionals, but there needs to be a focus on the opportunities the next generation will have to make a difference in the community.

"We need to have young people have an interest in aviation and they need to have exposure to this," he said. "Once exposed to it they will see it's a great, fascinating and dynamic industry and we can attract people to this kind of employment if they look at it carefully."

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to login or register to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From GENERAL MITCHELL INTERNATIONAL AIRPORT

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespers

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is

NEWS

United Airlines Flight Makes Emergency Landing at McGhee Tyson

April 29, 2016

April 28--KNOXVILLE -- A United Airlines flight made an emergency landing at McGhee Tyson Airport on Wednesday afternoon. Becky Huckaby, the airport's spokeswoman, said about 4 p.m. the airport received notification the airplane was going

NEWS

AIRPORTS



CONTACT



SUBSCRIBE



ADVERTISE

MEDIA CENTER



How the Airlines Could Soon Control the U.S. ATC System

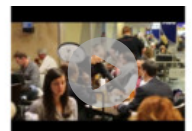
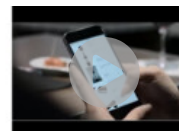
How the Airlines Could Soon Control the U.S. ATC System



Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



contribut

NEWS

JWA, Fashion Island Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and offic

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From FIRST TRANSIT INC.

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

Busy Summer, Longer Lines Ahead at Sacramento International Airport

April 29, 2016

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From PROPELLER AIRPORTS

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Online Shopping at
Frankfurt Airport

DFW Airport
Concessions Job Fair

SPONSORED BY:

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

A steady surge in international passenger traffic and a significant capacity expansion drive at its two airports will help Dubai's vibrant aviation sector enhance its contribution to the emirate's economy to 35 per cent from 27 percent in five years.

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag

Denver Internatiol Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the airport to the heart of downtown Denver.

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woodsy character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



NEWS

Aircraft Fly into Grand Forks Air Force Base to Avoid Severe Weather in Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

In its first day of operation, the facility handled a total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading

AVIATIONPROS

airport
business

AMT AIRCRAFT
MAINTENANCE
TECHNOLOGY

Ground
Support
WORLDWIDE

Aircraft	Engines & Components	Tools & Equipment	Airports	AOA	FBOs/ Tenants	Airport Tech & Security	Airlines	Ground Handling	GSE	Buyer's Guide
Register Log In Privacy Policy Terms of Use Contact Us Advertise Sitemap										

AIRPORTS

AIRPORTS



Senate Approved
Passenger-Focused
Aviation Bill

AIRPORTS



FAA Grants \$4 million
to Montana Airports

AIRPORTS

NTSB Releases New Report On 2014 Fatal
Midair Collision of Plane, Helicopter

AIRPORTS

Smile Airport Authority, You're On
Camera

AIRPORTS

Ellicott City Plane Crash Victims
Remembered for Positivity, Persistence

AIRPORTS

Minor Injuries in Ramona Plane Crash

AIRPORTS

State Budget Battle Has Implications on
Raleigh County Memorial Airport



Photo credit: By Billy Hicks [CC-BY-SA-3.0 (<http://creativecommons.org/licenses/by-sa/3.0/>)]

f | Share t | Share p | Share in | Share

The Senate passed a bill calling for extensive policy changes to the Federal Aviation Administration (FAA) in programs of airline passengers, security and drones.

On April 19, the bill was passed 95-3, but still needs to be reconciled with a House measure.

Travelers were one focus of the overhaul, especially cracking down on consumer fees and promoting family-friendly accommodations.

The changes would make airlines refund checked-bag fees when they arrive more than six hours after a domestic flights lands, and more than 12 hours after an international flight. Customers would also be automatically refunded for services not provided, such as early boarding or unavailable seat assignment.

Passengers traveling with young children would be seated together with no extra charge, and pregnant women would be permitted early boarding. There is also to be rooms set aside for nursing mothers.

Security changes include increasing Transportation Security Administration's [TSA] PreCheck program to shorten security lines, adding 30 more "vip teams" to stop and search "suspicious passengers," often using bomb-sniffing dogs.

The bill would also require all newly manufactured airliners to have a closeable second barrier between the passenger cabin and the flight deck to prevent anyone from the cabin entering the cockpit when the cockpit door is opened.

Drones also saw some policy changes with the FAA, including establishing criminal penalties for use of drones near airports, a topic of increased safety concern after a one [collided with a British Airways jet](#) this month.

It may seem like a look into the future, but within two years the FAA will be required to authorize

package deliveries by drones and create a "air carrier certificate" for operators of these drone delivery fleets.

The FAA would also be required to publicly disclose information about government and commercial drone operations, including what type of personal information is being gathered.

Sen. Rand Paul (R-KY) and Sen. Ed Markey (D-Mass) recently [introduced a bipartisan bill](#) which would prohibit law enforcement from using drones to collect evidence for any violation of law without a warrant.

Additional provisions would simplify requirements for private pilots to receive FAA medical certification, speed up the process for receiving small airplane safety certifications and require airlines to include flight attendants fatigue mitigation plans.

In response to the disappearance of Malaysian Airline Flight 370, the FAA will now be required to develop standards for tracking airlines when the plane fly over remote area out of the range of radar.

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

Loading

AVIATIONPROS

airport
business

AMT AIRCRAFT
MAINTENANCE
TECHNOLOGY

Ground
Support
WORLDWIDE

Aircraft	Engines & Components	Tools & Equipment	Airports	AOA	FBOs/ Tenants	Airport Tech & Security	Airlines	Ground Handling	GSE	Buyer's Guide
	Register	Log In	Privacy Policy	Terms of Use	Contact Us	Advertise	Sitemap			



f | Share t | Share p | Share in | Share

April 27--Fresh off a vacation in Cabo San Lucas, Ramiro Gonzalez and his two teenagers waited curbside for a ride to their Costa Mesa home from John Wayne Airport.

Just yards away, 10 taxis idled as a trickle of customers filled their back seats Monday afternoon. Instead of hopping into a cab, Gonzalez opted for an Uber sedan. The cost, he said, was the deciding factor. A fare from the ride-hailing service would be about \$4 compared with an estimated \$20 taxi ride.

"It's just the price," Gonzalez said. "The service is the same."

The number of taxi drivers in Orange County has dropped by nearly half in a four-year span, with more people choosing ride-hailing apps over familiar yellow taxicabs. In response, local taxi companies are targeting niche markets to stay relevant.

Before Uber and Lyft drove into town in 2013, there were 1,576 cabbies registered through the Orange County Taxi Administration Program. The number has since dropped to fewer than 800 drivers, the lowest count locally in a decade.

In early April, Hossein Nabati closed A Taxi Cab, a Santa Ana company he founded some 30 years ago. Roughly 300 employees lost their jobs.

"Uber is unfair competition for us," Nabati said at the time. "I can't compete with them."

Uber, based in San Francisco, has more than 8,000 independent contractors driving in Orange County, according to the company.

Uber Invasion

When ride-hailing services entered the market, cab drivers occasionally bumped into Uber and Lyft drivers.

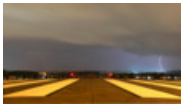
AIRPORTS

AIRPORTS



The Uber Effect: Ride-Hailing Apps Have Driven Taxi Drivers

AIRPORTS



Family of Woman Struck by Lightning Sues Columbia Airport,

FBOS/TENANTS

Airport Authority Agrees to Sell Another 233 Acres

AIRPORTS

Ribbon Cutting Ceremony for White Cloud's New Airport Terminal

AIRPORTS



Flash Floods in Houston Force Airport Closures

AIRPORTS

Pilot Walks Away From Airport Crash

AIRPORTS

Victim in Woodland Plane Crash ID'd as Renton Man

When they did, shouting matches often ensued over territory, said John Williams, who drove a cab for 26 years. The shouting has stopped as the independent drivers have become ubiquitous, their prevalence taking a sizable bite out of cab fares, he said.

"I've seen the industry go from a millionaire's job to now I'm lucky if I get \$50, and it's all because of Uber and Lyft," Williams said of his daily earnings. "Uber comes in and there are absolutely no rules, whatsoever. Twenty years ago you could make \$300 a day without any problem at all. If Uber wasn't around, it might still be the same."

Soon after Uber and Lyft arrived, Williams called it quits. Years ago he worked 12-hour shifts, six days a week, but when the ride-sharing services arrived, he started driving almost around the clock to make ends meet.

"I got so frustrated, I just gave up the business," said Williams, who wants to get back behind the wheel of a taxicab. "I want to go back in because I want to clean up this industry."

Former high school teacher David Whitworth sees Uber's entry as an opportunity to make pocket money in retirement. For four years he has driven his Mercedes-Benz for UberBlack, the company's luxury vehicle service, entertaining riders with a history book on Newport Beach and sending them on their way with refreshments.

"I love it," Whitworth said. "It's a great way to get a little extra money to take out my girlfriend."

For its part, Uber said the service provides riders with an affordable alternative to traditional cabs.

"By using technology to increase choice and competition, people in Orange County now have more convenient transportation alternatives," Uber spokeswoman Tatiana Winograd said in an email.

Uber and Lyft have seen their estimated values skyrocket. In 2013, just three years after launching, the privately held Uber reached unicorn status with a valuation of more than \$1 billion. This year, Uber's value shot to \$62.5 billion. Lyft, created in 2012 and also privately held, is estimated at \$5.5 billion after it raised \$1 billion in funding in January from investors that included General Motors.

Despite their swift rise, both companies have faced harsh criticism over passenger safety and the treatment of their contract workers.

Last week Uber settled a class-action lawsuit with its California and Massachusetts drivers, agreeing to pay up to \$100 million to settle disputes over their classification, ability to earn overtime and better handling of tips.

The claimants sought to change their status to employee instead of contractor to receive health benefits and qualify for minimum wage. The settlement, however, keeps their designation as

contractors.

Leveling the Playing Field

Blaming the local taxi downturn on ride-hailing services isn't a slam dunk.

Many factors, including an economic downturn that reduced the number of people flying and taking taxis, may have played a part, said Michael Manville who teaches in Cornell University's department of city and regional planning. Also, the blow dealt to cab companies has been different in each region of the country, he said.

One factor that gives ride-hailing companies a leg up on cabs is a lack of regulation. Ride-hailing apps can control the price of a fare, adjusting the cost based on demand, and control the flow of vehicles on the road. Cab companies, on the other hand, can't use surge pricing or add taxis because local laws often prohibit such practices.

"Those are two problems Uber and Lyft -- by virtue of their business model and no regulations -- have solved," Manville said. "They can charge as little or much as they need to."

In cities with heavy regulation, cab businesses could see a dramatic impact when faced with a less-regulated competitor, Manville said.

"In places where taxis are deregulated, places like Phoenix and Las Vegas, it's not necessarily coming in and decimating the taxi business," he said.

Anaheim Hills resident Carol Gilmore saw this firsthand on a recent trip to Sin City. A faithful Lyft customer, Gilmore said she found herself taking cabs instead. Of the cars picking up passengers, the vast majority of those she saw were taxis.

"They've got the market there," she said.

An effort to scale back regulations on cab companies in Orange County is ongoing. In March, Orange County Supervisor Todd Spitzer advocated reducing the regulatory burdens on taxis while keeping some safeguards, such as background checks. The Orange County Transportation Authority, which administers the county's taxi agency, is reaching out to all cities about scaling back regulations, he said.

"The only thing that government should play a role in is to ensure drivers have a background check and that they're licensed to drive," Spitzer said. "We should make it extremely minimal. Just the same standard that Lyft and Uber require of their drivers."

But deregulation could change the industry for the worse, said Tim Conlon, president of California Yellow Cab in Santa Ana.

Conlon co-founded California Yellow Cab 25 years ago and remembers the days before drug testing and background checks. He recalled how drivers would take stimulants to stay up, days at a time, and cab companies would insure only a fraction of their fleet of vehicles.

"I personally don't want the taxi industry to go back to where we were in the mid-1980s," Conlon said. "It was the wild, wild West of the taxi industry."

He sees his own business increasingly focusing on special needs, senior and non-emergency medical transportation -- niche markets that he says are neglected by ride-share businesses.

"We'll have to continue to morph our business model to something that's more Uber-proof," Conlon said.

Contact the writer: lwilliams@ocregister.com, 714-796-2286

Copyright 2016 - The Orange County Register

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From GENERAL MITCHELL INTERNATIONAL AIRPORT

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespersons

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contributing

NEWS

JWA, Fashion Island

NEWS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

AIRPORTS



CONTACT

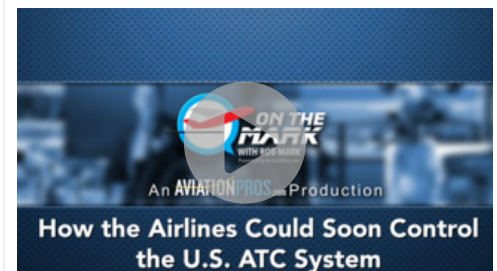


SUBSCRIBE



ADVERTISE

MEDIA CENTER



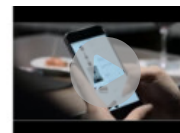
How the Airlines Could Soon Control the U.S. ATC System



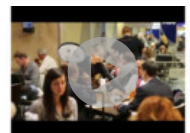
Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and offic

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines Shuttle Contract at Philadelphia Airport

April 28, 2016

From FIRST TRANSIT INC.

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

NEWS

April 29, 2016

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From PROPELLER AIRPORTS

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal, which will allow for commercial passenger air service to...

BLOG



Denver International Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the

BLOG



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

A steady surge in international passenger traffic

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and manag

airport to the heart of downtown Denver.

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordinian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.

NEWS

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woodsy character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

Avoid Severe Weather in Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

In its first day of operation, the facility handled a total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading

AVIATIONPROS

airport
business

AMT
AIRCRAFT
MAINTENANCE
TECHNOLOGY

Ground
Support
WORLDWIDE

Aircraft	Engines & Components	Tools & Equipment	Airports	AOA	FBOs/ Tenants	Airport Tech & Security	Airlines	Ground Handling	GSE	Buyer's Guide
	Register	Log In	Privacy Policy	Terms of Use	Contact Us	Advertise	Sitemap			



[f](#) | Share [t](#) | Share [p](#) | Share [in](#) | Share

April 24--U.S. Rep. Bill Shuster, R-Pa., has brought two major pieces of transportation legislation to the forefront during his current term in Congress.

In December, a five-year, \$305 billion transportation funding bill, which was introduced by Shuster, chairman of the House Committee on Transportation and Infrastructure, became law. It was the first comprehensive funding plan adopted in years, following three dozen previous temporary extensions.

The plan allocates \$225 billion from the Highway Trust Fund for highways and \$60.9 billion for mass transit through fiscal year 2020, while relying on \$70 billion of revenue offsets expected to be realized over 10 years in order to cover the gap between anticipated revenues and expenditures.

"We were able to pass a long-term highway bill," said Shuster, who is looking to hold off a challenge from Bedford County businessman Art Halvorson in Tuesday's 9th district primary. "We fully funded it. It wasn't done with deficit spending. It gives the states and it gives the folks that work in those industries that rebuild our roads a five-year build where they will be able to look out and say we're going to spend money on this project, that project."

Then, in February, he introduced the Aviation Innovation, Reform and Reauthorization Act.

It would, in Shuster's opinion, streamline and modernize the Federal Aviation Administration.

One of its key provisions would create a not-for-profit corporation to oversee air traffic control in the country.

"I think reforming -- transforming is what it really is -- transforming the FAA into an entity that can develop and deploy a modern air traffic control system, based on GPS, is absolutely fundamental," Shuster said. "The Canadians are doing it. The Canadians, this August, will launch their first modules, and then, by the end of December, have all their modules launched and put on satellites. The Canadians will be able to see 100 percent of the global air space. Today, we can only see about a third of it."

"We should be leading the charge on that, and the way to do it is take an agency out of government that doesn't need to be in government and turn it into a not-for-profit corporation that goes out there - and the stakeholders involved -- to develop and deploy this. It can happen if we do it this way.

"The federal government has been trying for 25 years, and they haven't been able to do it.

"If this isn't a conservative proposal that I'm working on, I don't know what conservatism is because it should be right up our alley as conservatives."

The U.S. House of Representatives recently announced plans to use a short-term extension for funding the FAA, which temporarily put the AIRR Act to the side, although Shuster said he still plans to move forward with the legislation.

----The AIRR Act has been controversial for Shuster.

His girlfriend, Shelley Rubino, is a vice president with Airlines for America, which has lobbied for the new air traffic control guidelines proposed in Shuster's bill. Shuster said a policy has been put in place to assure Rubino does not lobby him or his staff directly.

"I've been very transparent about it," Shuster said. "I get lobbied by all kinds of different groups. I pass railroad bills. I pass highway bills. I deal with all kinds of lobbyists.

"I make sure it's very transparent, it's very open on who lobbies me, how they lobby me.

"I feel very good and comfortable.

"I've been a proponent of this FAA transformation for several years and, of course, very, very strongly for three years because I believe it's the right thing to do for America, it's the right thing to do for an industry that moves people and cargo all over the globe."

----Shuster, in his role as chairman, has been an active supporter of the U.S. Route 219 improvement project that, when completed, will create a new four-lane, limited-access highway between Meyersdale and Somerset.

The work is expected to cost about \$300 million.

Shuster, along with other federal state and local officials, is already trying to secure funding for a similar four-lane expansion for Route 219 between Meyersdale and Interstate 68 in Maryland

"I was instrumental in making sure we got the dollars to take 219 from Somerset and eventually get it connected to 68," Shuster said.

----The eight-term congressman has been an outspoken critic of President Barack Obama's policies, including the Affordable Care Act.

"That's something we're working very, very hard with to repeal it, to change it, to correct it," Shuster said. "But, right now, we don't have a willing partner in the White House who we can work with to do those things."

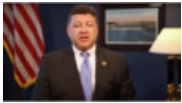
He also feels the president has harmed the local coal industry.

"In Pennsylvania, we have one of the largest reserves of coal in the United States, and we've got someone sitting in the White House who has absolutely had a war on coal," Shuster said. "He doesn't like oil. He really doesn't like gas. He'll temporarily support gas until we get enough windmills and solar panels to generate energy.

"But you know what, that's never going to happen. We'll never have enough wind and solar to be able to produce for this country."

AIRPORTS

AIRPORTS



Transportation Issues Still Drive Shuster

AIRPORTS

Pilot Walks Away From Airport Crash

AIRPORTS

Victim in Woodland Plane Crash ID'd as Renton Man

AIRPORTS



North Carolina Native Flying High as Director of Aviation

AIRPORTS

Here's Your Chance to Fly With An Aerobatic Team Before Vero Beach Air Show

AIRPORTS

UN to Transport Machar to Juba on Tuesday

AIRPORTS

Easton Native Trains Over County in Canadian Aircraft

Dave Sutor is a reporter for The Tribune-Democrat. He can be reached at (814) 532-5056. Follow him on Twitter @Dave_Sutor.

Copyright 2016 - The Tribune-Democrat, Johnstown, Pa.

Voice your opinion!



Posted by greg_ross

Apr 26 2016 06:44

Shuster is a corrupt politician, bought and sold: ZERO public accountability for the interests he protects.

This site requires you to login or register to post a comment.

PRESS RELEASE

MKE Passenger Numbers Increase Four Percent in March

April 28, 2016

From GENERAL MITCHELL INTERNATIONAL AIRPORT

The increase marks the Airport's seventh consecutive month of passenger traffic growth. Additional spring break flights contributed to Southwest's gain of 12,000 passengers in March. Southwest has the largest market share at MKE.

AIRPORTS



CONTACT



SUBSCRIBE



ADVERTISE

NEWS

Hayward: Pilot Unhurt After Hard Landing at Airport

April 29, 2016

April 28--HAYWARD -- A light plane's pilot managed to walk away uninjured from a hard landing at Hayward Executive Airport Thursday morning, authorities said. At 8:56 a.m., a Cessna 152 was landing on the airport's main runway when it ve

NEWS



Complaints of Airplane Noise Are Being Addressed, But Remain Unresolved

April 29, 2016

April 28--REDWOOD CITY -- Residents seeking relief from airplane noise could find solace in the fact that steps are being taken, and more efforts are afoot. But solutions to the problem created by increased flights to and from San Carlos A

NEWS

Alabama Pilot Walks Away From Fiery Plane Crash

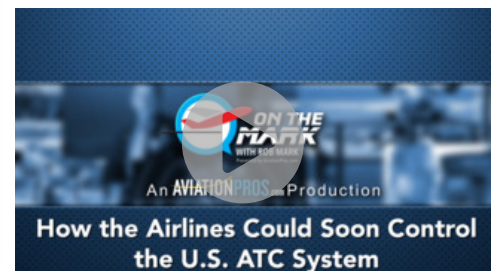
April 29, 2016

April 28--After crashing his Cessna 421 twin-engine plane in Foley, Alabama, on April 27, 2016, pilot Russell Smith remarkably walked away with just minor injuries to his hands, according to ABC News, citing a Foley Municipal Airport spokespersons

NEWS

United Airlines Flight Makes Emergency

MEDIA CENTER



How the Airlines Could Soon Control the U.S. ATC System

NEWS

Mitchell International Passenger Traffic Continues to Increase

April 29, 2016

April 28--Nearly 100,000 more passengers passed through Mitchell International Airport during the first three months of this year compared with the same time a year ago, numbers released Thursday show. A combination of factors is contribut

NEWS

JWA, Fashion Island Janitors Poised to Strike If Contract Negotiation Falls Through

April 29, 2016

April 29--Janitors working at John Wayne Airport could join thousands more statewide in a planned strike Monday to protest wages and work conditions, according to the union representing them. Janitors who clean John Wayne Airport and offic

NEWS

Music Gives Lift to Pittsburgh International Airport Travelers

April 29, 2016

April 29--The roar of takeoffs and landings at Pittsburgh International Airport periodically will be accompanied by rhythms of a different sort. The Allegheny County Airport Authority on Thursday launched its 2016 performing arts series wi

PRESS RELEASE



First Transit Awarded American Airlines

Landing at McGhee Tyson

April 29, 2016

April 28--KNOXVILLE -- A United Airlines flight made an emergency landing at McGhee Tyson Airport on Wednesday afternoon. Becky Huckaby, the airport's spokeswoman, said about 4 p.m. the airport received notification the airplane was going

NEWS

Busy Summer, Longer Lines Ahead at Sacramento International Airport

April 29, 2016

April 28--Fliers at Sacramento International Airport and airports nationally likely will find themselves waiting in longer security lines this summer, the result of higher passenger numbers and a shrinking federal security staff. Already t

NEWS

Air Traffic Control Tower Funding Proposed for Frederick Airport

April 29, 2016

April 29--An air traffic control tower at Frederick Municipal Airport is one of five in Maryland that could get funding in next year's federal budget. The office of U.S. Sen. Barbara Mikulski, D-Md., said \$159 million has been included in

PRESS RELEASE



Fentress to Oversee Paine Field Terminal Design

April 28, 2016

From PROPELLER AIRPORTS

Propeller Airports on April 28, announced Fentress will design the new passenger terminal at Paine Field. Propeller also unveiled conceptual renderings for the Everett project. The terminal,



Congressional Leaders Call For Better Jobs At Nation's Airports As Contracted Workers Go On Strike At Seven Busiest U.S. Hubs



Identifying Costly Assets – Using Data Analytics to Reduce Maintenance Costs



Online Shopping at Frankfurt Airport



DFW Airport Concessions Job Fair

SPONSORED BY:

Shuttle Contract at Philadelphia Airport

April 28, 2016

From **FIRST TRANSIT INC.**

First Transit announces that it has been awarded the contract for passenger shuttle operations for the American Airlines hub at the Philadelphia Airport. First Transit will transport passengers on the ramp side of the airport between all terminals...

NEWS



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

A steady surge in international passenger traffic and a significant capacity expansion drive at its two airports will help Dubai's vibrant aviation sector enhance its contribution to the emirate's economy to 35 per cent from 27 percent in five years.

NEWS

Beware of Falling Glass at Chennai Airport

April 28, 2016

April 27--NEW DELHI -- One glass panel, on average, fell at Chennai airport every month since it was modernised three years back, twice injuring travelling passengers, according to aviation minister Ashok Gajapathi Pusapati Raju. A total o

NEWS

HIA Adds Electric Vehicle Charging Station

April 28, 2016

April 26--HIA unveiled a Direct Current Fast Charging Station Tuesday located in the Cell Phone parking lot at the airport in Middletown. HIA worked with Blink Network, a subsidiary of Car Charging Group Inc., to install, operate and

which will allow for commercial passenger air service to...

BLOG



Denver International Opens Train Service to Downtown Denver

On April 22, the Denver International Airport opened a commuter train service to connect the airport to the heart of downtown Denver.

NEWS

Richard W. Hess, Pilot and Paper Company Director of Operations, Dies

April 28, 2016

April 26--Richard W. Hess, director of operations for a Baltimore paper company who earlier had been an aide to three secretaries of the Navy, was killed April 19 when a plane he was piloting crashed on Kent Island. The Ellicott City resid

NEWS



Infiltrators and Smugglers Arrested At Jordanian Border, Airport

April 28, 2016

Border Guards on Monday foiled an infiltration attempt by 12 persons from foreign countries who sought to cross from Jordan into a neighbouring country, the Jordan Armed Forces-Arab Army said on Tuesday.



Sea-Tac International to Replace Entire Baggage System

A new baggage system that would allow passengers to check-in luggage at any counter in the airport is in the early design stages of development at Seattle-Tacoma International Airport in Seattle, Washington.

NEWS

Howe: Costco Airport Zoning 'Will Pass'

April 28, 2016

April 26--TRAVERSE CITY -- Big-box stores such as Costco Wholesale that want to locate on Cherry Capital Airport property may need a makeover after airport officials said the building designs must be harmonious with the woody character of nort

NEWS



Jefferson Parish Judge Dismisses Cabbies' Lawsuit Against UberX Drivers

April 28, 2016

April 27--A Jefferson Parish judge has dismissed a lawsuit accusing drivers for the ride-hailing

manag

PHL Hosts Meeting for Prospective Retail, Food Businesses

April 28, 2016

April 26--Merchants and entrepreneurs interested in retail, food and beverage leasing opportunities at Philadelphia International Airport are invited to a meeting May 5at the Philadelphia Airport Marriott Hotel. The forum, from 9:30 a.m. u

NEWS

Aircraft Fly into Grand Forks Air Force Base to Avoid Severe Weather in Midwest

April 27, 2016

Grand Forks Air Force Base increased its population by 16 Boeing KC-135 Stratotanker aircrafts and about 100 airmen Tuesday afternoon as severe storms formed over the lower Midwest.

NEWS

Caldwell Resident Critically Injured in Plane Crash

April 27, 2016

April 26--A Caldwell County resident was among the passengers of a plane that crashed on a golf course at Boone on Monday. John Field Worsley II, 68, was injured in the crash and was in critical condition Tuesday morning at Wake Forest Bap

service UberX of using unfair trade practices to compete against the parish's taxi drivers. Judge Ellen Kovach, of 24th Judicial District Cour

PRESS RELEASE



Perfect Take-off for Munich's New Satellite Terminal

April 27, 2016

In its first day of operation, the facility handled a total of 20,000 passengers booked on 140 flights. All take-offs and landings were punctual.

NEWS

Airlines to KC: Get on Board for New KCI Single Terminal

April 27, 2016

The airlines that use Kansas City International Airport tried to persuade the City Council and the public Tuesday that now is the time, and the price is right, to replace the existing three terminals with a new single terminal airport

Loading

AVIATIONPROS

airport
business

AMT AIRCRAFT
MAINTENANCE
TECHNOLOGY



-
- [Aircraft](#)[Engines & Components](#)[Tools & Equipment](#)[Airports](#)[AOA](#)[FBOs/ Tenants](#)[Airport Tech & Security](#)[Airlines](#)[Ground Handling](#)[GSE](#)[Buyer's Guide](#)
- [Register](#)[Log In](#)[Privacy Policy](#)[Terms of Use](#)[Contact Us](#)[Advertise](#)[Sitemap](#)

UNITED



f | Share t | Share p | Share in | Share

April 26--United Airlines' passengers are increasingly satisfied with the Chicago-based carrier's service, though several major rivals are still more highly regarded, a new survey shows.

Among nine airlines, United ranked sixth, with a score of 68 out of a possible 100, according to the American Customer Satisfaction Index Travel Report, released Tuesday. Its score last year was 60.

Other legacy carriers, American and Delta, edged it out with scores of 72 and 71, respectively.

Scores overall for the airline industry improved, according to the report, whose issuance coincided with newly released Transportation Department figures showing a drop in domestic airfares.

"New planes, more options for in-flight entertainment, and the return of free snacks have resulted in higher passenger satisfaction," Claes Fornell, founder and chairman of the index, said in a statement.

JetBlue and Southwest had the highest scores, at 80. The lowest-scoring airline was Spirit, at 62.

Scores overall for the airline industry were up 4.3 percent to 72, the report said.

The report, which is focused on hotels, online travel sites and airlines, was based on a survey of 6,913 consumers last month.

Separately on Tuesday, the Transportation Department said the average domestic airfare fell to \$363 in the fourth quarter, down 8.3 percent from the same period a year earlier. That's the lowest level since 2010, adjusted for inflation.

Still, those fares include only the price paid at the time of the ticket purchase; they don't include fees for optional services, such as baggage fees.

Also, fuel prices have fallen by an even bigger percentage for some carriers.

United, for example, saw its fuel costs fall by 36 percent, to \$7.5 billion last year, according to financial

AIRLINES

AIRLINES



United Improves in
Customer Satisfaction
But Still Lags Others

AIRLINES

U.S. Airfares Drop to Lowest Level Since
2010

AIRLINES

Dubai Aviation Sector Set to Boost GDP
Share to 35%

AIRLINES

Etihad Airways Takes Off with OpenLink's
Commodities, Treasury and Risk Solution

AIRLINES



Pilots Looking for Jobs in Hong Kong: is It Worth It?

AIRLINES

Naples Firefighter Once Again Saves Another Man's Life on a Plane

AIRLINES

Etihad Airways Announces Net Profit Of US\$ 103 Million For 2015

results. It said it earned a record profit in the fourth quarter.

Flying out of a bigger airport doesn't give air travelers an edge.

The Transportation Department found that all fares at 15 of the biggest airports averaged \$365 in the fourth quarter.

At Chicago's O'Hare International Airport, they averaged \$333.

byerak@tribpub.com

Copyright 2016 - Chicago Tribune

Voice your opinion!

No comments have been added yet. Want to start the conversation?

This site requires you to [login](#) or [register](#) to post a comment.

NEWS



Delta Leverages RFID, Introduces Innovative Baggage Tracking Process

April 29, 2016

Delta is deploying Radio Frequency Identification (RFID) baggage tracking technology, a first for U.S. carriers, providing customers with improved real-time tracking of luggage throughout the travel experience.

NEWS

Delta Orders Additional Airbus A321 Jets

April 29, 2016

NEWS

Jazz Honoured With the Most Reliability Awards at Bombardier Ceremony

AIRLINES



CONTACT



SUBSCRIBE



ADVERTISE

MEDIA CENTER



Seven Things Your Team Should Know about Converting Your Fleet to Green Energy



Expanding on Green Energy Series

Seven Things Your Team

Delta Air Lines has reached an agreement with Airbus to acquire 37 additional A321s as part of its efforts to renew its narrowbody fleet. The fuel-efficient A321s will replace older-generation jet, including the MD-88.

NEWS

Thai AirAsia to Launch Vientiane Route on July 1

April 29, 2016

April 28--Thai AirAsia (TAA) confirmed yesterday the launch of Bangkok-Vientiane services to strengthen the carrier's reach in Cambodia, Laos, Myanmar and Vietnam. Thailand's largest low-cost carrier (LCC) has set July 1 as the inauguratio

NEWS



FAA Investigating Allegiant Air After High-Profile Incidents

April 29, 2016

April 28--TAMPA -- The Federal Aviation Administration is investigating Allegiant Air, the carrier that has experienced repeated mechanical problems and emergency landings and operates more than 100 flights a week out of St. Petersburg-Clearwat

April 29, 2016

Top number of awards received for a third consecutive year HALIFAX, April 26, 2016 /CNW/ - Jazz Aviation LP ("Jazz") was honoured to receive awards in three categories at Bombardier's annual award ceremony for commercial aircraft operators, held

NEWS

Elite Airways Plans More Naples Flights, But Passenger Loads Between 20 and 30 Percent

April 29, 2016

April 29--A new batch of flights to the Midwest and additional nonstop flights to New Jersey are planned for Elite Airways, which experienced passenger loads of less than 20 percent in March at Naples Municipal Airport. John Pearsall, Elit

NEWS

JetBlue Pilot Blamed Alcohol Readings on Gum After Orlando, New York Flights

April 29, 2016

April 28--Court documents unsealed in a New York district court Wednesday detail allegations that a JetBlue pilot was legally drunk when he flew a plane from Orlando International Airport to New York last year. Dennis Murphy Jr. is accused

NEWS

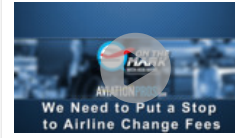


Turkish Airlines Confident of \$12 Billion Sales Target

April 28, 2016

Turkish Airline expects to achieve more than \$12 billion sales target in 2016 and also aims to increase its global aviation industry market share

Should Know about Converting Your Fleet to Green Energy

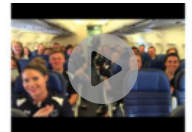


We Need to Put a Stop to Airline Change Fees

General Requirements For a Fleet Maintenance Management System



Identifying Costly Assets - Using Data Analytics to Reduce Maintenance Costs



Wartburg College Choir Sings Airline's Praises

SPONSORED BY:

PRESS RELEASE

FAA Reauthorization Should Not Move Forward Without Commonsense Protections for Customer Service Agents

April 28, 2016

Lawmakers have the power and they should use the federal aviation bill, now before Congress, to step up and protect airline employees.

PRESS RELEASE

Passengers Win Compensation from Emirates for Marathon Flight Delay Following Two-year Battle

April 28, 2016

It took two years, countless emails, forms, document submissions, and ultimately an investigation and ruling from the appropriate local ENAC Directorate to secure full compensation of €600 each for the Smiths.

NEWS

NEWS



Dubai Aviation Sector Set to Boost GDP Share to 35%

April 28, 2016

A steady surge in international passenger traffic and a significant capacity expansion drive at its two airports will help Dubai's vibrant aviation sector enhance its contribution to the emirate's economy to 35 per cent from 27 percent in five years.

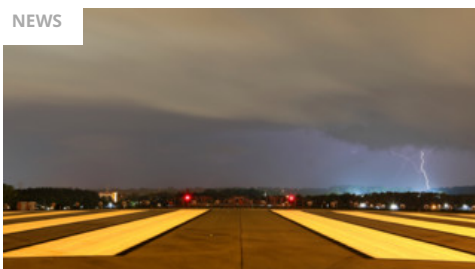
NEWS

Naples Firefighter Once Again Saves Another Man's Life on a Plane

April 27, 2016

Austin Bleiweiss, 31, knew what to do, in part, because he's a nine-year veteran of the Naples fire department. Bleiweiss used an oxygen mask and a defibrillator. It worked. The man regained a pulse.

NEWS



by more than 100 percent to five per cent by 2023.

NEWS



United Improves in Customer Satisfaction But Still Lags Others

April 28, 2016

United Airlines' passengers are increasingly satisfied with the Chicago-based carrier's service, though several major rivals are still more highly regarded, a new survey shows.

PRESS RELEASE



Pilots Looking for Jobs in Hong Kong: is It Worth It?

April 27, 2016

From AVIATIONCV.COM

Hong Kong is also home to over a dozen of various aircraft operators, including Cathay Pacific (CPA), HK Express (HKE), Air Hong Kong (AHK), Metrojet (MTJ) and others.

NEWS

Air Canada to Launch Non-stop Flights from Vancouver to Delhi

April 27, 2016

Vancouver hub expansion continues with new 787 Dreamliner services featuring new international product in three-cabin configuration. The seasonal, three-times weekly flights complement Air Canada's Toronto-Delhi non-stop service launched last fall.



U.S. Airfares Drop to Lowest Level Since 2010

April 28, 2016

The average U.S. airfare dropped to \$377 last year, its lowest level since 2010 and down nearly 4% from 2014, according to government data released Tuesday.

PRESS RELEASE

Etihad Airways Takes Off with OpenLink's Commodities, Treasury and Risk Solution

April 27, 2016

Driving the deal was the airline's move to consolidate its fuel risk management and treasury business into a single strategic platform.

NEWS

Etihad Airways Announces Net Profit Of US\$ 103 Million For 2015

April 27, 2016

Etihad Airways carried a total of 17.6 million passengers in 2015, an increase of 18.9 percent year-on-year.

NEWS

Family of Woman Struck by Lightning Sues Columbia Airport, American Airlines

April 27, 2016

April 26--COLUMBIA, S.C. -- The husband of a woman who was forced out of an airplane at Columbia Metropolitan Airport as a thunderstorm approached last year is suing the airport, American Airlines and US Airways, alleging the woman died after b

NEWS

Boeing, Xiamen Airlines Announce Order for 10 Next-Generation 737s

April 26, 2016

Boeing and Xiamen Airlines, China's only all-Boeing carrier, have finalized an order for 10 Next-Generation 737-800s. The order is valued at \$960 million at list prices.

PRESS RELEASE

Airlines Significantly Improve Baggage Handling in 2015

April 26, 2016

From SITA

SITA reports baggage mishandling rate down 10.5% to lowest ever recorded

NEWS

BRIEF: Local Airline Looking to Fill 70 Openings

April 26, 2016

The only airline based in Ohio is hosting a job fair Saturday to fill 70 positions in Dayton. The job fair will be 10 a.m. to 2 p.m. at PSA's Training Center in Vandalia, at 3300 Terminal Drive.

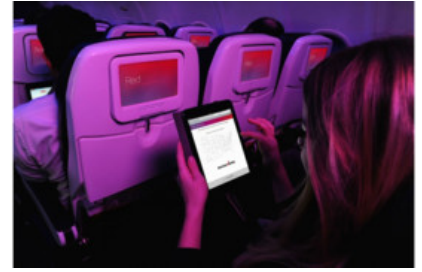
NEWS



LIAT Airlines, Taxes and Caribbean Tourism

April 26, 2016

LIAT Airlines has now had three CEOs and two acting CEOs in the last seven years, evidence of LIAT's challenges.



Virgin America Named Official Airline Of Rock the Vote

April 26, 2016

It is the Official Airline of Rock the Vote this election season in a new partnership with the largest non-profit organization in the United

BLOG



Airline Lobbying Group Fights to Privatize Air Traffic Control

Since January, Airlines for America has spent \$1.6 million on lobbying efforts to push for the privatization of air traffic control and separate it from the Federal Aviation Administration (FAA).

NEWS



Qatar Airways Expects 36% Capacity Growth With 36 New Planes

April 26, 2016

Qatar Airways expects its capacity growth up to 36 per cent in the next 12 months with the help of 36 new plane deliveries during the same period.

Loading



- [Aircraft](#)
- [Engines & Components](#)
- [Tools & Equipment](#)
- [Airports](#)
- [AOA](#)
- [FBOs/ Tenants](#)
- [Airport Tech & Security](#)
- [Airlines](#)
- [Ground Handling](#)
- [GSE](#)
- [Buyer's Guide](#)

[Register](#)

[Log In](#)

[Privacy Policy](#)

[Terms of Use](#)

[Contact Us](#)

[Advertise](#)

[Sitemap](#)