



AGENDA

Greenville-Spartanburg Airport Commission Regular Meeting
Greenville-Spartanburg International Airport Board Room
Monday, July 9, 2018
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 May 14, 2018 Regular Meeting Minutes ([document](#))

III. PRESENTATIONS:

- A. Annual Strategic Business Plan Update ([document](#))

IV. OLD BUSINESS: None

V. NEW BUSINESS:

- A. Approval of Parking Lot Rate Adjustments ([document](#))
- B. Approval of Amendment to the Property Management Policy (Section 104.00) in the Administrative Policies and Procedures Manual ([document](#))

VI. PRESIDENT/CEO REPORT:

- A. Aviation Industry Update
- B. Land Development Project
- C. New Air Service

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. May 2018 – Traffic Report ([document](#))
- B. May 2018 – Financial Report ([document](#))
- C. June 2018 – Development/Project Status Report ([document](#))
- D. June 2018 – Communications Status Report ([document](#))
- E. June 2018 – Commercial Business and Communications Report ([document](#))
- F. June 2018 – OSHA Reportable Injury Report ([document](#))
- G. Industry Presentation(s)/Article(s) of Interest ([document](#))
- H. Potential Items for the Next Regular Scheduled Commission Meeting:

- Approval of GSP Commission Meeting Dates/Times Calendar Year 2018

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

May 14, 2018

The Greenville-Spartanburg Airport Commission met on May 14, 2018 at 9:00 a.m. in the Greenville-Spartanburg District Office Board Room located at 500 Aviation Parkway 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, Bill Barnet, Doug Smith, Valerie Miller, and Leland Burch (via conference call)

MEMBERS NOT PRESENT: None

STAFF AND LEGAL COUNSEL PRESENT: David Edwards, President/CEO; Kevin Howell, Senior Vice President/COO; Basil Dosunmu, Senior Vice President-Administration and Finance/CFO; Scott Carr, Vice President Commercial Business and Marketing (Environs Area Administrator); Rosylin Weston, Vice President Communications and Governmental Affairs; Bobby Welborn, Chief of Police; Alan Sistare, Fire Chief; Marsha Madore, Human Resources Director; Kristie Weatherly, Finance Director, Dudley Brown, Public Relations Manager; Betty O. Temple, WBD; Stefanie Hyder, Executive Assistant/Recording Secretary

GUESTS PRESENT: Brian Fuerst, WSP; Mike Darcangelo, AVCON, Inc.; Dennis Wiehl, Mead & Hunt; Paul Holt, Holt Consulting

CALL TO ORDER: Chair Minor Shaw called the meeting to order at 9:04 a.m.

CONSENT AGENDA: A motion was made, seconded, and unanimous vote received to approve the Consent Agenda as follows:

- A.** The Greenville-Spartanburg Airport Commission March 19, 2018 Regular Meeting Minutes
- B.** The Greenville-Spartanburg Airport Commission Audit Committee April 23, 2018 Meeting Minutes
- C.** The Human Resources Policy and Procedure Manual Confidential Information Policy (Section 232.00)

PRESENTATIONS: None

OLD BUSINESS: None

NEW BUSINESS:

A. Approval of Fiscal Year 2018/ 2019 Airport District Budget

Mr. Basil Dosunmu, Senior VP Administration & Finance/CFO, prepared and presented the proposed Fiscal Year 2018/2019 Budget for Airport Commission consideration and approval.

Mr. Dosunmu first presented history and general statistics. Between 1963 and 2017, GSP experienced an average annual growth rate of 4.85%. For FY 2018, Staff estimated enplanements of approximately 1,030,000. This year, enplanements are on track to exceed that number with the estimate for next fiscal year of 1,130,160 enplanements, a 2% growth over FY 2018.

Mr. Dosunmu discussed the proposed FY 2018/2019 O&M Budget. The operating income budget is expected to increase to \$40,761,296, a \$3.2M or an 8.5% increase over FYE 6-30-2018. The main factors contributing to this increase are Aviation Services, a \$1.4M increase in fuel sales, and \$1M from other services related to ground handling and warehousing fees, GSE Use Lease, and a general increase in other revenue streams. The operating expenses budget for 2019 is expected to increase to \$27,398,498, a \$4.1M or a \$17.7% increase over FYE 6-30-2018. The major expense increases for 2019 are related to personnel and benefit costs, contractual services, lease costs, utilities, and other normal expenses.

Mr. Dosunmu responded to questions of the Commissioners related to the SC State Retirement System as well as questions about the 2018 estimated budget.

Net operating income for FY 2018/2019 is \$13.4M compared to the FY 2017/2018 budget of \$14.5M.

Mr. Dosunmu provided the rates and charges overview. For FY 2018/2019, the cost per enplaned passenger (CPE) will remain around \$6.50. The terminal building rental rate per square foot for FY2019 is \$38.98 and the landing fee per 1,000 pounds is \$1.58.

Mr. Dosunmu highlighted the assumptions in the proposed FY 2018/2019 budget. Assumptions include passenger enplanements of 1,130,160, an increase in terminal maintenance costs, an increase in FBO operations, as well as an expansion of the long haul cargo operations, recruitment of personnel, an increase in insurance costs, and an increase in rental space. Mr. Dosunmu noted that yields averaged 1.2% and the current yield is 1.48%.

Mr. Dosunmu reviewed sources of revenue as well as operating expenses by category and then presented the proposed FY 2018/2019 Capital Budget. The proposed capital budget, including capital improvements, equipment and small capital outlays, renewal and replacement and professional service projects, is \$18.1M. Mr. Dosunmu elaborated on a couple of the capital projects.

Mr. Edwards responded to the Commissioners' questions about capital outlay and pre-approved items from last year's budget compared to this year's budget, as well as questions related to deferred maintenance. Mr. Ramella commented on the use of public/private funds for structures such as parking garages and hangars.

Mr. Dosunmu stated that the Other O&M Reserve Funds provisional budget includes \$750,000 for emergency repair/replacement/operations funds and \$600,000 for business development/agreement obligations and incentives.

Mr. Donsunmu reviewed the Land Development Profit and Loss (P&L) statement. Mr. Dosunmu concluded the budget presentation with a discussion about the historical and projected investment plan, 30-year Pro Forma update, and the Line of Credit in which \$7.2M has been drawn with \$17.8M remaining.

Commissioners discussed cash balances and asked questions about airline charges to which Mr. Edwards responded. Mr. Edwards further responded to questions about the status of Parking Garage C and parking revenues. Mr. Edwards commented on revenue generation, the gross operating margin, and the increase in discretionary funding.

There was a motion to adopt the Fiscal Year 2018/2019 Budget. The motion was seconded and unanimously approved.

PRESIDENT/ CEO REPORT:

Aviation Industry Update:

The airlines are having another banner year financially.

There is legislation on FAA reauthorization and a proposal to increase AIP by \$1B.

Mr. Kevin Howell has been in communication with the FAA regarding additional funding. GSP is going to compete for discretionary funding from the \$1B program which could allow for the completion of the entire cargo apron project.

Air Service Development Update:

Mr. Edwards and Mr. Carr met with Air Canada recently in anticipation of securing future air service to Toronto. Staff is in the process of gathering information for Air Canada.

Recently, Mr. Edwards and Mr. Carr met with Delta Headquarters resulting in additional air service. Beginning on or around July 8, 2018, Delta will offer three scheduled flights from GSP to LaGuardia at 6am, Noon, and 5pm, and from LaGuardia to GSP at 9:40am, 2:30pm and 9:40pm.

Mr. Edwards and Mr. Carr are scheduled to attend the upcoming JumpStart Conference. Meetings have been scheduled with the airlines.

Airport Lounge Update:

Mr. Edwards updated the Commission on the Manchester Airport Group (MAG) Lounge. This project was approved over a year ago and after discussion and negotiations, both parties signed the contract in April 2018. Mr. Scott Carr shared with the Commission a few renderings based on preliminary design. MAG has an F&B program that sets them apart from other airport lounges. Mr. Carr provided pricing and answered questions about membership, location, and marketing efforts. A marketing plan is expected to be complete in the next three to four weeks.

The lounge is on track to open in October 2018.

OHM Update:

Due to some licensing challenges for the DC3 Dawgs concept, OHM will be changing this concept at GSP to another concept called All American Hot Dogs.

COMMISSIONER'S REPORT:

Mr. Ramella attended the ACI-NA Commissioners Conference. Topics of discussion included the passenger facility charge (PFC), parking, FAA model for land releases, as well as Customs and Border Patrol and the allocation of assets.

Mr. Ramella asked questions concerning the upcoming Equestrian event in September.

At the Commissioners Conference, Mr. Ramella had the privilege to moderate a session with Mr. Samuel Ingles, IT Manager at McCarron International Airport. Mr. Ramella commented on the RFID chip that Delta is using in an effort to handle over 80,000 bags per day at McCarron.

The next Commissioners Meeting will be in San Francisco. The following Annual Meeting is scheduled to be held in Salt Lake City.

Mr. Leland Burch, via conference call, noted his attendance at the Commissioners Conference as well, and highlighted the session regarding public/private partnerships. He further commented on the progress made from the Legislative Breakfast that was held at the Legislative Conference in Washington D.C. in March.

Mrs. Shaw asked Mrs. Weston to briefly comment on the GSP Art Program. GSP commissioned seven pieces of art for Phase II. Four of the seven pieces have now been installed. Two pieces of artwork, Artist Judy Verhoeven's *Frequent Flyers* and Artist Lauren Boilini's *Beyond the Fray*, were installed on Concourse B. The newest pieces of artwork by Artist Nancy Hilliard Joyce have been installed in two locations; one just outside the front door of the Administrative offices and one on the south wall. An oil canvas by Artist Nancy Oppenheimer is scheduled to be installed on May 26th on Concourse A. The mosaic tile piece by Artist Scott Parsons will be installed on Concourse A and is expected to be ready by mid to end October. The final and largest piece will be installed by Artist Daniel Goldstein in Baggage Claim sometime before December 31st.

EXECUTIVE SESSION:

There being no further business, a motion was made, seconded, and carried to go into Executive Session for the purpose of discussing a development agreement and personnel matters.

ADJOURNMENT:

At approximately 11:00 a.m., public session resumed with no action being taken in Executive Session.

The meeting was adjourned at 11:01 a.m. The next meeting is scheduled for July 9, 2018 at 9:00 a.m.

SIGNATURE OF PREPARER:

Stefanie Hyder



MEMORANDUM

TO: Members of the Airport Commission

FROM: David Edwards, President/CEO

DATE: July 9, 2018

ITEM DESCRIPTION – Presentation Item A

Annual Strategic Business Plan Update

BACKGROUND

In November 2014, the Greenville-Spartanburg Airport Commission (Commission) adopted a 6-year Strategic Business Plan for the Greenville-Spartanburg Airport District (District). As a part of the 6-year Strategic Business Plan, annual performance metrics were adopted to ensure that the Commission and Staff were able to measure the performance of the District on an ongoing basis.

Dr. Steve Van Beek from SDG will provide a presentation to the Commission recapping the performance results for Fiscal Year 2017-2018 and updating the performance measures for Fiscal Year 2018-2019. Steve will also provide a general update on the current status of the aviation industry.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin E. Howell, Senior Vice President/COO

DATE: July 9, 2018

ITEM DESCRIPTION - New Business Item A

Approval of Parking Lot Rate Adjustments

BACKGROUND

Construction is wrapping up for the new Overflow Lot and based on the current trends, Staff expects to be utilizing the new lot late this summer and fall as air service continues to expand and there are more seats available into and out of GSP.

The District originally planned to provide shuttle service from the Overflow Lot to the Terminal whenever it was operational. After further consideration, Staff determined it is also important for the existing Economy Lot to have a similar level of service with shuttle service to and from the Terminal.

Staff has finalized a shuttle operating budget with LAZ Parking. In reviewing the current Economy Parking Lot rates for potential adjustment(s) to offset the shuttle service costs, Staff decided to recommend similar rate adjustments in some of the other parking lots as well.

Customer decisions on parking locations are often affected by price. On certain days of the week, the District experiences more demand than supply than what is available in both garages. As demand for garage parking is outpacing supply, Staff feels a garage parking rate adjustment may help encourage some parkers to utilize one of the surface parking lots. The proposed rate adjustment will also allow the District to begin collecting revenue in advance for the proposed Parking Garage C Project.

The current Valet Parking rate of sixteen dollars (\$16.00) per day was originally intended to be an introductory rate for the first year, and a slight rate adjustment is



now appropriate. Staff feels the Sky Lots are similar in level of service to the Daily Lot (no cover) and the rates should be similar.

ISSUES

Initial capital costs to start the shuttle service and operating costs for providing shuttle service between the lots and the Terminal are estimated at \$600,000 for year # 1.

Staff is recommending the following adjustments to the current parking lot rates:

Location	Current Daily Rate	Proposed Daily Rate
Economy Lot	\$5	\$7
Daily Lot	\$9	\$9 (no change)
Sky Lots	\$7	\$9
Garages	\$14	\$15
Valet Parking	\$16	\$17

ALTERNATIVES

The Commission could elect to leave the parking rates unchanged, only change some lots, or absorb the full cost of operating the shuttle service between the Economy Lot(s).

FISCAL IMPACT

Initial capital costs to start the shuttle service and operating costs for providing the shuttle service are estimated at \$600,000 for year # 1.

Using data from July 1, 2017 to June 30, 2018, a two-dollar (\$2.00) per day rate increase to Economy Lot will generate approximately \$1,000,000 in increased parking revenue. A two-dollar (\$2.00) per day rate increase in the Sky Lots will generate approximately \$225,000 in increased revenue. A one-dollar (\$1.00) per day rate increase in the Garages will generate approximately \$375,000 in increased revenue. A one-dollar (\$1.00) increase in Valet Parking will generate approximately \$18,750.

RECOMMENDED ACTION

It is respectfully requested that the Airport Commission resolve to (1) approve the following parking lot daily rate adjustments: a two-dollar (\$2.00) increase per day for the Economy Lots, a two-dollar (\$2.00) increase per day for the Sky Lots, a one-dollar



(\$1.00) increase per day for garage parking, and a one-dollar (\$1.00) increase per day for Valet Parking; (2) authorize the CEO and/or CFO to make the necessary budget amendment(s); and (3) authorize the President/CEO to execute all necessary documents.



MEMORANDUM

TO: Members of the Airport Commission

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

DATE: July 9, 2018

ITEM DESCRIPTION – New Business Item B

Approval of Amendment to the Property Management Policy (Section 104.00) in the Administrative Policies and Procedures Manual

BACKGROUND

The Airport District continues to see significant interest in the property surrounding the airfield by the real estate community. In 2013, the Airport District completed a land use master plan on how this property consisting of approximately 2,500 acres would be developed. As a part of that master plan, the highest and best use (HBU) for each of the nine tracts of land were outlined.

ISSUES

The Airport District has recently received requests to develop property for some uses that differ from the HBU identified in the 2013 land use master plan. As part of the ongoing dialogue with the Airport Commission about these various projects, staff was asked to update the Property Management Policy in the Administrative Policies and Procedures Manual.

Therefore, attached are proposed modifications to the Administrative Policy in Section 104.00 – Property Management for consideration. These proposed changes will greatly assist staff in handling development requests, as they provide more clarity to the character and type of development that the Airport Commission is seeking on Airport District property.

To that end, staff has put together the revised HBU reference chart and associated map for each of the nine development parcels. This will act as a guide to allow staff to



advise developers and site selectors of potential opportunities on Airport District owned land. The map and HBU reference chart will be updated from time to time by staff.

ALTERNATIVES

The current policy could remain “as is” without modification as well as the HBU reference chart for each of the nine parcels.

FISCAL IMPACT

None

RECOMMENDED ACTION

It is respectfully requested that the Airport Commission (1) approve the amendment to the Property Management Policy (Section 104.00) in the Administrative Policies and Procedures Manual and (2) approve the revised HBU reference chart and associated map.

Attachment(s)

SECTION 104.00 – PROPERTY MANAGEMENT

OBJECTIVE

To establish a policy for the management of all property (land and/or buildings) comprising the District.

Note: This policy does not apply to the commercial passenger terminal. The terminal complex rental methodology utilizes a compensatory cost rate recovery methodology under which tenants pay only for the space that they occupy.

POLICY GENERAL

The District wishes to develop its property in a carefully thought out manner that embraces the natural features of the campus while enhancing the economic prosperity of the region. The development of the property shall be carried out in accordance with the objectives outlined in the Land Use Master Plan completed in 2013.

The first-priority for the development of the property shall be to accommodate aviation related projects. However, other projects may also be considered such as aviation support functions that include aerospace related industries, multi-modal development, hospitality functions such as hotels and restaurants, and office buildings.

The overarching role for the property surrounding the airfield is to have a first-class appearance, attract high paying jobs to the community, and provide a unique site location for selected businesses. More favorable consideration will be given to projects that have a demonstrated need to be in close proximity to the airport.

METHOD OF OPERATION

1. The District will not lease property for a commercial use except at its fair market rental value. For purposes of this policy, the fair market rental value of property leased for a commercial use shall equal the then fair market rental value of such property for its highest and best use. The fair market rental value shall be based on an appraisal of such property (or of comparable property) performed or updated not more than 24 months prior to such use by an appraiser designated as a " Member Appraisal Institute ("MAI") appraiser by the American Institute of Real Estate Appraisers or comparable person qualified to appraise real estate ("Qualified Appraiser"). All rentals under leases of commercial property may be increased every 5 years to

the then fair market rental value of such real property, based on reappraisal by a Qualified Appraiser. Typically, Annual Consumer Price Index (CPI) adjustments will also be applied.

The District shall consider the highest and best use of the property. As an example, property located adjacent to the airfield should be used for aviation development since that resource is limited.

In addition, the District shall ensure that all uses are consistent with each of the following policy statements:

- The District wishes to enhance the overall development and economy of the region by attracting and retaining first class tenants.
- The District shall seek tenants that employ a high number of employees.
- The District shall seek tenants that pay and retain higher wage local employees. This shall be based on the combined average per capita income level of Greenville and Spartanburg counties.
- The District will develop its properties in a manner that enhances natural features, maintains a campus environment, and is consistent with the District's land use and landscaping master plans.
- All development shall be consistent with the Federal Aviation Administration (FAA) approved master plan, Airport Environs Area ordinance, all other FAA requirements, and any other development guidelines and requirements deemed applicable by the District.

2. The District will not lease property for aeronautical uses except at a fair and reasonable rental. Such rental value will allow the District to maintain a fee and rental structure to make the airport where the property is located as self-sustaining as possible under all circumstances then existing at such airport. Typically, rates will equal the then fair market rental value of such property for its highest and best use. The fair market rental value shall be based on an appraisal of such property (or of comparable property) performed or updated not more than 24 months prior to such use by an appraiser designated as a "MAI" appraiser by the American Institute of Real Estate Appraisers or comparable person qualified to appraise real estate ("Qualified Appraiser"). Leases of property for aeronautical purposes shall provide for increases in rental at least every five years ~~to insure that~~ to ensure that the rental remains fair and reasonable. If the District is asked to approve a lease for aeronautical purposes at less than Fair Market Rental Value (FMV), the Commission shall be advised in writing of the justification for the proposed

Organizational Policy & Procedure
Section 104.00 – Property Management

Administrative

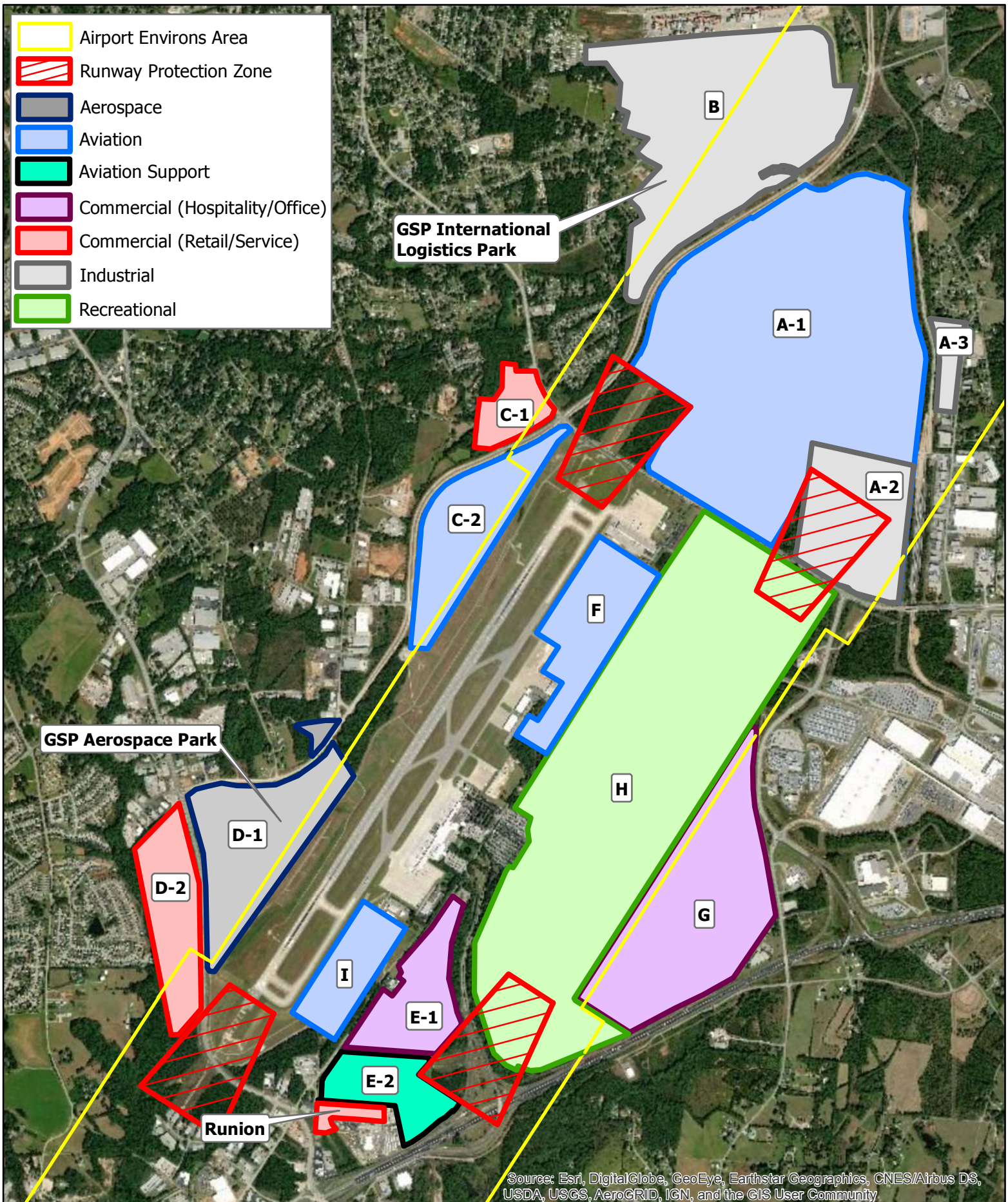
rent, the amount by which such rent differs from the existing fair market rental value of such property for its highest and best use (if this amount has been determined), and of the comparable rent charged by other airports in South Carolina for property used for similar aeronautical purposes. Typically, Annual Consumer Price Index (CPI) adjustments will also be applied.

This policy shall not prevent the District from providing lessees of property with reasonable market incentives to promote interest in developing the property (including without limitation, reasonable limitations on increases in the annual rent resulting from reappraisal during a portion of the lease term).

3. The District shall have the right to approve leases that vary from this policy, but the justification for any such variation shall be provided to the Commission in writing at the time approval by the Commission is requested.

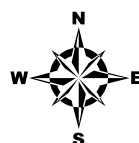
APPROVAL AND UPDATE HI STORY	
Approval	Amended: 7/9/2018
Supersedes	Amended: 5/18/2015 Original: 7/12/2010

Tract	Total Acres	Developable Acres	% Currently Developed	Most Likely 5-Year Development Opportunity	2 nd Most Likely 5-Year Development Opportunity	Notes
<i>Tract A-1</i>	746	334	0%	Aviation	Industrial	
<i>Tract A-2</i>		107	0%	Industrial / Intermodal	Aviation	
<i>Tract A-3</i>		16	0%	Industrial	Commercial (Retail/Service)	
<i>Tract B</i>	315	292	80%	Industrial		GSP International Logistics Park
<i>Tract C-1</i>	122	20	0%	Commercial (Retail/Service)	Commercial (Hospitality/Office)	
<i>Tract C-2</i>		96	0%	Aviation		
<i>Tract D-1</i>	229	105	0%	Aerospace	Industrial	GSP Aerospace Park
<i>Tract D-2</i>		41	0%	Commercial (Retail/Service)	Commercial (Hospitality/Office)	
<i>Tract E-1</i>	166	61	0%	Commercial (Hospitality/Office)		
<i>Tract E-2</i>		52	100%	Aviation Support		
<i>Tract F</i>	82	80	50%	Aviation		
<i>Tract G</i>	250	213	0%	Commercial (Hospitality/Office)		
<i>Tract H</i>	619	487	0%	Recreational	Aviation	
<i>Tract I</i>	69	40	0%	Aviation		
<i>Runion</i>	10	10	100%	Commercial (Retail/Service)		



GSP360 Land Use Properties

0 1,250 2,500 5,000 Feet



Note: This map is for illustrative purposes only. Images contained on this map are property of the Greenville-Spartanburg Airport District (GSP) and may not be used for any other purpose.



MEMORANDUM

TO: Members of the Airport Commission

FROM: David Edwards, President/CEO

DATE: July 9, 2018

ITEM DESCRIPTION – Information Section Item A

May 2018 - Traffic Report

SUMMARY

For May 2018, passenger traffic was strong with a **3.6%** increase over the same month in 2017. Cargo numbers for May 2018 were up **26.3%** for the same period. Passenger load factors were strong at an average of **84.7%**.

A comparison of the North America National Passenger Traffic Growth Averages for 2018 to GSP's Passenger Traffic Growth is depicted below:

Month	GSP	National Average	Difference
Jan	6.80%	3.10%	3.70%
Feb	8.00%	5.10%	2.90%
Mar	8.10%	4.40%	3.70%
April	8.30%	Data Not Available to Date	
May	3.60%	Data Not Available to Date	
June			
July			
August			
September			
October			
November			
December			
Average	6.96%	4.20%	3.43%



Attached are copies of the detailed traffic report for May 2018.

Providing a look forward into the service levels for August 2018 is a schedule comparison for the month vs the same month last year, including flights and seats by airline and non-stop markets served. GSP flights are down slightly at minus 0.6%, and seats are up at 11.5%.

Schedule Weekly Summary Report for nonstop Passenger (Air - All) flights from GSP to for travel August 2018 vs. August 2017

<i>All flights, seats, and ASMs given are per week.</i>											
Travel Period				Aug 2018		Aug 2017		Diff		Percent Diff	
Mkt Al	Orig	Dest	Miles	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats	Ops/Week	Seats
AA	GSP	CLT	76	53	3,521	55	3,231	(2)	290	(3.6%)	9.0%
AA	GSP	DCA	396	18	978	13	871	5	107	38.5%	12.3%
AA	GSP	DFW	862	14	2,240	21	1,596	(7)	644	(33.3%)	40.4%
AA	GSP	ORD	577	20	1,120	21	1,050	(1)	70	(4.8%)	6.7%
AA	GSP	PHL	514	20	1,260	26	1,300	(6)	(40)	(23.1%)	(3.1%)
DL	GSP	ATL	153	53	7,073	54	6,742	(1)	331	(1.9%)	4.9%
DL	GSP	DTW	508	20	1,688	25	1,520	(5)	168	(20.0%)	11.1%
DL	GSP	LGA	610	19	1,444	9	649	10	795	111.1%	122.5%
G4	GSP	FLL	620	2	354	2	354	0	0	0.0%	0.0%
G4	GSP	PIE	482	3	510	2	354	1	156	50.0%	44.1%
G4	GSP	SFB	426	3	531	2	332	1	199	50.0%	59.9%
UA	GSP	EWR	594	20	1,000	20	1,000	0	0	0.0%	0.0%
UA	GSP	IAD	383	18	900	19	970	(1)	(70)	(5.3%)	(7.2%)
UA	GSP	IAH	838	14	980	7	350	7	630	100.0%	180.0%
UA	GSP	ORD	577	22	1,100	26	1,690	(4)	(590)	(15.4%)	(34.9%)
WN	GSP	ATL	153	20	2,860	19	2,717	1	143	5.3%	5.3%
			TOTAL	319	27,559	321	24,726	(2)	2,833	(0.6%)	11.5%

Monthly Traffic Report

Greenville-Spartanburg International Airport

May 2018



Category	May 2018	May 2017	Percentage Change	*CYTD-2018	*CYTD-2017	Percentage Change	*MOV12-2018	*MOV12-2017	Percentage Change
Passenger Traffic									
Enplaned	99,196	95,901	3.4%	431,676	404,056	6.8%	1,102,128	1,022,908	7.7%
Deplaned	<u>97,698</u>	<u>94,090</u>	3.8%	<u>427,905</u>	<u>400,494</u>	6.8%	<u>1,083,788</u>	<u>1,005,637</u>	7.8%
Total	196,894	189,991	3.6%	859,581	804,550	6.8%	2,185,916	2,028,545	7.8%
Cargo Traffic (Pounds)									
Express and Mail									
Enplaned	1,114,755	1,093,918	1.9%	4,616,670	4,810,694	-4.0%	12,127,827	12,147,596	-0.2%
Deplaned	<u>1,084,705</u>	<u>851,212</u>	27.4%	<u>4,720,176</u>	<u>3,884,107</u>	21.5%	<u>12,364,743</u>	<u>10,027,049</u>	23.3%
Subtotal	2,199,460	1,945,130	13.1%	9,336,846	8,694,801	7.4%	24,492,570	22,174,645	10.5%
Freight									
Enplaned	3,121,307	2,231,239	39.9%	13,848,280	10,963,561	26.3%	34,114,698	24,753,211	37.8%
Deplaned	<u>4,383,962</u>	<u>3,508,285</u>	25.0%	<u>24,138,763</u>	<u>16,554,481</u>	45.8%	<u>51,294,872</u>	<u>32,129,111</u>	59.7%
Subtotal	7,505,269	5,739,524	30.8%	37,987,043	27,518,042	38.0%	85,409,570	56,882,322	50.2%
Total	9,704,729	7,684,654	26.3%	47,323,889	36,213,070	30.7%	109,902,140	79,057,569	39.0%

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

Monthly Traffic Report

Greenville-Spartanburg International Airport

May 2018



Category	May 2018	May 2017	Percentage Change	*CYTD-2018	*CYTD-2017	Percentage Change	*MOV12-2018	*MOV12-2017	Percentage Change
Aircraft Operations									
Airlines	1,887	1,803	4.7%	8,814	8,232	7.1%	21,688	19,228	12.8%
Commuter /Air Taxi	<u>1,216</u>	<u>1,196</u>	1.7%	5,615	5,143	9.2%	14,536	14,596	-0.4%
Subtotal	<u>3,103</u>	<u>2,999</u>	3.5%	<u>14,429</u>	<u>13,375</u>	7.9%	<u>36,224</u>	<u>33,824</u>	7.1%
General Aviation	776	729	6.4%	3,721	3,346	11.2%	8,773	8,304	5.6%
Military	<u>154</u>	<u>142</u>	8.5%	<u>942</u>	<u>855</u>	10.2%	<u>2,068</u>	<u>2,009</u>	2.9%
Subtotal	<u>930</u>	<u>871</u>	6.8%	<u>4,663</u>	<u>4,201</u>	11.0%	<u>10,841</u>	<u>10,313</u>	5.1%
Total	4,033	3,870	4.2%	19,092	17,576	8.6%	47,065	44,137	6.6%
Fuel Gallons									
100LL	2,405	3,320	-27.6%	15,320	13,399	14.3%	38,886	31,880	22.0%
Jet A (GA)	118,210	89,704	31.8%	497,483	422,731	17.7%	1,110,971	844,762	31.5%
Subtotal	<u>120,615</u>	<u>93,024</u>	29.7%	<u>512,803</u>	<u>436,130</u>	17.6%	<u>1,149,857</u>	<u>876,642</u>	31.2%
Jet A (A/L)	<u>1,214,275</u>	<u>1,103,122</u>	10.1%	<u>6,316,486</u>	<u>4,465,622</u>	41.4%	<u>14,500,544</u>	<u>10,253,499</u>	41.4%
Total	1,334,890	1,196,146	11.6%	6,829,289	4,901,752	39.3%	15,650,401	11,130,141	40.6%

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

Scheduled Airline Enplanements, Seats, and Load Factors

Greenville-Spartanburg International Airport



May 2018

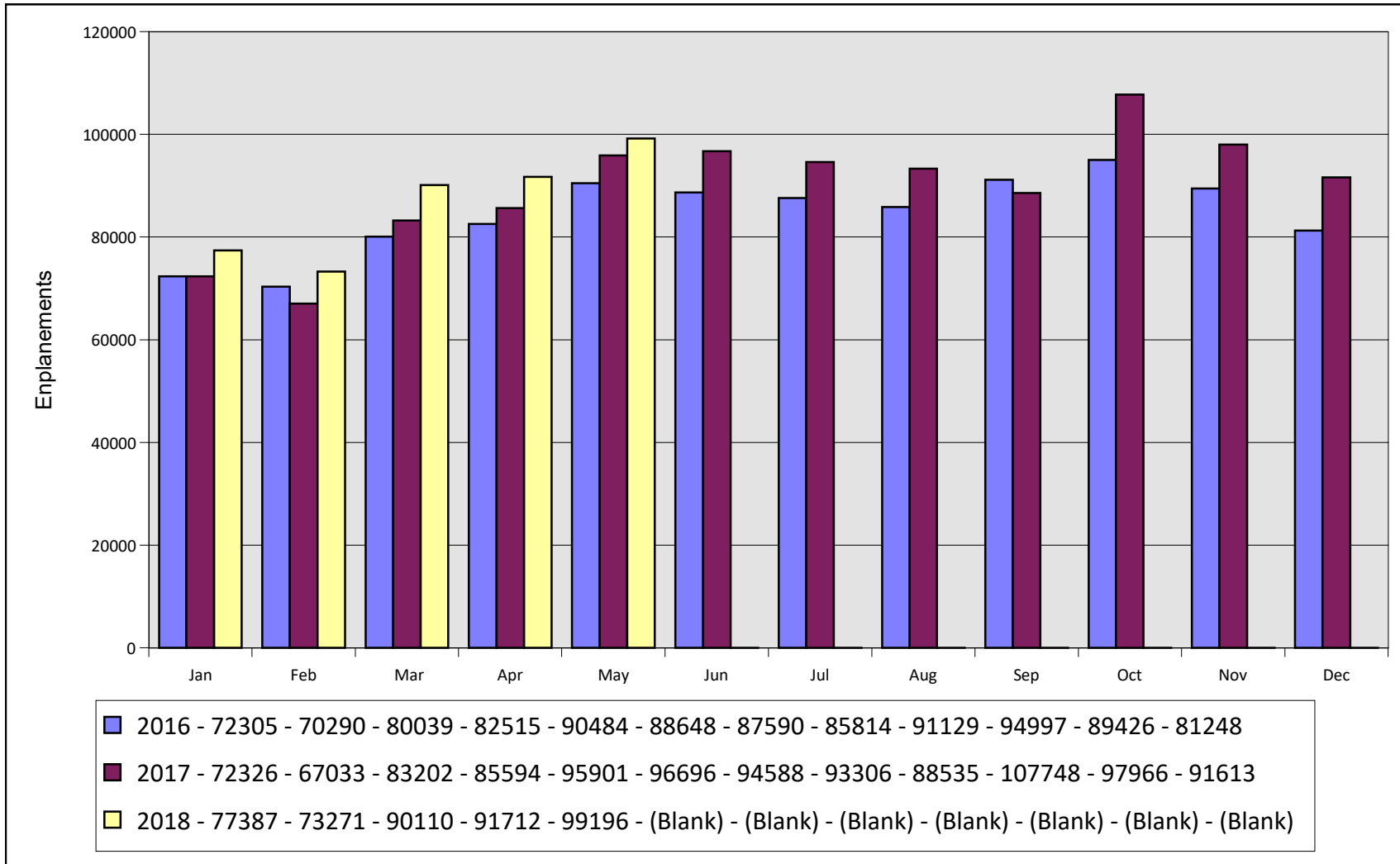
	May 2018	May 2017	Percentage Change	*CYTD-2018	*CYTD-2017	Percentage Change
Allegiant Air						
Enplanements	4,226	6,204	-31.9%	20,780	25,385	-18.1%
Seats	5,220	7,513	-30.5%	26,256	31,999	-17.9%
Load Factor	81.0%	82.6%	-2.0%	79.1%	79.3%	-0.2%
American Airlines						
Enplanements	34,154	27,684	23.4%	144,586	121,906	18.6%
Seats	41,297	33,741	22.4%	186,899	151,904	23.0%
Load Factor	82.7%	82.0%	0.8%	77.4%	80.3%	-3.6%
Delta Air Lines						
Enplanements	34,963	35,418	-1.3%	157,005	155,008	1.3%
Seats	40,157	38,793	3.5%	184,535	179,293	2.9%
Load Factor	87.1%	91.3%	-4.6%	85.1%	86.5%	-1.6%
Southwest Airlines						
Enplanements	10,279	10,336	-0.6%	44,460	42,848	3.8%
Seats	12,584	12,633	-0.4%	61,125	61,618	-0.8%
Load Factor	81.7%	81.8%	-0.2%	72.7%	69.5%	4.6%

Wednesday, June 20, 2018

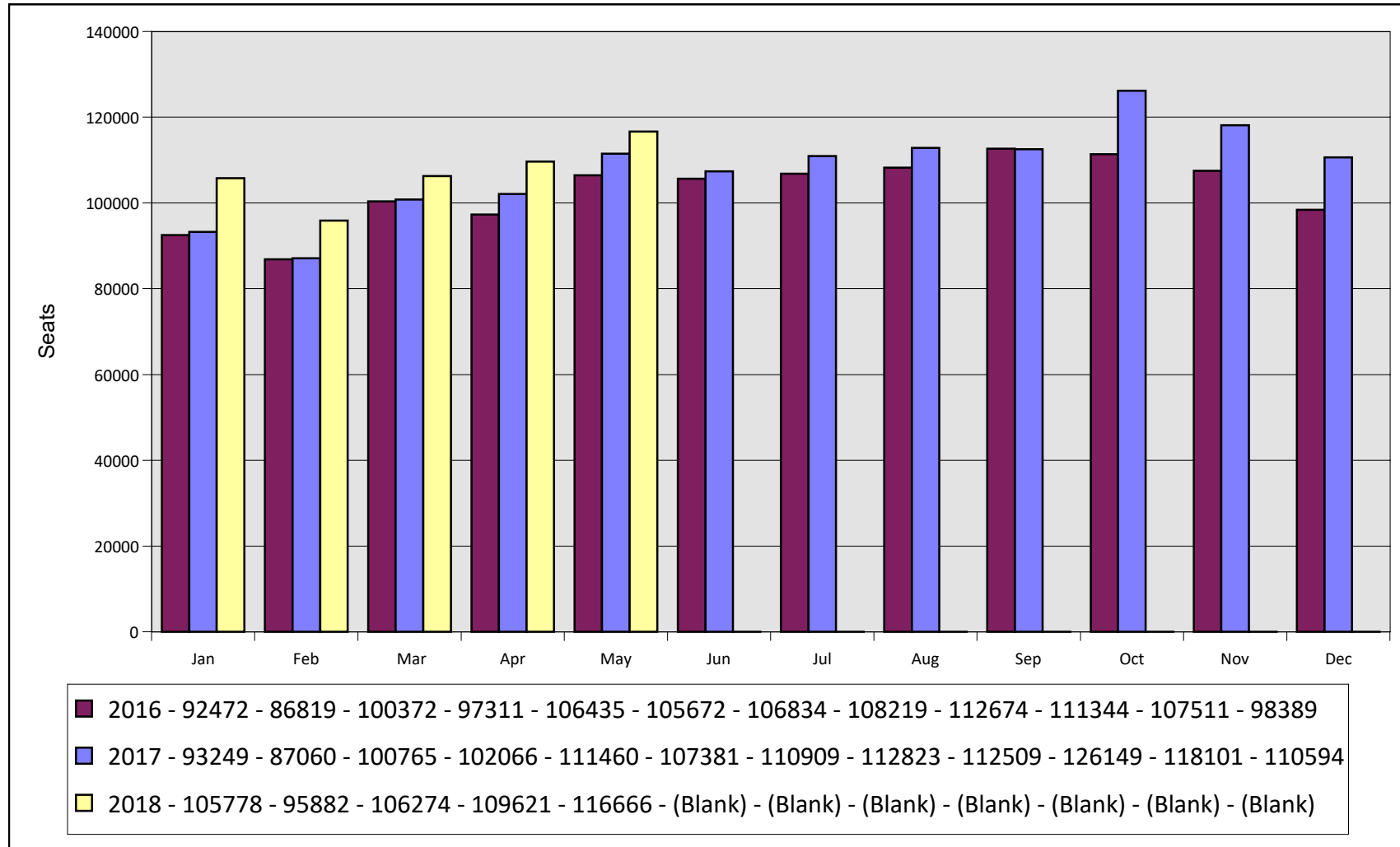
*CTYD = Calendar Year to Date and *Mov12 = Moving Twelve Months.

	May 2018	May 2017	Percentage Change	*CYTD-2018	*CYTD-2017	Percentage Change
United Airlines						
Enplanements	15,220	16,097	-5.4%	62,951	57,708	9.1%
Seats	17,408	18,780	-7.3%	75,406	69,786	8.1%
Load Factor	87.4%	85.7%	2.0%	83.5%	82.7%	1.0%
Totals						
Enplanements	98,842	95,739	3.2%	429,782	402,855	6.7%
Seats	116,666	111,460	4.7%	534,221	494,600	8.0%
Load Factor	84.7%	85.9%	-1.4%	80.5%	81.5%	-1.2%

Monthly Enplanements By Year Greenville-Spartanburg International Airport

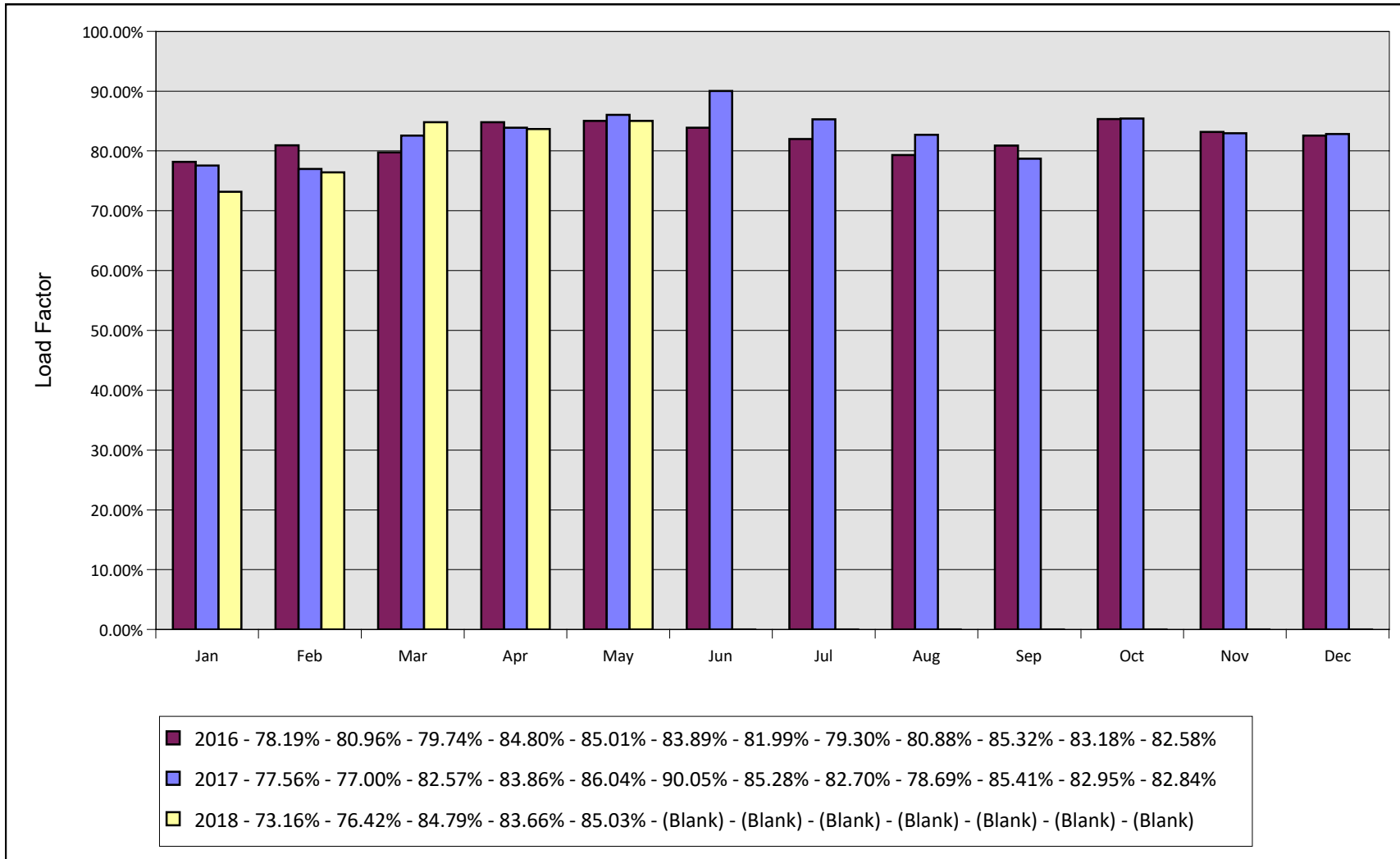


Monthly Seats By Year Greenville-Spartanburg International Airport

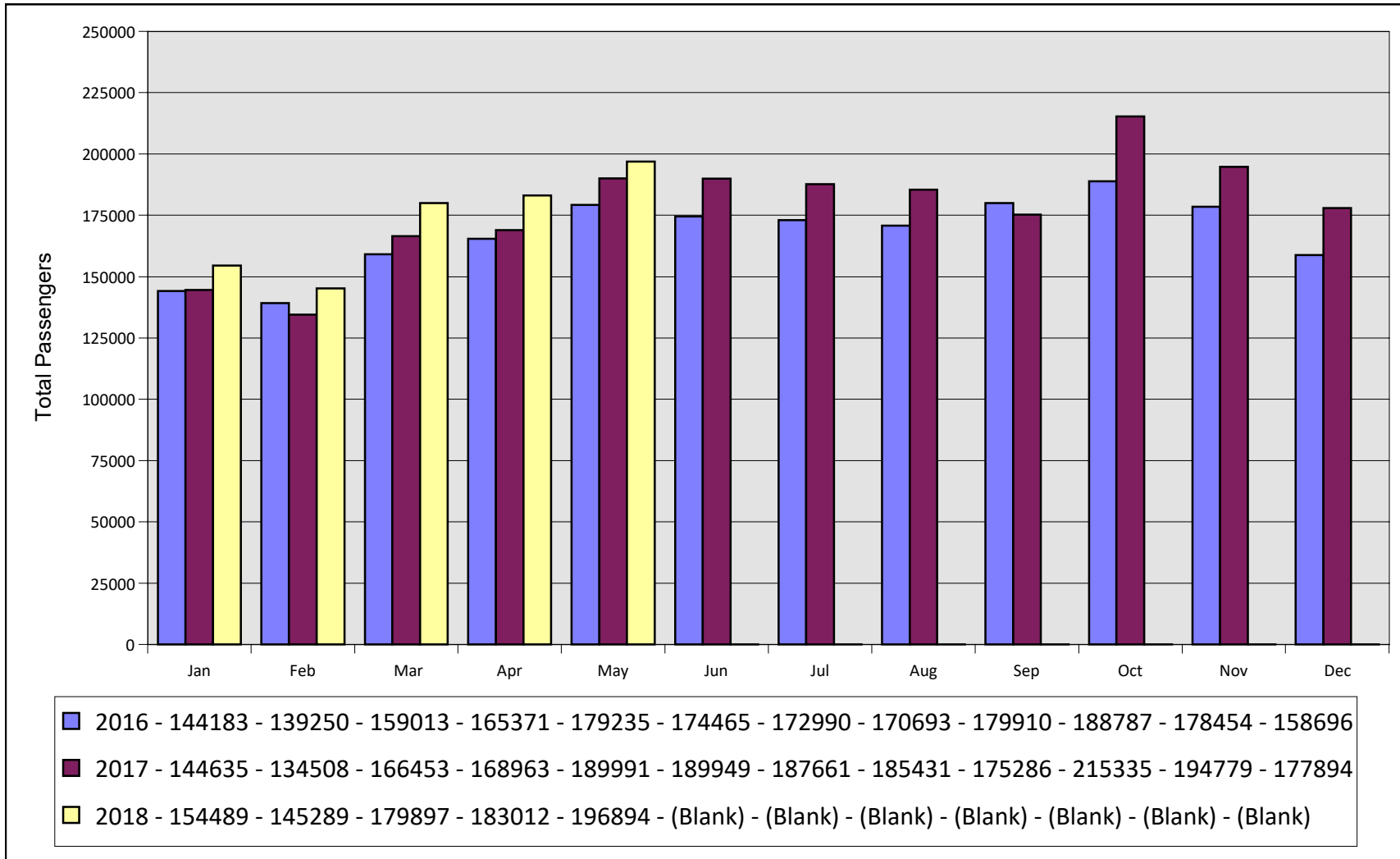


Monthly Load Factors By Year

Greenville-Spartanburg International Airport

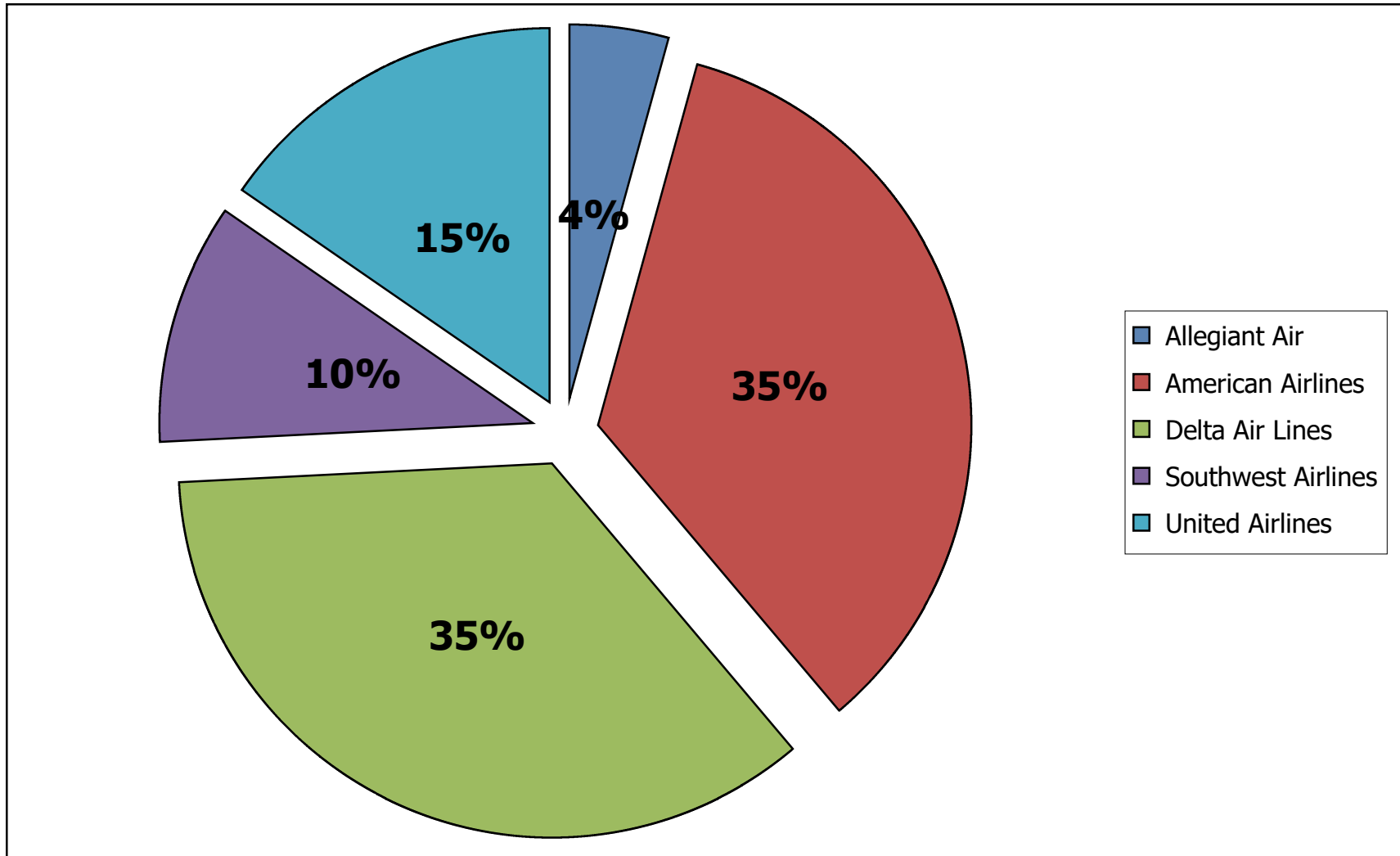


Total Monthly Passengers By Year Greenville-Spartanburg International Airport



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

Report Period From May 2018 Through May 2018



Airline Flight Completions Greenville-Spartanburg International Airport

May 2018



Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Aeronaves TSM	14	0	0	0	0	0	100.0%
Air Atlanta Icelandic	16	0	0	0	0	0	100.0%
Air Tribe/Personas	1	0	0	0	0	0	100.0%
Allegiant Air	30	0	0	0	0	0	100.0%
Alliance Air Charter	3	0	0	0	0	0	100.0%
American Airlines	566	0	4	7	1	12	98.1%
Ameriflight	1	0	0	0	0	0	100.0%

Wednesday, June 20, 2018

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Ameristar Jet Charter	15	0	0	0	0	0	100.0%
ASL Aviation Holdings	1	0	0	0	0	0	100.0%
Barker Neal Wayne	1	0	0	0	0	0	100.0%
Berry Aviation	8	0	0	0	0	0	100.0%
Black Kristine	1	0	0	0	0	0	100.0%
Castle Aviation	1	0	0	0	0	0	100.0%
Delta Air Lines	352	0	1	0	0	1	100.6%
Federal Express	44	0	0	0	0	0	100.0%
Freight Runners Express	4	0	0	0	0	0	100.0%

Wednesday, June 20, 2018

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
IFL Group	6	0	0	0	0	0	100.0%
Island Sea Carrier	1	0	0	0	0	0	100.0%
John E Slegers	1	0	0	0	0	0	100.0%
Kalitta Charters II	5	0	0	0	0	0	100.0%
Kolo Canyons Air Service	1	0	0	0	0	0	100.0%
McNeely Charter Service	4	0	0	0	0	0	100.0%
Northern Air Cargo	3	0	0	0	0	0	100.0%
Omni Air International	1	0	0	0	0	0	100.0%
PAK West Airlines/Sierra We	4	0	0	0	0	0	100.0%

Wednesday, June 20, 2018

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Priority Air Cargo	5	0	0	0	0	0	100.0%
Royal Air Freight	10	0	0	0	0	0	100.0%
Southwest Airlines	88	0	0	0	0	0	100.0%
Swift Air, LLC	2	0	0	0	0	0	100.0%
Trans State Airlines	2	0	0	0	0	0	100.0%
Tulip Air	4	0	0	0	0	0	0.0%
United Airlines	338	0	4	2	1	7	99.1%
UPS	36	0	0	0	0	0	100.0%
USA Jet	10	0	0	0	0	0	100.0%

Wednesday, June 20, 2018

Airline	Scheduled Flights	Field	Cancellations Due To			Total Cancellations	Percentage of Completed Flights
			Mechanical	Weather	Other		
Xpress Charters	1	0	0	0	0	0	100.0%
Xtra Airways	2	0	0	0	0	0	100.0%
Total	1,582	0	9	9	2	20	98.7%



MEMORANDUM

TO: Members of the Airport Commission

FROM: Basil Dosunmu, Senior VP of Administration & Finance/CFO

DATE: July 9, 2018

ITEM DESCRIPTION – Information Section Item B

May 2018 - Financial Report

SUMMARY

Attached is a copy of the detailed financial report for May 2018.

Operating Income was up by **5.36%** when compared to the budget for Year-to-Date May 2018. Operating Expenses were down by **8.62%** when compared to the budgeted amount for the period. Net operating income was up by **28.14%** when compared to the budget through May 2018. For the period ending May 2018, which represents eleven (11) months of the fiscal year, a total of about **\$16.78 million** has been returned to the bottom line in operating income.

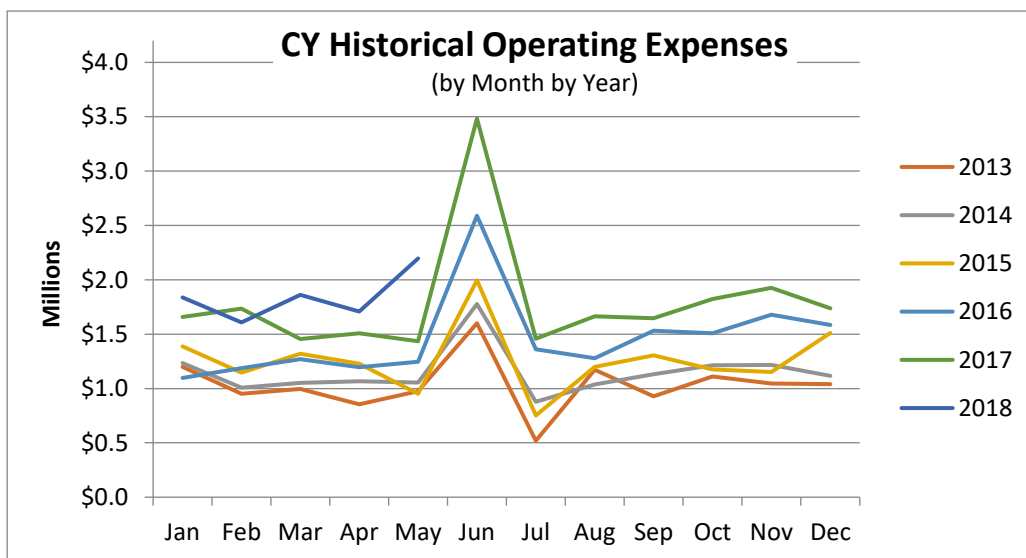
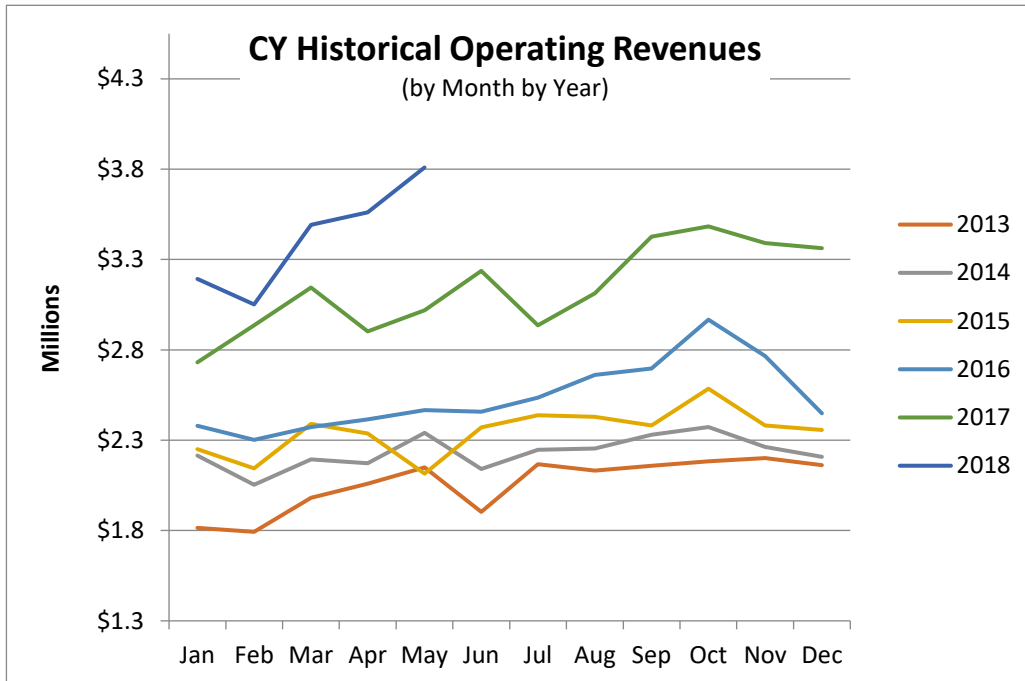
Please recognize that this is a preliminary report, unaudited, and only represents *eleven months* of activity resulting in variances from budget which can be quite volatile.

May 31, 2018 FINANCIAL STATEMENT PACKAGE

GREENVILLE SPARTANBURG AIRPORT DISTRICT
STATEMENT OF NET POSITION

	Current Month Current FY 5/31/2018	Current Month Prior FY 5/31/2017
Assets		
Cash Accounts	11,843,886.46	8,216,174.56
Investments-Airport	9,987,108.35	12,975,227.03
Bond Trustee Assets	435,788.55	367,363.69
Accounts Receivable	398,755.46	720,078.52
Less: Reserve for Doubtful Accts	-	
Net Accounts Receivable	<u>398,755.46</u>	<u>720,078.52</u>
Inventory	316,929.70	(97,316.82)
Prepaid Insurance	275,609.42	316,036.06
Notes Receivable-RAC District Funds	1,365,305.96	1,606,412.97
Property, Plant & Equipment (PP&E)	394,993,668.66	366,570,907.41
Less: Accumulated Depreciation	(147,862,206.94)	(135,132,858.74)
Net PP&E	<u>247,131,461.72</u>	<u>231,438,048.67</u>
TOTAL ASSETS	<u>271,754,845.62</u>	<u>255,542,024.68</u>
PLUS: Deferred Outflows of Resources		
Deferred Pension	2,329,681.54	972,466.85
TOTAL DEFERRED OUTFLOWS OF RESOURCES	<u>2,329,681.54</u>	<u>972,466.85</u>
LESS: Liabilities		
Accounts Payable	1,760,489.04	1,187,285.59
TD Bank LOC	7,194,369.00	2,164,358.00
Revenue Bonds Payable	1,721,274.08	2,015,693.75
SCRS Pension Liability	12,214,294.00	10,446,431.00
Benefit Liability	881,124.04	1,007,238.61
TOTAL LIABILITIES	<u>23,771,550.16</u>	<u>16,821,006.95</u>
LESS: Deferred Inflows of Resources		
Deferred Revenues	1,388,598.96	1,638,679.97
TOTAL DEFERRED INFLOWS OF RESOURCES	<u>1,388,598.96</u>	<u>1,638,679.97</u>
NET POSITION		
Invested in Capital Assets, net of Related Debt	236,951,786.76	225,707,277.70
Restricted:		
A/P - Capital Projects - Restricted	334,514.47	311,669.94
Contract Facility Charge	2,149,944.96	3,251,861.28
Total Restricted:	<u>2,484,459.43</u>	<u>3,563,531.22</u>
Unrestricted	9,488,131.85	8,783,995.69
TOTAL NET POSITION	<u>248,924,378.04</u>	<u>238,054,804.61</u>

GREENVILLE SPARTANBURG AIRPORT DISTRICT
REVENUES AND EXPENSES TREND GRAPHS



GREENVILLE SPARTANBURG AIRPORT DISTRICT
PROFIT and LOSS STATEMENT

<----- FISCAL YEAR TO DATE ----->				
	May 31, 2018 Actual	May 31, 2018 Budget	Actual - Budget	% Change
INCOME				
Landing Area:				
Landing Fees	2,519,020.26	2,302,279.87	216,740.39	9.41% (a)
Aircraft Parking Fees	320,558.10	345,323.22	(24,765.12)	-7.17% (b)
Subtotal Landing Area	2,839,578.36	2,647,603.09	191,975.27	7.25%
Space & Ground Rentals	9,599,823.47	9,564,291.00	35,532.47	0.37% (c)
Auto Parking	11,242,383.88	12,100,883.96	(858,500.08)	-7.09% (d)
Commercial Ground Transportation	113,194.78	132,916.63	(19,721.85)	-14.84%
Concessions:				
Advertising	289,128.31	275,000.00	14,128.31	5.14%
Food & Beverage	590,288.30	458,186.63	132,101.67	28.83% (e)
Rental Car	3,374,214.73	2,871,231.66	502,983.07	17.52% (f)
Retail	555,719.07	517,275.00	38,444.07	7.43% (g)
Subtotal Concessions	4,809,350.41	4,121,693.29	687,657.12	16.68%
Expense Reimbursements	1,453,720.88	1,382,626.08	71,094.80	5.14% (h)
Other Income	2,635,021.21	1,874,153.93	760,867.28	40.60% (i)
Gross Profit on Fuel Sales	3,577,838.10	2,602,203.01	975,635.09	37.49% (j)
Total Operating Income	36,270,911.09	34,426,370.99	1,844,540.10	5.36%
EXPENSES				
Salary & Benefits	10,963,836.28	11,077,380.82	(113,544.54)	-1.03% (k)
Professional Services	282,985.95	582,075.01	(299,089.06)	-51.38% (l)
Promotional Activities	591,612.86	1,460,479.02	(868,866.16)	-59.49% (m)
Administrative	1,002,156.81	1,142,007.02	(139,850.21)	-12.25% (n)
Insurance	499,418.37	499,418.37	-	0.00%
Contractual Services	2,866,478.09	3,235,900.03	(369,421.94)	-11.42% (o)
Rentals & Leases	145,462.51	143,192.50	2,270.01	1.59%
Repairs & Maintenance	713,537.98	581,449.88	132,088.10	22.72% (p)
Supplies & Equipment	916,172.14	1,085,758.85	(169,586.71)	-15.62% (q)
Utilities	1,515,584.91	1,528,947.97	(13,363.06)	-0.87%
Total Operating Expenses	19,497,245.90	21,336,609.47	(1,839,363.57)	-8.62%
NET OPERATING INCOME	16,773,665.19	13,089,761.52	3,683,903.67	28.14%

May 31, 2018

YTD ACTUAL VS YTD BUDGET FOOTNOTES - SUMMARY

(a)	Landing Fees	OVER BUDGET	\$216,740.39	- Actual passenger weights 1,137M (1,117M budgeted); Actual Cargo weights 307M (261M budgeted)
(b)	Aircraft Parking Fees	UNDER BUDGET	\$24,765.12	- FBO parking 110K under budget - Commercial parking 52K over budget
(c)	Space & Ground Rentals	OVER BUDGET	\$35,532.47	Blended effects of the following: - Transition from space to per-turn and addition of special rate common use 23K - OHM/Hudson are using more of the unconditioned space and less of the conditioned space (higher rate) than budgeted 68K - TSA Holding Over on contract 56K over budget - Did not anticipate that Senator would need to rent space and therefore did not budget - 77K fytd - American S. Cargo under budget 84K due to using wrong (higher) sq footage in budget - UPS did not occupy new space until Sept - 120K fytd - PSA office and hangar rent not included in the budget in error 350K fytd - FBO hangar rent is below budget due to Milliken not taking occupancy until March 68K - Bradford Logistic : Budgeted 65K per month but only billing 24K per month total to Hudson and OHM (41K per month under budget). Billing was effective August 1st rather than July as budgeted. - Greer CPW 56K paid current and past due lease amounts not budgeted - Project Ziggy (BMW) and ProTrans 18K under budget - FBO Facility fees not budgeted 115K fytd (when planes fly in and don't buy gas) - Telephone - Verizon budgeted but they're no longer here 31K
(d)	Auto Parking	UNDER BUDGET	\$858,500.08	- Budgeted an 18% increase over calendar year 2016 at \$13.2M; currently trending at \$12.2M
(e)	Food & Beverage	OVER BUDGET	\$132,101.67	- Due to conservative budgeting due to the uncertainty of new restaurants in the concourses
(f)	Rental Car	OVER BUDGET	\$502,983.07	- Enterprise and National (combined) are trending on average 41K more a month than budget.
(g)	Retail	OVER BUDGET	\$38,444.07	- Conservative budgeting & increase in traffic
(h)	Expense Reimbursements	OVER BUDGET	\$71,094.80	- Conservative budgeting & increase in traffic

May 31, 2018

YTD ACTUAL VS YTD BUDGET FOOTNOTES - SUMMARY

(i)	Other Income	OVER BUDGET	\$760,867.28	<ul style="list-style-type: none"> - Warehousing Fees Senator and Magma fees under budget 304K - A/C Ground handling-Cargo (Comm) 51K over budget - Ground handling (Charter) 451K over budget - Ground handling (non-tenant) 34K over budget - Non-Tenant Uber over budget 143K - Parking Tickets/Seized Funds 23K under budget - GSE Lease/Usage 108K over budget - Insurance claims on unrepaired equipment 23K over budget - Airline CUSS Ticketing Stock not budgeted 43K - Cargo Ops not budgeted 194K
(j)	Gross Profit on Fuel Sales	OVER BUDGET	\$975,635.09	<ul style="list-style-type: none"> - DOD Into-Plane Fees under budget 66K - Throughput Fees under budget 297K - Jet A Into-Plane Fees over budget 1,050M - Jet A Retail over budget 798K - Flowage Fees under budget 60K - AvGas Retail & COGS net over budget 32K - JA COGS over budget (482K)
(k)	Salary & Benefits	UNDER BUDGET	\$113,544.54	<ul style="list-style-type: none"> - Currently we have the same number of employees budgeted but there were many vacant positions throughout the year
(l)	Professional Services	UNDER BUDGET	\$299,089.06	<ul style="list-style-type: none"> - Consulting 162K under budget - Legal 97K under budget - Engineering/Design 23K under budget
(m)	Promotional Activities	UNDER BUDGET	\$868,866.16	<ul style="list-style-type: none"> - Advertising expense 523K under budget - Special Events expenses 20K under budget - General marketing expenses 300K under budget - Sponsorships expenses 20K under budget
(n)	Administrative	UNDER BUDGET	\$139,850.21	<ul style="list-style-type: none"> - Travel/Training 131K under budget - Cell Phones 15K under budget - Dues & Subscriptions 20K under budget - Corporate Function 33K over budget
(o)	Contractual Services	UNDER BUDGET	\$369,421.94	<ul style="list-style-type: none"> - Parking Management agreement expenses 126K under budget - Janitorial Services 178K under budget (some budgeted services have not occurred yet) - Computer-annual contracts 88K under budget - Nursery & Landscaping 20K under budget - Snow Removal 18K under budget - Plants 30K under budget - Catering Services 39K over budget - Miscellaneous 26K under budget - ArieHub project has been put on hold (36K fy)

May 31, 2018

YTD ACTUAL VS YTD BUDGET FOOTNOTES - SUMMARY

(p)	Repairs & Maintenance	OVER BUDGET	\$132,088.10	<ul style="list-style-type: none">- ARFF E3 vehicle repairs 80K, funded by Emergency Repair Reserve- Electrical/Lighting 28K over budget- Equipment 29K over budget
(q)	Supplies & Equipment	UNDER BUDGET	\$169,586.71	<ul style="list-style-type: none">- Computer-Equip/Supplies 65K under budget- Computer Software 40K under budget- Nursery & Landscaping 20K under budget- Snow Removal 46K under budget- Heat & Air 31K under budget- Painting 18K over budget- Oil & Lubricants 12K over budget

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

GREENVILLE SPARTANBURG AIRPORT DISTRICT
Other Operating and Maintenance Reserve Funds

	FY \$ Amount Authorized	Estimated Cost	Date	\$ Amount Used YTD	
Emergency Repair/Replacement/Operations Fund	\$ 750,000				
Trench Drain in front of 2106/2108 Hangars		\$ 177,508	12/7/2017	\$ 177,508	GLF Construction-GSP Apron Rehab PH. 3
Watherfall Feature Repair		\$ 200,000		\$ -	in RFP process
Storm Drain Repair		\$ 10,575	8/5/2017	\$ 10,575	Barton Utilities-Repair storm drains between runways due to hail storm damage
Airfield Generator Transfer Switch		\$ 30,000	9/26/2017	\$ 14,297	Blanchard Machinery Co-ASCO Bypass isolation transfer switch
			11/16/2017	\$ 10,709	Walker & Whiteside, Inc.-Install metering ATS lighting vault
				\$ 25,006	
ARFF E3		\$ 80,000	10/3/2017	\$ 38,673	General Truck Parts
			10/24/2017	\$ 8,149	Oshkosh
			11/9/2017	\$ 3,759	Oshkosh
			12/5/2017	\$ 8,963	Oshkosh
			12/5/2017	\$ 279	Oshkosh
			12/7/2017	\$ 20,549	W.W. Williams
				\$ 80,373	
LPI Equipment		\$ 25,000		\$ -	
Chiller Rotor & Housing		\$ 25,000	3/26/2018	\$ 21,922	(to be completed mid-Feb 2018)
2108 Hangar Deferred Maintenance		\$ 56,528		\$ -	
Tug - 10 Engine Replacement		\$ 20,000	4/4/2018	\$ 21,208	W.W. Williams-Replacement to T10
			4/30/2018	\$ 2,258	Equipment
2018 Ford Police Interceptor (P16)		\$ 28,685	4/11/2018	\$ 28,685	Vic Bailey Ford
ARFF Overhead Door		\$ 20,000		\$ -	
		\$ 673,296		\$ 367,533	
Uncommitted Balance	\$ 76,704				
Business Development Obligations/Incentives	\$ 600,000				
CO2 Testing Unit		\$ 6,970	7/13/2017	\$ 6,970	US Testing Equipment (6,970 also paid in FY17)
ParkAssist Out-of-Scope Electrical work		\$ 50,000			
2108 Hangar Tenant Improvements		\$ 175,445			
		\$ 232,415			
Uncommitted Balance	\$ 367,585				

Greenville-Spartanburg Airport District
May 31, 2018

	Issue Date	Maturity Date	Interest Rate	Cost Basis or BOY FMV	Par	EOM FMV	FMV Adj
US Treasury							
UST T-Bill 4-wk	5/10/2018	6/7/2018	1.685%	4,993,544.45	5,000,000.00	4,993,544.45	-
UST T-Bill 4-wk	5/17/2018	6/14/2018	1.680%	4,993,563.90	5,000,000.00	4,993,563.90	-
							-
Subtotal-UST				9,987,108.35	10,000,000.00	\$ 9,987,108.35	-

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 = 1.6825%

5/31/2018

Procurement / Capital Acquisitions

Project/Item Description	Date	Monthly \$ Amount
Capital Improvements:		
WK Dickson / Cargo Apron (design)	5/1/2018	12,566
WK Dickson / Cargo Apron (construction)	5/17/2018	45,975
LS3P Associates / PG C Design	5/1/2018	117,320
Avcon / FBO Hangar Project	5/1/2018	15,938
Roebuck Buildings Co / FBO Hangar Project	5/1/2018	163,414
Avcon / FBO Hangar Project	5/9/2018	16,619
Roebuck Buildings Co / FBO Hangar Project	5/9/2018	139,902
Avcon / Additional A/C Hangar	5/1/2018	12,523
Roebuck Buildings Co / Additional A/C Hangar	5/1/2018	561,641
Avcon / Additional A/C Hangar	5/9/2018	13,058
Roebuck Buildings Co / Additional A/C Hangar	5/9/2018	573,885
Roebuck Buildings Co / Hangar Water Supply	5/1/2018	88,125
Roebuck Buildings Co / Hangar Water Supply	5/9/2018	34,154
Cely Construction / Hangar Improvements	5/1/2018	24,993
GLF / Cell Phone Lot Overflow Improvements	5/1/2018	279,347
GLF / Cell Phone Lot Overflow Improvements	5/9/2018	289,743
GLF / Paving of National & Alamo	5/9/2018	125,146
Rebel Services / Fuel Farm Expansion	5/15/2018	56,700
Equipment and Small Capital Outlays:		
Renewals and Replacements:		
St. Clair Sign Inc. / Retrofit Neon Gate Sign	5/17/2018	14,345
Professional Service Projects:		
McFarland Johnson / Master Plan	5/9/2018	170,651
Total Procurements/Capital Additions for the month		\$ 2,756,046



MEMORANDUM

TO: Members of the Airport Commission

FROM: Kevin Howell, Senior Vice President/COO

DATE: July 9, 2018

ITEM DESCRIPTION – Information Section Item C

June 2018 – Development/Project Status Report

SUMMARY

Consolidated Hangars Project:

Status – Construction Phase

Project Budget – \$14,773,565

Estimated Completion Date – July 2018

The Consolidated Hangars Project was approved in May 2016 and includes construction of a new Corporate Hangar and a new Bulk Storage Hangar. The design is led by AVCON along with McMillan Pazdan Smith. Roebuck Buildings Co. is the general contractor for the project. The contractor is late on completion of this project due to issues on the fire suppression system. Michelin has moved into and is operating from the new corporate hangar. The Bulk Hangar is not ready for operation until the contractor completes several remaining items. The project team expects the contractor to wrap up their work in July.

Airport Master Plan:

Status – Planning Phase

Project Budget – \$1,347,543

Estimated Completion Date – October 2018

McFarland Johnson is leading the GSP Airport Master Plan. A Commission Task Force meeting and a Technical Advisory Committee meeting was held on June 25 to review



the preferred alternatives. The Master Plan is scheduled to be completed and ready for submittal to the FAA in October.

Parking Lots Project:

Status – Construction Phase

Project Budget – \$2,850,000

Estimated Completion Date – July 2018

This project includes the new Overflow Parking Lot and an expansion to the National/Alamo Rental Car Service Center Lot. The originally planned Employee Lot expansion was removed from the project scope due to budget constraints. Michael Baker International was the designer for this project. AVCON is handling construction phase services. GLF is the contractor for the Overflow Lot and the Rental Car Service Center Lot.

The contractor is wrapping up punch list items in the Overflow Lot. The National/Alamo rental car service lot is complete. The temporary gravel lot expansion for the Employee Lot should be completed by the end of July.

ARFF Station Project:

Status – Design Phase

Project Budget – \$969,370 (design phase)

Estimated Completion Date – The design phase will be complete in July 2018. The construction phase will be pending AIP discretionary funding.

This project includes the design and construction of a new ARFF station. Design is being led by WK Dickson and is supported by Leo Daly, DP3, and several other local design firms. The design team is transitioning from Schematic Design (SD) to Design Development (DD) phase. Construction documents are to be completed by July 2018 for bidding. Contractor pre-qualification will be coordinated with funding for the construction phase.

Parking Garage C:

Status – Planning and Design Phase

Project Budget – \$40,000,000

Estimated Completion Date – Design phase to be completed February 2019

This project includes the design and construction of a new combined public parking and rental car ready/return garage. The planning and programming phase is wrapping up. Staff is currently working with LS3P on the scope and fee agreement for the next phase of design to take the project to full construction documents.

New Cargo Apron:

Status – Construction Phase

Project Budget – \$16,636,704.48

Estimated Completion Date – March 2019

This project includes the design and construction of a new dedicated cargo apron with taxiway connector just south of the existing FedEx facility. The engineer of record for the cargo apron project is WK Dickson. The general contractor is McCarthy Improvement Company. A NTP was issued to McCarthy on April 30, 2018. McCarthy is currently working on phase 2 of their work in order to complete the building pad for the new Air Cargo Facility.

Air Cargo Facility Phase 1:

Status – Design Phase

Project Budget – \$13,000,000

Estimated Completion Date – April 2019

To maintain schedule, the design phase with Haskell is underway while negotiations continue with AFCO. The floorplan has been coordinated and revised based on comments from GSP, Cerulean and Senator International. The design team is approximately 2 weeks behind schedule due to the recent round of floorplan revisions. An updated schedule by AFCO/Haskell will be provided soon.

2100 and 2102 GSP Drive Roof Replacement Project:

Status – Pre-Construction Phase

Project Budget – \$1,600,000

Estimated Completion Date – September 2018

This project includes replacing the roofs on two existing hangars located at 2100 and 2102 GSP Drive. The hangar roof at 2102 has been awarded to Lloyd Roofing and a NTP has been issued. The roof at 2100 has been awarded to Baker Roofing and the NTP has been issued as well. Each hangar roof is allotted 90 calendar days for



construction per contract. The first hangar should finish in August and the second should finish in September, pending any weather impacts.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Dudley Brown, Public Relations Manager
Kimberly Davis, Customer Service and Community Relations Manager

DATE: July 9, 2018

ITEM DESCRIPTION – Information Section Item D

June 2018 – Communications Status Report

SUMMARY

News Stories ~ Broadcast, Print and Online 06/01/18-06/30/18:

Frontier Announcement

Greenville News: [Frontier Airlines coming to Greenville-Spartanburg International Airport](#)

The Greenville News story about Frontier was also shared in the ACI's daily e-mail, Centerlines.

Spartanburg Herald-Journal: [Denver, Las Vegas among new options for GSP fliers](#)

GSA Business: [Frontier Airlines to fly out of GSP with new nonstop flights](#)

Greer Citizen: [GSP welcomes Frontier Airlines to the Upstate](#)

WYFF: [Frontier Airlines announces new nonstop flights out of GSP](#)

WSPA: [GSP International announces new airline](#)

WHNS: [GSP to announce new airline service Tuesday](#)

WHNS: [Frontier becomes sixth airline to offer flights from Greenville-Spartanburg International Airport](#)

Greenville Business Magazine: [GSP adds Frontier Airlines flights](#)

Greenville Journal: [Frontier becomes sixth airline to offer flights from GSP](#)

Greer Today: [Frontier begins non-stop service at GSP in fall](#)

106.3 WORD: [New airline serves GSP](#)

Tampa Bay Business Journal: [Tampa International getting new flights to South Carolina](#)

AviationPros.com: [SC: Frontier Airlines coming to Greenville-Spartanburg International Airport](#)

Navy Squadron VT-86 Training from GSP

Spartanburg Herald-Journal: [Navy pilots conducting flight exercises at GSP Airport](#)

WYFF: [Why are so many jets flying around the Upstate?](#)

WSPA: WSPA's story is not online.

WHNS: [Seeing Navy jets in the Upstate? They're training at GSP.](#)

Greer Today: [Navy squadron conducting training flight out of GSP for several weeks](#)

Senator flights to QRO

Herald-Journal: [GSP picks up new cargo flights to Mexico](#)

GSA Business: [Senator International adds weekly cargo flight to Mexico from GSP](#)

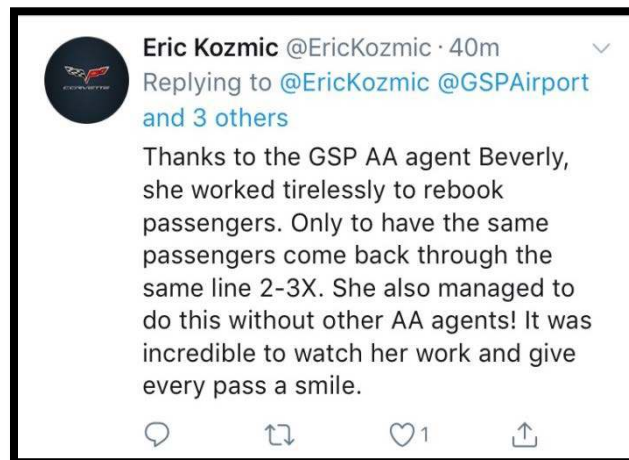
WSPA: [Senator International adds weekly cargo flight from GSP to Mexico](#)

WORD: [New cargo flights from GSP](#)

American Airlines Cancellations

Most local media outlets have done stories about American Airlines' recent cancellations because of technical issues with PSA. Local outlets have mostly gotten footage from the GSP terminal, photos of screens showing cancellations and interviewed a few passengers while using information from the Associated Press.

A GSP passenger did share a tweet complimenting an American Airlines ticket counter employee for her assistance:



Real ID

Greer Today: [S.C. Department of Motor Vehicles to issue REAL IDs at GSP](#)

Social Media 06/01/18-06/30/18:

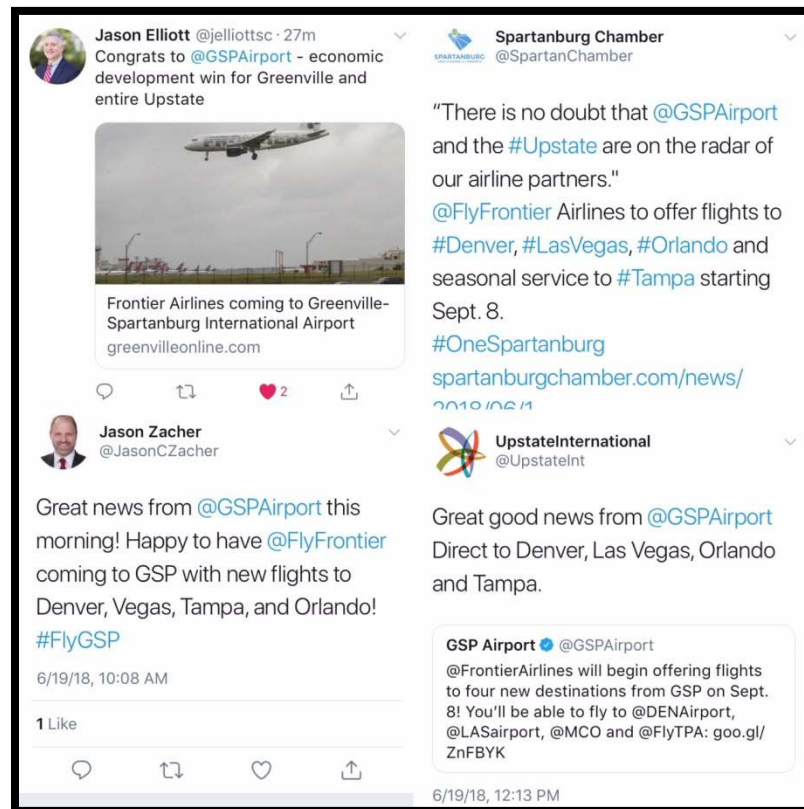
GSPAairport.com

- Sessions – 61,749
- New Users – 41,970
- Page/Session – 1.93
- Average Session Duration – 1:47

Facebook

GSP's most popular Facebook posts in June were from the Frontier announcement, including a livestream from the press conference. The video was viewed more than 4,300 times. The GSP Facebook page also has more than 10,000 likes after the Frontier announcement.

The Frontier announcement was shared by many of our partners promoting economic development in the Upstate, including the chambers of commerce based in Spartanburg, Greer and Greenville, as well as Ten at the Top, Upstate Alliance and the Greer Development Corporation. Here is a small sample:



Twitter – The GSP Twitter account continues to gaining followers. The account has more than 100 new followers since March.

Instagram – The GSP Instagram account has 342 new followers since March.

Customer Service Complaints Summary:

- Parking
- Hours of Dunkin Donuts past security

Community Relations/ Special Events:

Real ID

The GSP Conference Center will host the S.C. Department of Motor Vehicles and its REAL ID event on July 18 from 10a.m.-2:30p.m. The public and airport employees will be invited to get new ID's during the event.

Summer Movie Series

GSP continues to sponsor the Summer Movie Series at REGAL CINEMAS WOODRUFF ROAD. GSP's \$3,000 sponsorship makes it possible for families to attend Tuesday and Wednesday morning movies for \$1 a person. A portion of the theaters' ticket sales are donated to the Will Rogers Institute.

GSP Conference Center

The GSP Conference Center hosted 18 events during the month of June.

GSP Community Garden

Airport District employees and tenants continue to participate in the District's community garden. Zucchini, squash and tomatoes are some of the produce that is being harvested now.





Euphoria

Planning is underway to sponsor this fall's Euphoria Festival in Greenville.



MEMORANDUM

TO: Members of the Airport Commission

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

DATE: July 9, 2018

ITEM DESCRIPTION – Information Section Item E

June 2018 – Commercial Business and Communications Report

SUMMARY

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

Estimated 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 that their wired data connection is interrupted. This project will be engineered and installed on behalf of FedEx by AT&T.

MAG Escape Lounge:

Status – Project is currently at 100% design. The building permit is being issued to begin construction.

Project Budget – Airport District portion to prepare the leasehold space for construction is \$175,000. All other costs are being covered by MAG and are estimated to exceed \$1,000,000.

Estimated Completion Date – October 1, 2018

As the airport continues to strive to reduce passenger leakage to other airports, one of the things that have been noted as needed by the local business community is the need for a lounge. Since the airport is not large enough to have a dedicated airline lounge, a common use lounge will serve all passengers regardless of which airline loyalty program

they're affiliated with for their travel. The lounge will be 2,500 square feet in size and will offer food and beverage, magazines, high speed WiFi, etc., all for a single daily price.

Park Assist – Parking Garages A & B:

Status – System is currently functional in both parking garages and adjustments are being made to optimize each IP based camera that detects when a vehicle is parked in a stall and reads the license plate. The parking kiosks for each garage that allows travelers to locate their vehicle by entering their license plate number are live. Currently, working though some technical adjustments to fully optimize the system.

Project Budget – \$791,000

Estimated Completion Date – July 31, 2018

Due to the increased number of passengers utilizing the airport, parking in both garages has routinely become full during weekdays. To help assist passengers in locating available parking spaces, the Park Assist system has red and green lights to identify open parking spaces.

This system will help increase customer satisfaction by reducing the stress of finding an available parking spot when arriving at the airport. In addition, there will be some incremental revenue generation by ensuring that passengers continue to utilize the parking garages verses the more affordable parking options like the daily and economy lots.

Bon Secours Wellness Arena Rebranding:

Status – New creative is currently in development

Project Budget – \$5,000

Estimated Completion Date – Summer 2018

The Airport District has an advertising/marketing agreement with the Bon Secours Wellness Arena. As a part of that, we have the branding rights to the ticket office. The current branding is now over three years old and in need of a refresh.

Delta New York LaGuardia (LGA) Advertising Campaign:

Status – Marketing plan has been rolled out and is ongoing

Project Budget – \$250,000

Completion Date – September 30, 2018



Delta recently announced an increase in service on the GSP-LGA route from the current one flight a day up to three each weekday. The Airport District has put together a marketing plan to support this increase in service to help ensure that it's successful, and by doing so, helping to reduce leakage on the route to nearby Charlotte.

American Miami (MIA) Advertising Campaign:

Status – Marketing plan is currently being developed for roll out in October 2018

Project Budget – TBD

Completion Date – TBD

American recently announced new service to MIA. The service will be operated on E-145 aircraft with 50 seats each, twice daily beginning on December 19, 2018. The Airport District is putting together a marketing plan to support this new service to help ensure that it's successful, and by doing so, helping to reduce leakage on the route to nearby Charlotte.

Frontier Advertising Campaign:

Status – Marketing plan is currently being developed for roll out in August 2018

Project Budget – TBD

Completion Date – TBD

Frontier recently announced new service to Denver (DEN), Las Vegas (LAS), Orlando (MCO), and Tampa (TPA). The DEN, LAS, and MCO service will be operated on A-321 aircraft with 180 seats each twice weekly beginning on September 8, 2018. TPA service will begin in November 2018. The Airport District is putting together a marketing plan to support this new service to help ensure that it's successful, and by doing so, helping to reduce leakage on the route to nearby Charlotte.

Google Street & Terminal Mapping Project:

Status – Google has already been onsite to map the interior public spaces of the terminal building as well as the local streets surrounding the airport. Staff is awaiting Google to upload all of the images to their server and make them available for public use.

Project Budget – All costs are being covered by Google

Estimated Completion Date – To be determined

Google has an interior mapping program for public facilities, as well as a street view mapping program. To assist users of the airport by providing a 360 degree view of public



areas of the airport, Google has selected GSP for inclusion into both programs. Once completed, you will be able to see views of the inside of the terminal building and the streets leading up to it when you utilize Google Maps.

Terminal Advertising Program Media Kit:

Status – Media kit has been completed

Project Budget – \$2,500

Completion Date – June 30, 2018

The Airport District has a terminal advertising program that is managed by Airport District staff. To help maximize revenue, a media kit has been developed that outlines advertising opportunities to potential advertisers.



MEMORANDUM

TO: Members of the Airport Commission

FROM: Catherine Vautard, Human Resources Specialist

DATE: July 9, 2018

ITEM DESCRIPTION – Information Section Item F

June 2018 – OSHA Reportable Injury Report

SUMMARY

Monthly Activity as of June 30, 2018

- 0 OSHA Reportable Injuries

2018 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
2017	188	241,716	4	0	12
2016	133	243,191	6	0	2

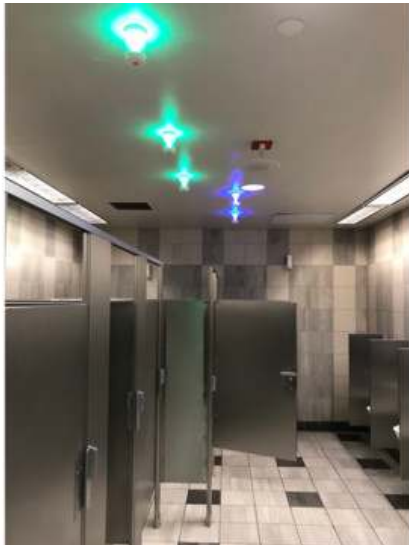


AIRPORTS

airport
business

A Clean Win for Your Bottom Line

BY JOE PETRIE ON JUN 27, 2018



Green lights indicate a stall is empty while blue lights indicate the location of a handicap-accessible stall.

Photo credit: Tooshlights

When officials at Minneapolis-St. Paul International Airport (MSP) started looking at improvements to the bathrooms in Terminal 1 about 10 years ago, they found some facilities in need of some desperate need of replacement.

Scott Skramstad, assistant director, MSP operations/facilities, said the bathrooms were 30 to 40 years old and in need of updates to meet the needs of modern travelers. Leaders decided it was time to implement a phased modernization program to redesign the restroom of the future to provide the best airport experience.

"The overall intent of the restroom modernization program was to look at upgraded finishes, new technologies, lighting air quality, energy savings upgrades and ADA compliance," he said. "And really design the next-generation restroom that was going to create passenger satisfaction and really give a high level of service to our customers."

Improvements were very well received by the public and MSP was named in 2016 as having the best bathroom in the Cintas' America's Best Bathroom contest.

A clean win to your bottom line

Bradley Corp. released its annual hand washing survey in February, where it revealed half of the public will either "definitely" or "probably" spend more money in a business with a clean and well-maintained restroom.

Jon Dommissie, director of global strategy and corporate development for Bradley Corp., said despite this finding, about 70 percent of survey participants reported an unpleasant restroom experience, which is an 11 percent increase in just three years.

Dommissie said the survey showed 47 percent of people who go into a restroom and find it in unkempt condition said it was evidence the establishment didn't care about customers or is run by poor management.

"You have close to 50 percent of the people directly attributing an unkempt or unpleasant bathroom to the quality of the product or service offering that organization has," he said. "We've dug into that more and 45 percent of consumers say they will definitely or probably spend more money at a business that has a clean, well-maintained restroom."

Dommissie recommends airports make touch-free devices the standard for their facilities, relying more heavily on dryers as opposed to paper towel dispensers and consider 3-in-1 style faucets.

"One of the biggest blowbacks you have in a bathroom is the reams of paper that are in sinks, on the floor and overflowing waste receptacles full of paper," he said. "Because of the constant flow of people, you can't get maintenance people in there enough."

Dommissie recommends easy to clean surfaces as opposed to just how good it looks.

"If people see a bunch of stains and actual marks on the fixtures, they think they're full of germs and it looks unkempt," he said. "If it looks unkempt, I'm probably going to try to go somewhere else or on social media."

Put technology first

Jimmy Baynum, vice president of e-commerce and professional hygiene for Essity, said proactive technology can keep cleaning staff on top of unexpected surges in bathroom traffic.

"I know in most airport operation groups have a huge weather map, they understand weather patterns, they're rebooking flights well in advance of weather events," he said. "I don't think the cleaning crew has a weather map saying 'oh, I think there's weather coming, I better staff up today,' but it's certainly effecting what they do every day."

Tracy Davis, vice president of Infax, said the Trax smart restroom system is a business intelligence platform to monitor the movement of people and assets in order to improve operational efficiency while improving the overall passenger experience.

"We all know that restrooms are one of the top three complaints throughout the traveler's journey and airports really recognize that," she said. "They want to do all that they can to show a passenger that look, we hear you, we're helping improve it, we're giving you a voice to help improve it so the overall operations are efficient and the experience is top-notch."

The Houston Airport System (HAS) undertook a pilot smart restroom project in 2017. Davis said staff used data to find traffic trends so they could reallocate staff to the location during busier times.

They looked into the issues and discovered the automatic flush sensors were not working properly. They also discovered an issue with paper quality, which would shed onto the floor making the restroom look uncleaned.

Davis said airports looking at smart restrooms should consider network infrastructure, if they want to use its existing IT network or do they want to use a provided network. They also need to consider pulling power to the location and what steps need to be taken.

"If they can get through that initial hurdle, then the system is really easy to install," she said.

Smart restrooms have a strong return on investment for all sized facilities.

"The return comes back in that guest experience," she said. "It comes back in awards. Houston got named four stars by Skytrax.

"It comes back in really seeing an operational efficiency improvement, which might not be directly in dollars, but you can see a huge improvement in the airport as a whole and it definitely makes the investment worth it."

Los Angeles International Airport (LAX) also started a pilot earlier this year. Part of LAX's bathroom upgrades included the addition of bathroom stall indicator lights to allow passengers to identify if one of the units are occupied, much like a parking stall indicator light works in parking garages.

Allen Klevens, founder and CEO of Tooshlights, said indicator lights above stalls people to quickly find out if a stall is being occupied.

“For so many years, nobody has ever conquered this and the only place I’d had seen something like this is on an airplane,” he said. “When you see the big red X— you know it means don’t go.”

Davis said the Tooshlights system can provide data to show equipment issues. If there is a lack of turnover in one stall, it could show an immediate need for maintenance.

Klevens said the airport can track trends on how many people walk through the bathroom on a daily basis and custodial staff are tracked.

“Now we can compare how long was he or she cleaning for, how many customers came in and used the stalls and then on the way out, we have a happy face/sad face tablet that they’re able to say how their bathroom experience was,” he said.



AIRPORTS

TX: Convenience Store, Food, Fuel Now at Renovated Austin Cell Phone Lot

SOURCE: AUSTIN-BERGSTROM INTERNATIONAL AIRPORT JUL 2, 2018



Newly renovated Cell Phone Lot at Austin-Bergstrom International Airport.

The new ABIA Retail, Food and Fuel is now open at the renovated cell phone lot at Austin-Bergstrom International Airport. Located on just off SH 71 on 2901 Spirit of Texas Drive, the facility offers travelers and those picking up passengers drinks, food, gas and restrooms.

To access the new retail center and cell lot, from SH 71 take the Spirit of Texas/Cargo exit. Drive south on Spirit of Texas to the intersection of Spirit of Texas Drive and Hotel Drive (4-way stop). Continue on Spirit of Texas and the facility will be on the left, near the intersection of Spirit of Texas Drive and Spirit of Austin Lane.

Amenities, services and features of the new facility are listed below.

Now Open

- Texaco Fuel Station & Convenience Store serving tacos, barbecue, (these food items expected mid-July) and grab-n-go sandwiches
- Flight Information Displays outside of stores

- Electric Vehicle Charging Stations powered by Green Choice
- Rare *publically available charging on SH 71 east of I-35 (*not associated with paid parking).
- One standard charging station with two ports, capable of charging two vehicles simultaneously expected operational by of the first part of July 2018.
- A fast charging DC station scheduled for installation August 2018. The DC station can fully charge a vehicle in 20 minutes.
- Renovated Cell Phone Lot for drivers picking up passengers
- 120 total Parking spaces in Retail, Food & Fuel, Cell Phone Lot facility (parking in front of the retail sidewalk will be restricted for approximately 2 months due to tenant improvement construction.
- Wind generated electricity -Austin Energy's Green Choice program powers the entire facility
- Lighting for parking lot and exterior is all LED
- Rainwater collections system: The facility has a rainwater collection system and reclaimed water system both used for irrigation of the green spaces at the site.

Opening Fall 2018:

- Austin Java featuring drive through service
 - Subway/TacoN Mama
-
-

AIRLINES

Delta Bans Pitbulls As Emotional Support Animal Crackdown Continues

GRANT MARTIN ON JUL 3, 2018

SOURCE: FORBES

Last week, Atlanta-based Delta Air Lines announced a ban on pitbull and pitbull-related dog breeds amid growing concern over the abuse of policies around airline emotional support animals (ESAs). The news comes on the tail end of a crackdown on emotional support animals in airplane cabins and further scrutiny over policies around transporting animals in airplanes in general.

On June 20th, Delta added pitbulls and pitbull-related breeds to its list of banned animals used for emotional support animals. According to the airline, recent incidents in which airline staff were bitten by pitbulls added urgency to the new ban. In addition to the new restrictions, the airline has also limited the number of ESAs that each traveler can bring to one.

Read more: <https://www.forbes.com/sites/grantmartin/2018/06/24/delta-air-lines-bans-pitbulls-as-emotional-support-animal-crackdown-continues/#54ccc29121ac>

AIRLINES

GA: Delta CEO Opposes Idea of State Takeover of Hartsfield-Jackson

KELLY YAMANOUCHI ON JUN 21, 2018

SOURCE: MCCLATCHY

June 21--Delta CEO Ed Bastian said he opposes a state takeover of Hartsfield-Jackson International Airport, as Georgia's legislature plans a committee to study the idea.

"Atlanta is the largest, most successful airport in the world, and anything that would harm that in terms of trying to move it for political gain between the city and state, we're opposed," Bastian said after a talk with Virgin Group founder Richard Branson at a Junior Achievement of Georgia event Wednesday morning. "We think the operation with the city runs quite efficiently."

The state has floated the idea of taking over Hartsfield-Jackson a number of times over the years. A resolution passed during this year's legislative session has called for a committee to study the creation of an airport authority to run Hartsfield-Jackson.

On Wednesday afternoon, Lt. Gov. Casey Cagle appointed members to the Senate Hartsfield-Jackson Atlanta International Airport Operations and Authority Creation study committee. The chairman will be Burt Jones, R-Jackson, who introduced the resolution to create the committee. Other senators on the committee will be Brandon Beach, Gloria Butler, Mike Dugan, Ed Harbison, Tyler Harper, Steve Gooch, John Kennedy, David Lucas, Butch Miller, Jeff Mullis, Valencia Seay, and Freddie Powell-Sims.

Jones said in a written statement that to maximize Hartsfield-Jackson's potential, "it's vitally important we continue evaluating the state's involvement and role in the airport's operations."

The state's move comes as a federal bribery investigation has reached into airport contracts, and after controversies involving the tumultuous 2016 firing of then-Atlanta airport general manager Miguel Southwell and the more recent firing of a deputy general manager after revelations of a potential conflict of interest.

The Atlanta airport's recent challenges also include a debilitating blackout that disrupted travel for passengers from around the world one day last December.

"No question that the issues around corruption and some of the political challenges of managing a large municipal commercial operation require further improvement," Bastian said. "I'm not certain why the state is not going to have the same issues on that that the city has."

Hartsfield-Jackson is being run by interim general manager Balram Bheodari, after Roosevelt Council was shifted from his role heading the airport to become chief financial officer for the city.

"We have the crown jewel in air travel right here in Hartsfield-Jackson and I think the city should take great pride in what they've built and we'd be opposed to any change in the governance structure," Bastian said.

Bastian in his remarks also weighed in on political issues, including immigration.

Immigration "is an evolving issue, and we're watching it," he said.

Bastian acknowledged that airlines have flown some children back to their homes to reunite with families, with the U.S. Department of Homeland Security involved in buying the tickets.

"It's very limited, it's minor in number," Bastian said. "The kids that have been coming back to their families flying on the airlines have actually been reuniting, not actually separating."

His remarks came as President Donald Trump said he planned to sign a measure to address migrant family separations.

Bastian said the airline's customers "want to know where we stand on some of the important issues of the day."

"Within the populist movement, I think people are scared," Bastian said. "Our business is bringing the world together.... When you see the world moving against that, it's our call to action to jump in."

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AIRPORTS

TX: New Commercial Development at DFW Airport

KEN KALTHOFF ON JUN 21, 2018

SOURCE: [HTTPS://WWW.NBCDFW.COM](https://www.nbcdfw.com)

A 600-acre business park is under construction on land that is part of DFW Airport along Airport Freeway at Valley View Lane. The new Passport Business Park is in the City of Irving.

"With the market conditions today it has really accelerated the development on the airport," said DFW Vice President for Commercial Development John Terrell.

Read more: <https://www.nbcdfw.com/news/local/New-Development-at-DFW-Airport-486081111.html>

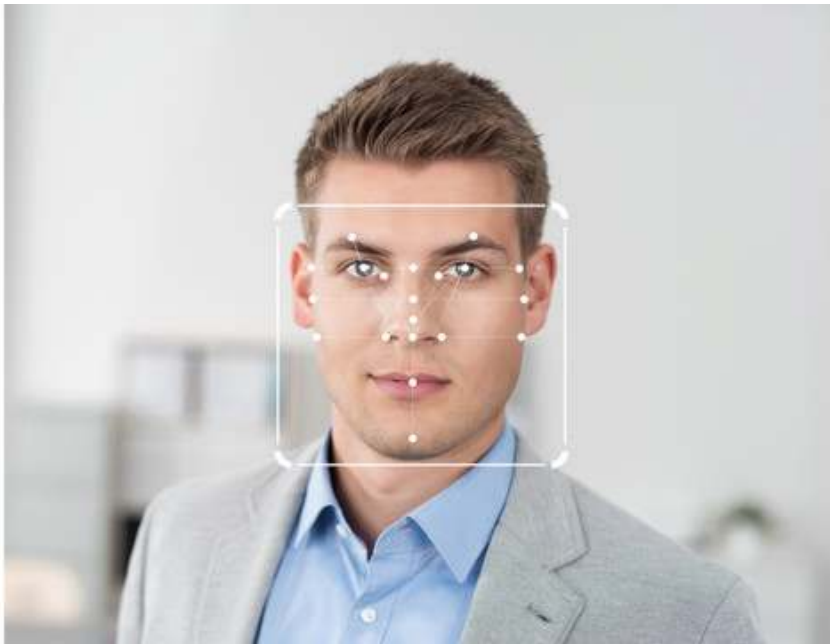


TECH & SECURITY



Orlando Airport Chooses SITA to Implement 100% Biometric Exit

SOURCE: SITA JUN 11, 2018



Passengers can expect to enjoy 100 percent biometric boarding for international flights at Orlando International Airport by October.

Photo credit: SITA

SITA on June 11, announced that it has been chosen by the Greater Orlando Aviation Authority (GOAA) as the technology partner for biometric exit at Orlando International Airport. Orlando International is the first U.S. airport to fully deploy the U.S. Customs & Border Protection (CBP) Biometric Entry and Exit Program. Over the coming months, SITA will integrate Smart Path™, its sophisticated biometric technology, at the airport's 30 international boarding gates.

Earlier this year, SITA worked with GOAA, British Airways and CBP to incorporate the U.S. biometric departure check for British Airways' customers. The trial's success has prompted airport-wide implementation of the technology. The system makes passenger boarding quicker and easier, while it also incorporates the

new secure biometric exit checks. British Airways is boarding flights of almost 240 customers in around 15 minutes. With Smart Path, passengers just need to look at the camera, without having to present boarding passes or passports.

John Newsome, chief information officer, GOAA, said, "Our decision to implement biometric exit checks across the whole airport follows a hugely successful live trial. The innovative boarding process we tested is really popular with passengers. They simply look at the camera and within seconds the gate opens and they can board the flight. It is easy, fast and most importantly, secure. The solution works on common-use boarding gates and can be easily used by the many international airlines that we serve at MCO."

Diana Einterz, SITA president, Americas, said, "GOAA's implementation of SITA Smart Path for the U.S. CBP biometric exit checks will deliver a simpler travel process for the airport's six million annual international passengers. SITA is a world-leader in biometrics and we are committed to delivering secure seamless journeys for airline passengers globally. It is great to be GOAA's technology partner as it becomes the first airport to fully implement biometrics for international flights from the U.S."

Passengers can expect to enjoy 100 percent biometric boarding for international flights at Orlando International Airport by October. Over the next four months, SITA will integrate Smart Path at 64 boarding lanes, at 30 boarding gates across the airport. As part of the agreement, SITA will provide the technology solution, professional services, hardware and maintenance. This will be backed by SITA's global service management, which supports the operational needs of the world's top airports and airlines through 24/7 worldwide availability and proactive monitoring.



AIRPORTS

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Reversing the Race to the Bottom Through Competition

BY KEVIN BURKE ON JUN 27, 2018

*Kevin Burke, president and CEO, Airports Council International-North America***Photo credit:** ACI-NA

As the connection point between passengers and the sky, airports serve a vital role in fostering competition and providing passengers with the price and service options they demand. Through that important work, airports emerge as powerful engines of economic growth for local communities.

While airports embrace competition for the benefit of passengers, the airlines continually reaffirm their opposition to real competition by undertaking policy initiatives that protect profits and maintain control. Do not be fooled by airline rhetoric that claims the airlines are more competitive today than they ever have been. The airlines routinely fight against ideas that would enhance competition through necessary infrastructure investment and expanded carrier options, leaving passengers with limited choices and high airfares. What's resulted is a race to the bottom in air travel.

Simply look to the Passenger Facility Charge (PFC) user fee. With nearly \$100 billion in infrastructure needs through 2021, airports across the United States face unprecedented infrastructure challenges. The logjam that exists in keeping vital infrastructure projects moving is directly tied to the user fee that has languished for 18 years. In fact, airport infrastructure costs have increased more than 32 percent over the last two years. Without action by Congress, costs will continue to

sky rocket and America's airports will be left behind.

The PFC user fee was designed by Congress as a tool to spur infrastructure investment that would create competition among the airlines. Through more efficient and modern facilities, airports would be able to reduce operating costs and attract new service options. Each time Congress considers modernizing the PFC to meet current economic conditions, the airlines use disingenuous lobbying strategies to stifle investment and competition. Let's not lose sight on the real reason the airlines oppose the PFC: they want to control airline competition and protect their oligopoly status. Without competition, passengers are left holding the bag with higher airfares and limited flight options.

In recent years, international passenger traffic has grown at a rapid pace. The economic opportunity that comes with robust access to international passengers is too powerful to deny. That's why it is important to protect and expand Open Skies agreements with countries around the world. Ensuring access to the global market creates competition. It's no surprise that many U.S. airlines have tried to diminish the positive impact of Open Skies agreements in recent years.

It's time to reverse this troubling trend and instill more competition across the industry for the benefit of passengers. While airports continue to work with Congress and the Trump Administration on modernizing the PFC and protecting Open Skies agreements, we have a new opportunity to ensure the aviation industry is made better through enhanced competition.

Nearly 300 congested airports around the world are governed by an airline-imposed, airline-administered management system known as slots. Dating back to the 1970s, slots can be thought of most simply as a reservation system that provides airlines with dedicated windows of time in which to land or depart an aircraft at highly congested airports.

So much has changed in our industry since the slots management system was put into place nearly 50 years ago. As such, airports are working through the ACI World Expert Group on Slots to examine opportunities that strengthen airline competition by reforming the global slots system. Of course, the airlines think the current system is already the "gold standard," despite clear evidence to the contrary.

Most notably, airports should be involved in slots-related decision making. While airports best understand the functionality and capabilities of airport infrastructure to help drive efficiency, airports currently do not have a seat at the table in slots management. The airport perspective is essential when ensuring airport infrastructure and services are used as efficiently as possible.

Passengers will also benefit from greater transparency and a more consistent application of global rules that govern slot management at congested airports. The slots program has long been heralded as a system that protects incumbent airlines and prohibits new entrants from accessing a market. In some cases, an airport's slots program has become a highly lucrative trading scheme in which one airline profits by selling their unused slots to another carrier at a high premium, driving up costs instead of relying on competition to drive more efficient use of airport infrastructure and lower costs for passengers.

Airports exist to provide for the safe, secure, and efficient movement of people and goods. Our airline partners are an important part of that equation, but their main focus is ensuring continued profitability. Airports have a different focus in representing the views of local communities within the broader aviation system, and that includes ensuring the most competitive industry possible for the benefit of our passengers, customers, and communities. Through competition, we can improve air travel for everyone, even the airlines.



AIRPORTS



San Diego International Airport Unveils Indect's Parking Guidance System In New Terminal 2 Parking Plaza

SOURCE: INDECT USA JUN 26, 2018



To enhance the look of the Indect parking guidance system each sensor casing was custom colored to match the ceiling, and a unique rail and dropper system was developed to ensure that the sensors were mounted discretely.

Photo credit: Indect USA

Parking is easier and more convenient than ever at San Diego International Airport with the installation of an **Indect** parking guidance system in the airport's new Terminal 2 Parking Plaza. The new parking garage utilizes a custom-designed Indect Upsolut parking guidance system to monitor where open parking spaces are available and guide travelers directly to open spots.

The Indect parking guidance system (PGS) features the installation of sensors over the garage's parking spaces to monitor whether individual spaces are occupied or available. The status of each space is indicated by highly visible LED lights, with different colors indicating each space's status and user group: green for available, red for occupied, blue for handicapped parking and clear for electric vehicle charging stations. The lights are clearly visible to drivers when they enter so they can quickly determine where spaces are available. The system also features a comprehensive signage plan with 189 high-visibility, 7-segment LED parking guidance signs to provide seamless directions from anywhere in the garage.

Conveniently located near Terminal 2, the new million square foot parking garage offers 2,900 parking spaces on three levels, including a number of open-air rooftop spaces for travelers wishing to take in the impressive harbor and downtown views. The \$128 million parking structure was designed to complement surrounding architecture as well, and it includes numerous public art installations and attractive glass-front elevators.

"This is a beautiful parking facility, and it was imperative that the parking guidance system enhance the overall character of the garage," said Dale Fowler, president of Indect USA. "We were able to provide a meticulous installation with no exposed conduits to give a clean visual appearance and make it fit seamlessly into the structure's design."

To enhance the look of the Indect parking guidance system each sensor casing was custom colored to match the ceiling, and a unique rail and dropper system was developed to ensure that the sensors were mounted discretely. Because the garage is located close to the Pacific Ocean the highest-grade aluminum was used to withstand the coastal environment.

"The Upsolut is the only parking guidance sensor in the world that is rated IP67. This means it can be totally immersed in water and is impervious to dirt and dust, making it ideally suited to the San Diego climate." said Fowler.

Indect's guidance technology has been fully integrated with the garage's new ticket machines and boom gates. This integration will allow the airport to zone premium parking areas and offer a 'Find My Car' system for travelers who forget where they parked.

