



AGENDA
AIRPORTS BOARD
Thursday, January 17, 2013
1:30 p.m.
Council Chambers, Administration Building
Beaufort County Government Center
100 Ribaut Road, Beaufort

In accordance with South Carolina Code of Laws, 1976, as amended, Section 30-4-80(d), all local media was duly notified of the time, date, place and agenda of this meeting.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. MOTION TO ACCEPT JANUARY 17, 2013 AGENDA
4. MOTION TO ACCEPT NOVEMBER 15, 2012 MINUTES ([backup](#))
5. GUEST INTRODUCTIONS
6. PUBLIC COMMENT - Limited to Three Minutes Each Person
7. AIRPORTS FINANCIALS – Alicia Holland
 - A. Hilton Head Island Airport / HDX ([backup](#))
 - B. Beaufort County Airport / ARW ([backup](#))
 - C. Five-Year Cash Flow ([backup](#))
8. BEAUFORT COUNTY AIRPORT REPORT
 - A. Fuel Sales - Joel Phillips ([backup](#))
 - B. Projects Update – Rob McFee
9. HILTON HEAD ISLAND AIRPORT REPORT
Mr. Rob McFee, Division Director, Engineering & Infrastructure
 - A. Tower Report ([backup](#))
 - B. Projects Update
 - C. Operations Report ([backup](#))
 - D. Noise Complaints & Traffic Counters
10. COMMITTEE REPORTS
 - A. Lady's Island Airport Operations - Pete Buchanan
 - B. Hilton Head Island Airport Operations - Will Dopp



11. NEW BUSINESS:

12. UNFINISHED BUSINESS:

A. Accommodations Tax: Will Dopp

13. PUBLIC COMMENT - Limited to Three Minutes Each Person

14. FUTURE MEETINGS

Airports Board: The next meeting will be held on February 21, 2013 at 1:30 PM in the County Council Chambers of the Beaufort County Government Center.

15. ADJOURNMENT



AIRPORTS BOARD

November 15, 2012

The electronic and print media were duly notified in
Accordance with the State Freedom of Information Act

Notification: To view video of full discussion of this meeting please visit
http://beaufort.granicus.com/ViewPublisher.php?view_id=2

The Airports Board met on Thursday November 15, 2012 at 1:30 p.m., in the Council Chambers of the Beaufort County Government Center. Chairman Mazzei called the meeting to order and led the attendees in the Pledge of Allegiance.

ATTENDANCE

Airports Board Members: Chairman Joe Mazzei, Vice Chairman Graham Kerr, Will Dopp, Derek Gilbert, Ron Smetek, Carl Wedler, and Councilman Stu Rodman – Beaufort County Liaison. (Absent: Richard Wirth, Rich Sells, Ross Sanders and Councilman Ken Heitzke – Town of Hilton Head Island Liaison)

County Staff: Gary Kubic, County Administrator; Bryan Hill, Deputy Administrator; Councilman William McBride; Rob McFee, Director, Engineering and Infrastructure; Alicia Holland, Controller; Joel Phillips, Beaufort County Airport Supervisor; and Linda Wright, Administrative Assistant.

Public: Judy Elder, Talbert & Bright; Ken Holt, Michael Baker & Associates; Joe Zimmerman, Resident; John McCann, Resident; and Jim Collett, Resident, Councilman Bill Harkins, Town of Hilton Head Island; Anne Esposito, Resident; Nick Esposito, Resident; Bob Walhaus, Resident; Bob Gentzler, Resident, Jim Webb, Resident; and Wil Hamp, Resident.

MOTION TO ACCEPT AGENDA

Motion: It was moved by Mr. Kerr, seconded by Mr. Smetek that the November 15, 2012 agenda be approved. The vote was: FOR – Mr. Mazzei, Mr. Dopp, Mr. Buchanan, Mr. Kerr, Mr. Gilbert, Mr. Smetek, Mr. Nash, and Mr. Wedler. AGAINST – None. ABSENT – Mr. Sanders, Mr. Wirth, and Mr. Sells.

MOTION TO ACCEPT MINUTES

Motion: It was moved by Mr. Dopp, seconded by Mr. Kerr that the October 18, 2012 minutes be approved. The vote was: FOR – Mr. Mazzei, Mr. Dopp, Mr. Buchanan, Mr. Kerr, Mr. Gilbert, Mr. Smetek, Mr. Nash, and Mr. Wedler. AGAINST – None. ABSENT – Mr. Sanders, Mr. Wirth, and Mr. Sells.

ADMINISTRATIVE MATTERS

1. Search for Airports Director and Interim Management – Gary Kubic

Mr. Kubic said County policy states that personnel matters are not discussed in public sessions, but he felt it was necessary to advise the community at-large through newspaper articles about the Airports Director's resignation. He stated a statewide search would go out for a new director and invited a member of the Airports Board to serve on the interview board for this position. Mr. Kubic stated that the interim management will be Rob McFee, Director of Engineering and Infrastructure in close association with Mr. Kubic and Mr. Hill with David Starkey and Alicia Holland giving financial support.

2. Lady's Island Airport Master Plan – Gary Kubic

Mr. Kubic stated that as the Administrator his responsibility will be to listen, learn and receive guidance from Beaufort County Council as to what should or should not be a part of the Master Plan and then he will fully implement it. He stated there seems to be a lot of questions concerning the dynamics of the Master Plan so he would like to have any questions submitted to him in writing with copies to Rob McFee, David Starkey and Bryan Hill

3. Acceptance and Certification of Grants – Gary Kubic

Mr. Kubic stated a grant offer is simply an offer and the way it should be viewed by the County is that the result of a grant does not necessarily justify the means. He stated the Airports are enterprise funds and therefore they live and die by the revenue they generate annually. Mr. Kubic stated this does not mean that the grant cannot move forward as it can through the utilization of the cash flow of the County. He then explained the difference between a loan to the enterprise fund or through the general appropriations process. Mr. Kubic stated they are working on a new policy and procedures manual dealing with grant certification, but it will not delay or impair getting the jobs done.

Mr. Buchanan asked for a clarification of an enterprise fund. Mr. Kubic stated an enterprise fund is something that people can do as a business on their own whereas general fund operations is a service process for those things that people cannot do by themselves.

Mr. Mazzei asked the Board members to submit their questions concerning the Lady's Island Master Plan to him or Mr. Kerr or Mr. Buchanan instead of sending them straight to Mr. Kubic so they can consolidate the questions.

Mr. Mazzei wanted to know if Mr. Kubic envisioned the grants being an annual process during the time the budgets are prepared. Mr. Kubic stated he would prefer that each annual budget have a portion for local match if it matches the five year plan, but they would have to be flexible because some projects extend for several years before they receive reimbursement from the FAA.

Councilman Rodman stated that the Town of Hilton Head Island is going back through its Land Management Ordinance (LMO) and they are open to input from Administration and perhaps the from the Airports Board.

PUBLIC COMMENTS – There were no comments at this time.

AIRPORT FINANCIALS

Ms. Holland gave an update on the Airports' financials and gave a presentation concerning the payable trends to the General Fund. She stated the point she wanted to make was that over a three year time period the total owed to the General Fund by both Airports has decreased by approximately \$300,000.00 which is approximately 8%.

HILTON HEAD ISLAND AIRPORT REPORT

Mr. McFee presented an update of the operations and projects at the Hilton Head Island Airport. Mr. Mazzei suggested that during the interim management period, Mr. McFee limit his presentation to only the items that have changed or any major issues with the Master Plan. He stated this would alleviate the burden on Mr. McFee's time. There was no opposition from the Board on Mr. Mazzei's suggestion.

There were 9 medivacs, 1 medical emergency in the terminal, 0 noise complaints, 126 after hours count, 2,680 total operations with 1,510 being IFR procedures.

LADY'S ISLAND AIRPORT REPORT

Mr. Mazzei suggested that Mr. Phillips give the Lady's Island Airport report during the interim management period with Mr. McFee focusing on only the critical changes.

Before continuing with the Lady's Island Airport report, Mr. Smetek stated that before Mr. Andres' departure he (Mr. Andres) had provided the Board a report on the meeting that was held June 27th concerning the Hilton Head Island Airport Environmental Assessment. He stated that he and many of the communities at the meeting who submitted questions are extremely disappointed in the substance and quality of the response that was provided in the report. Mr. Smetek asked for answers to the following questions:

- When will the next public meeting be held with Talbert & Bright to review these findings?
- Who is the Contracting Officer, or the Contracting Officer's Technical Representative, for the Talbert & Bright contract to whom we can address specific questions and concerns on this Report?
- What is the specific schedule for the release of the next versions of this Environmental Assessment report and other required reports?

Mr. Mazzei asked Ms. Elder if the Environmental Assessment was done in conformance with all other environmental assessments for other airports. Ms. Elder stated this was correct. Mr. Mazzei asked Ms. Elder if the Economic Analysis was done in accordance with the Bureau of Economics and Statistics. Ms. Elder stated this was correct. Mr. Mazzei asked Ms. Elder if there is a procedure in the process that provides for additional input for people who do not like the response. Ms. Elder stated no, but they need to remember that the meeting on June 27th was a status meeting. She stated the document cannot be issued until the FAA has reviewed it and approved it. She stated they are in a holding phase right now until the Memorandum of

Agreement is signed between the FAA and the State Historic Preservation Office for the Phase III Archeology. Ms. Elder stated another public hearing will be held later. Mr. Mazzei asked if there would be a provision for more public input at that time. Ms. Elder stated that once the FAA approves the draft Environmental Assessment the document will go out for review for 45 days. She stated that it will be 30 days prior to the public hearing and 15 days after. Ms. Elder stated the public will have another opportunity to comment during this time and will be taken under consideration by the FAA.

In an unrelated matter, Mr. Kerr suggested that Mr. Phillips be excused from attending the Board meetings unless he has something detailed to report as he (Mr. Phillips) is tied up at the meetings all afternoon when his report normally takes 30 seconds. Mr. Mazzei concurred.

Mr. Phillips continued with the operations report at the Lady's Island Airport and stated they are approximately 12% up over the same time period of last year.

In referring to Mr. Kerr's comment concerning Mr. Phillips' attendance at the meeting, Mr. Wedler suggested the Lady's Island Airport Report be moved up on the agenda before the Hilton Head Island Airport Report. Mr. Mazzei concurred.

COMMITTEE REPORTS

1. Lady's Island Airport Operations –Pete Buchanan – No Report

2. Hilton Head Island Airport Operations – Will Dopp

Mr. Dopp stated that aircraft movements are down 4.5% from the same time period last year, but the passenger count is up slightly. Signature Flight Support's revenues are up therefore the County's share has also increased. The higher cost of fuel is part of the reason for the increase in fuel revenues.

NEW BUSINESS

1. ARW FY-13 and 5 Year AIP – Rob McFee

Mr. McFee pointed out the highlights of the graphic depicting the FY-13 and 5 Year AIP (see Attachment "A").

2. HXD FY-13 and 5 Year AIP – Rob McFee

Mr. McFee pointed out the highlights of the graphic depicting the FY-13 and 5 Year AIP (see Attachment "B").

Mr. McFee stated that Talbert & Bright has sent a schematic for the terminal improvements design at the Hilton Head Island Airport. He stated this project was not included in the packet for the Board as it is still conceptual at this time.

UNFINISHED BUSINESS

1. Accommodations Tax – Will Dopp

Mr. Dopp stated the hearing for the ATAX request is scheduled for November 28th at 10:40 AM at the Hilton Head Island Town Center. He encouraged the Board members to attend.

2. Airport Funding Initiatives

Mr. Mazzei stated this topic would be postponed.

3. Hilton Head Island Airport 5 Year Cash Flow Projections

Mr. Mazzei suggested the Board take the time to review this document (see Attachment "C") before it is discussed. Councilman Rodman stated he believes that for small businesses like enterprises it is better to look at the cash flow as opposed to the accrual accounting which gets into the issue of depreciation of gifted money. He suggested that the Board, as a group, fine tune this document and then possibly make a recommendation to the Finance Committee. Mr. Mazzei suggested that Ms. Holland provide the same type of document for the Lady's Island Airport. Mr. Buchanan asked if possible revenue enhancements through use of the property could be added to the Lady's Island Airport report. Councilman Rodman concurred and stated that although Council may or may not reimburse the Airport for Mosquito Control or the aircraft property tax that presently goes to the General Fund, they may want to add them to the model to see what the true economic impact could be.

PUBLIC COMMENTS CONTINUED

- 1. Bob Gentzler**, speaking on behalf of the Palmetto Hall Community, stated he wanted to inform the Airports Board that as of November 6th the Community dropped the appeal and that both the Town's and County's attorneys have been informed. He stated they hope this effort will facilitate resolution of many of the Airport's issues.
- 2. Bob Walhaus**, a resident of Palmetto Hall, stated the dissatisfaction they have had with the response to their questions is because it is a boilerplate response of "this information is in the process of being developed, reviewed and approved". Mr. Walhaus stated this means the consultant was not adequately prepared to do a meaningful community input event, at least last June. He stated that the Wilbur Smith's study of the Economic Impact on Hilton Head Island reached the conclusion that it was \$81.1 million, but the current consultant revisited the topic using FAA guidelines and concluded the result as being \$117 million. Mr. Walhaus stated he applied FAA guidelines and his result was \$26.5 million. He felt that improper data had been used with the FAA guidelines. Mr. Walhaus also disagreed with the results of the consultant's survey of 178 passengers that indicated 90% of the passengers were visitors and 10% were residents.
- 3. Joe Zimmerman**, stated the second sheet of the AIP shows on FY-18 the local share is at the 2.5% instead of the 5%. He stated that FY-16 talks about the design services for the vertical precision guidance on Runway 21. Mr. Zimmerman wanted to know if the 34:1 approach slope would be impacted when the VPG is done on Runway 21.

Mr. Mazzei asked that any Board member interested in being on the hiring review board for the director's position to please send him an email so he can make a list of those interested and then one person will be selected.

Mr. Mazzei asked that any questions concerning the Lady's Island Master Plan be submitted to him in writing with a copy to Mr. Kerr and Mr. Buchanan by next Thursday.

Councilman Rodman stated that if there is no one interested from the Airports Board that would like to be on the hiring review board, they may want to consider someone who was a previous Airports Board member.

FUTURE MEETINGS

The next Airports Board meeting will be Thursday December 20, 2012 at 1:30 p.m. in the County Council Chambers of the Beaufort County Government Center.

ADJOURNMENT – 3:15 PM

BEAUFORT COUNTY AIRPORT (ARW)							
NPIAS 45-0008							
CITY: Beaufort, South Carolina							
AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)							
FUNDING SCENARIO							
FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE
13	Runway 07 Tree Removal Phase III (Construction and Mitigation)	\$800,000	\$720,000	\$140,000	\$580,000	\$40,000	\$40,000
	SWPPP (Reimbursement)	\$10,618	\$10,000	\$10,000	\$0	\$309	\$309
	3-year DBE Plan	\$10,000	\$9,000	\$0	\$9,000	\$500	\$500
	Total	\$820,618	\$739,000	\$150,000	\$589,000	\$40,809	\$40,809

BEAUFORT COUNTY AIRPORT (ARW)

NPIAS 45-0008
 CITY: Beaufort, South Carolina

**AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)
 FUNDING SCENARIO (FY '14 to '18)**

FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE
14	Runway Safety Area Improvements and Partial Parallel Taxiway Extension (EA)	\$350,000	\$315,000	\$150,000	\$165,000	\$17,500	\$17,500
	Parking Lot Relocation and Utility Connection to Terminal (Design)	\$100,000	\$90,000	\$0	\$90,000	\$5,000	\$5,000
	Total	\$450,000	\$405,000	\$150,000	\$255,000	\$22,500	\$22,500
15	Runway Safety Area Improvements (Design and Permitting)	\$600,000	\$540,000	\$150,000	\$390,000	\$30,000	\$30,000
	Parking Lot Relocation and Utility Connection to Terminal (Construction)	\$650,000	\$585,000	\$0	\$585,000	\$32,500	\$32,500
	3-Year DBE Plan	\$10,000	\$9,000	\$0	\$9,000	\$500	\$500
Total	\$1,260,000	\$1,134,000	\$150,000	\$984,000	\$63,000	\$63,000	
16	Runway Safety Area Improvements (Construction)	\$3,370,000	\$3,033,000	\$150,000	\$2,883,000	\$168,500	\$168,500
Total	\$3,370,000	\$3,033,000	\$150,000	\$2,883,000	\$168,500	\$168,500	
17	Partial Parallel Taxiway and Apron Expansion (Design and Permitting)	\$200,000	\$180,000	\$150,000	\$30,000	\$10,000	\$10,000
	Helipad (Design and Construction)	\$75,000	\$67,500	\$0	\$67,500	\$3,750	\$3,750
	Total	\$275,000	\$247,500	\$150,000	\$97,500	\$13,750	\$13,750
18	Partial Parallel Taxiway and Apron Expansion (Construction)	\$620,000	\$558,000	\$150,000	\$408,000	\$31,000	\$31,000
	Terminal Expansion (Design and Construction)	\$250,000	\$225,000	\$0	\$225,000	\$12,500	\$12,500
	3-Year DBE Plan	\$10,000	\$9,000	\$0	\$9,000	\$500	\$500
Total	\$880,000	\$792,000	\$150,000	\$642,000	\$44,000	\$44,000	
GRAND TOTAL		\$6,235,000	\$5,611,500	\$750,000	\$4,861,500	\$311,750	\$311,750

**RSA IMPROVEMENTS AND PARTIAL
PARALLEL TAXIWAY EXTENSION
(EA) - FY 2014**

**PARALLEL TAXIWAY AND APRON
EXPANSION
DESIGN - FY 2017
CONSTRUCTION - FY 2018**

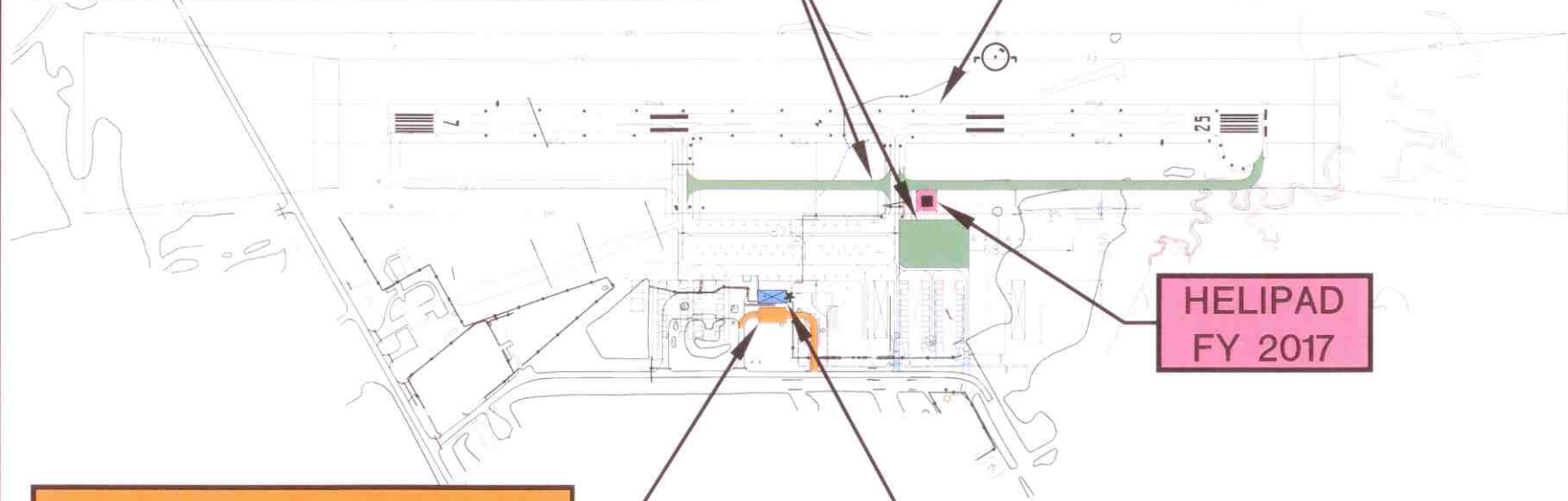
**RSA IMPROVEMENTS
DESIGN 2015
CONSTRUCTION 2016**

**HELIPAD
FY 2017**

**PARKING LOT RELOCATION
AND UTILITY CONNECTION
TO TERMINAL
DESIGN - FY 2014
CONSTRUCTION - FY 2015**

**TERMINAL EXPANSION
FY 2018**

DBE PLAN 2015-2019



TALBERT & BRIGHT
ENGINEERING & PLANNING CONSULTANTS
1000 W. BAYVIEW BLVD. SUITE 200
CHARLOTTE, NORTH CAROLINA 28203
PHONE: 704-646-8877 FAX: 704-646-8888
www.talbertandbright.com

REV. NO.	DESCRIPTION	DATE

CAPITAL IMPROVEMENT PROGRAM (CIP)
2014-2018 PROJECT LISTING
BEAUFORT COUNTY AIRPORT

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

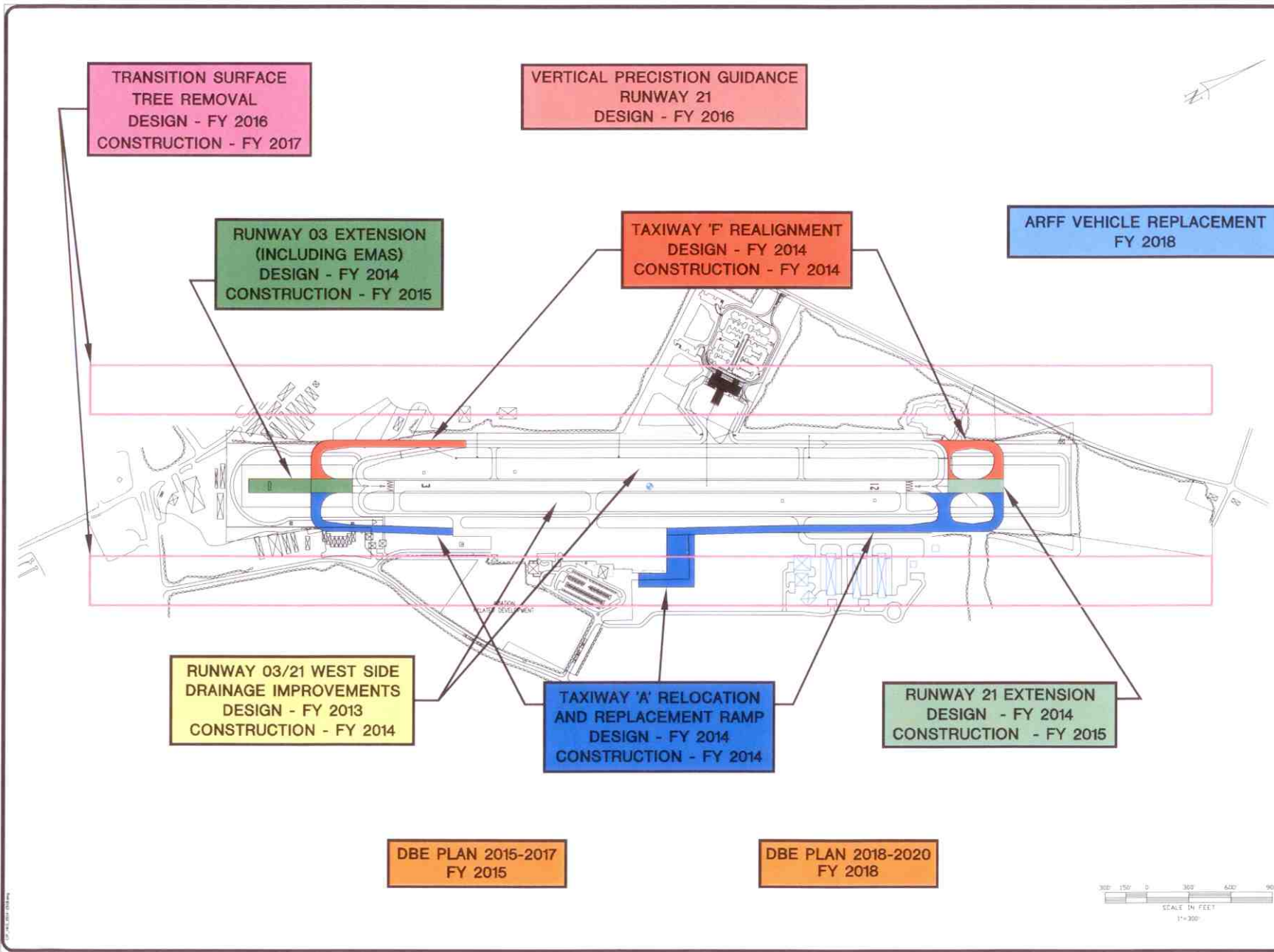
Designer: _____
Date: NOV 2012
Scale: AS SHOWN
Drawn: _____
Checked: _____
Project No: _____
Sheet No: _____

1

OF 1

HILTON HEAD ISLAND AIRPORT (HXD)							
NPIAS 45-0030							
CITY: Hilton Head Island, South Carolina							
AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)							
FUNDING SCENARIO							
FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE
13	Commercial Service Terminal Improvements - Hold Room and TSA Check Point (Construction)	\$1,637,500	\$1,473,750	\$1,000,000	\$473,750	\$81,875	\$81,875
	Runway 03 Off Airport Approach Tree Removal (Construction and Mitigation)	\$1,500,000	\$1,350,000	\$0	\$1,350,000	\$75,000	\$75,000
	Land Acquisition (Runway 03 End)	\$3,600,000	\$3,240,000	\$0	\$3,240,000	\$0	\$360,000
	Land Acquisition (Runway 21 End)	\$5,100,000	\$4,590,000	\$0	\$4,590,000	\$0	\$510,000
	Total	\$11,837,500	\$10,653,750	\$1,000,000	\$9,653,750	\$156,875	\$1,026,875

HILTON HEAD ISLAND AIRPORT (HXD)							
NPIAS 45-0030							
CITY: Hilton Head Island, South Carolina							
AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)							
FUNDING SCENARIO (FY '14 to '18)							
FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE
14	Taxiway 'A' Relocation and Replacement Ramp (Design and Bidding)	\$151,400	\$136,260	\$136,260	\$0	\$7,570	\$7,570
	Taxiway 'F' Realignment (Design and Bidding)	\$90,000	\$81,000	\$81,000	\$0	\$4,500	\$4,500
	Runway 03/21 West Side Drainage Improvements (Design and Bidding)	\$96,000	\$86,400	\$86,400	\$0	\$4,800	\$4,800
	Runway 03 Extension (including EMAS) (Design and Bidding)	\$270,000	\$243,000	\$243,000	\$0	\$13,500	\$13,500
	Runway 21 Extension (Design and Bidding)	\$156,000	\$140,400	\$140,400	\$0	\$7,800	\$7,800
	Taxiway 'A' Relocation and Replacement Ramp (Construction)	\$2,825,000	\$2,542,500	\$312,940	\$2,229,560	\$141,250	\$141,250
	Taxiway 'F' Realignment (Construction)	\$920,000	\$828,000	\$0	\$828,000	\$46,000	\$46,000
	Runway 03/21 West Side Drainage Improvements (Construction)	\$1,600,000	\$1,440,000	\$0	\$1,440,000	\$80,000	\$80,000
	Total	\$6,108,400	\$5,497,560	\$1,000,000	\$4,497,560	\$305,420	\$305,420
15	Runway 03 Extension (including EMAS)	\$4,200,000	\$3,780,000	\$1,000,000	\$2,780,000	\$210,000	\$210,000
	Runway 21 Extension (Construction)	\$3,300,000	\$3,135,000	\$0	\$3,135,000	\$0	\$165,000
	3-Year DBE Plan	\$10,000	\$9,000	\$0	\$9,000	\$500	\$500
	Total	\$7,510,000	\$6,924,000	\$1,000,000	\$5,924,000	\$210,500	\$375,500
16	Transition Surface Tree Removal (Design Services Only)	\$300,000	\$270,000	\$285,000	\$0	\$15,000	\$15,000
	VPG Runway 21 (Design Services Only)	\$75,000	\$67,500	\$71,250	\$0	\$3,750	\$3,750
	Total	\$375,000	\$337,500	\$356,250	\$0	\$18,750	\$18,750
17	Transition Surface Tree Removal (Construction and Mitigation)	\$1,700,000	\$1,615,000	\$1,000,000	\$615,000	\$42,500	\$42,500
Total	\$1,700,000	\$1,615,000	\$1,000,000	\$615,000	\$42,500	\$42,500	
18	ARFF Vehicle Replacement	\$350,000	\$332,500	\$332,500	\$0	\$8,750	\$8,750
	3-Year DBE Plan	\$10,000	\$9,000	\$9,500	\$0	\$500	\$500
	Total	\$360,000	\$341,500	\$342,000	\$0	\$9,250	\$9,250
GRAND TOTAL		\$16,053,400	\$14,715,560	\$3,698,250	\$11,036,560	\$586,420	\$751,420



TRANSITION SURFACE
TREE REMOVAL
DESIGN - FY 2016
CONSTRUCTION - FY 2017

VERTICAL PRECISION GUIDANCE
RUNWAY 21
DESIGN - FY 2016

RUNWAY 03 EXTENSION
(INCLUDING EMAS)
DESIGN - FY 2014
CONSTRUCTION - FY 2015

TAXIWAY 'F' REALIGNMENT
DESIGN - FY 2014
CONSTRUCTION - FY 2014

ARFF VEHICLE REPLACEMENT
FY 2018

RUNWAY 03/21 WEST SIDE
DRAINAGE IMPROVEMENTS
DESIGN - FY 2013
CONSTRUCTION - FY 2014

TAXIWAY 'A' RELOCATION
AND REPLACEMENT RAMP
DESIGN - FY 2014
CONSTRUCTION - FY 2014

RUNWAY 21 EXTENSION
DESIGN - FY 2014
CONSTRUCTION - FY 2015

DBE PLAN 2015-2017
FY 2015

DBE PLAN 2018-2020
FY 2018



TALBERT & BRIGHT
ENGINEERING & PLANNING CONSULTANTS
900 SOUTH PARKWAY, SUITE 200
CHARLOTTE, NORTH CAROLINA, 28211
PHONE: 704-455-0777 FAX: 704-455-0086
www.talbertbright.com

REV	NO.	DESCRIPTION	DATE

CAPITAL IMPROVEMENT PROGRAM (CIP)
2014-2018 PROJECT LISTING
HILTON HEAD ISLAND AIRPORT

PRELIMINARY
NOT RELEASED
FOR CONSTRUCTION

Designs	
Date	NOV 2012
Scale	AS SHOWN
Drawn	
Checked	
Project No.	
Sheet No.	

1

OF 1

HXD Cash Flow - 5 Year Projection

Attachment "C"

		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL	
REVENUES								
Commercial								
58001-43780	TSA Reimbursement	135,808	135,808	135,808	135,808	135,808	679,040	
58001-44840	Landing Fees	115,000	115,000	115,000	115,000	115,000	575,000	
58001-44850	Parking Fees	52,000	52,000	52,000	52,000	52,000	260,000	
58001-44860	Taxi/Limo Fees	13,600	13,600	14,960	14,960	14,960	72,080	
58001-44890	Firefighting Fees	255,144	255,144	255,144	255,144	255,144	1,275,720	
58001-44895	Security Fees	26,587	26,587	26,587	26,587	26,587	132,935	
58001-47120	Rent - Airline/Common	57,000	57,000	57,000	57,000	57,000	285,000	
58001-47121	Rent - Airline/Exclusive	33,000	33,000	33,000	33,000	33,000	165,000	
58001-47130	Rental Cars - Counter	24,128	24,128	24,128	24,128	24,128	120,640	
58001-47131	Rental Cars - Ready Spaces	19,800	19,800	19,800	19,800	19,800	99,000	
58001-47132	Rental Cars - Commission	425,560	425,560	425,560	425,560	425,560	2,127,800	
58001-47140	Rent - Snack Bar/Gift Shop	7,800	7,800	7,800	7,800	7,800	39,000	
58001-47150	Rent - Advertising Space	9,000	9,000	9,000	9,000	9,000	45,000	
58001-47210	Rental TSA	16,880	16,880	16,880	16,880	16,880	84,400	
	Commercial Grand Total	1,191,307	1,191,307	1,192,667	1,192,667	1,192,667	5,960,615	
General Aviation								
58001-47100	FBO - Ground Lease	49,287	50,519	51,751	53,045	54,339	258,942	
58001-47105	FBO - Concessions	16,000	17,600	18,480	19,404	20,374	91,858	
58001-47110	FBO - Fuel Flow	225,000	230,625	236,250	242,156	248,063	1,182,094	
	FBO subtotal	290,287	298,744	306,481	314,605	322,776	1,532,894	
58001-47220	Hangar Rental	100,470	100,470	100,470	100,470	100,470	502,349	
58001-47230	Hangar Rental - 60 x 52	42,665	42,665	42,665	42,665	42,665	213,323	
58001-47240	Hangar Rental - 80 x 80	29,172	29,172	29,172	29,172	29,172	145,861	
	Hangar subtotal	172,307	172,307	172,307	172,307	172,307	861,533	
58001-47250	Hangar Property Taxes	9,000	9,000	9,000	9,000	9,000	45,000	
58001-47010	TTF Access Agreement	21,000	21,000	25,000	25,000	28,000	120,000	
58001-47010	Aircraft Maintenance	5,000	5,000	5,000	5,000	5,000	25,000	
	Other Subtotal	35,000	35,000	39,000	39,000	42,000	190,000	
	GA Grand Total	497,594	506,051	517,788	525,912	537,082	2,584,427	
Miscellaneous								
58001-46010	Interest on Investments	10,000	10,000	10,000	10,000	10,000	50,000	
58001-47010	Miscellaneous Revenues	3,000	3,000	3,000	3,000	3,000	15,000	
		13,000	13,000	13,000	13,000	13,000	65,000	
Capital								
48001-43730	FAA Grant Revenue	4,224,539	5,833,020	10,116,200	2,300,740	1,800,000	24,274,499	
48001-43740	SCAC Grant Revenue	161,487	119,290	304,511	127,819	100,000	813,107	
		4,386,026	5,952,310	10,420,711	2,428,559	1,900,000	25,087,606	
PFC								
48501-44845	Passenger Facility Charge	258,773	258,773	258,773	258,773	258,773	1,293,865	
	Revenue Grand Total	\$ 6,346,699	\$ 7,921,441	\$ 12,402,939	\$ 4,418,911	\$ 3,901,522	\$ 34,991,513	-

HXD Cash Flow - 5 Year Projection

		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
EXPENDITURES							
<i>Expenditures allocated between Commercial & GA</i>							
Commercial							
(allocated 80%)	Personnel	(758,533)	(768,175)	(780,987)	(794,055)	(807,384)	(3,909,134)
	Purchased Services	(387,179)	(392,573)	(398,047)	(403,604)	(409,243)	(1,990,646)
	Supplies	(75,263)	(65,332)	(65,808)	(66,291)	(66,781)	(339,474)
	Operating Capital	<u>(12,000)</u>	<u>(12,000)</u>	<u>(12,000)</u>	<u>(12,000)</u>	<u>(12,000)</u>	<u>(60,000)</u>
		(1,232,976)	(1,238,079)	(1,256,841)	(1,275,949)	(1,295,409)	(6,299,254)
General Aviation							
(allocated 20%)	Personnel	(189,633)	(192,044)	(195,247)	(198,514)	(201,846)	(977,283)
	Purchased Services	(96,795)	(98,143)	(99,512)	(100,901)	(102,311)	(497,662)
	Hangar Management Fee	** (26,000)	(26,000)	(26,000)	(26,000)	(26,000)	(130,000)
	Hangar Property Taxes & SWU Fee	** (50,000)	(50,750)	(51,511)	(52,284)	(53,068)	(257,613)
	Supplies	(18,816)	(16,333)	(16,452)	(16,573)	(16,695)	(84,868)
	Hangar Debt Service	** (78,810)	(76,379)	(73,824)	(71,138)	(68,316)	(368,467)
	Hangar Principal Payments	** (47,725)	(50,156)	(52,711)	(55,397)	(58,219)	(264,208)
	Operating Capital	<u>(3,000)</u>	<u>(3,000)</u>	<u>(3,000)</u>	<u>(3,000)</u>	<u>(3,000)</u>	<u>(15,000)</u>
		(510,779)	(512,805)	(518,257)	(523,806)	(529,455)	(2,595,102)
		-	-	-	-	-	
Capital							
	Land Acquisition/Exec Air	(313,450)					(313,450)
	Improve Terminal Building Phase 1 (D&B)	(198,878)					(198,878)
	Tree Removal Mitigation (On Airport)	(635,298)					(635,298)
	Runway 21 Off Airport Tree Obx Removal	(891,600)	(891,600)				(1,783,200)
	Extend Runway 3/21 - EA/BCA/TCP	(314,220)					(314,220)
	Phase 3 Archeology Data Recovery	(443,100)					(443,100)
	Runway 3 34:1 Tree Obx Removal	(1,500,000)					(1,500,000)
	Lighted Sign Relocation Construction	(266,639)					(266,639)
	Improve Terminal Building (Construction)		(900,000)	(900,000)			(1,800,000)
	Land Acquisition - Airfield Deficiency Rwy 3		(3,600,000)				(3,600,000)
	Airfield Deficiency Correction (Taxiways)		(300,000)	(1,166,738)	(574,662)		(2,041,400)
	Land Acquisition - Rwy Ext & Road Relocation (Rwy 21)			(5,150,000)			(5,150,000)
	700' Runway Ext Design & Construction (Rwys 3 & 21)		(340,000)	(1,276,484)	(628,716)		(2,245,200)
	Runway 3 EMAS		(100,000)	(1,273,000)	(627,000)		(2,000,000)
	Runway Safety Area E-W Drainage Improvement Design		(300,000)				(300,000)
	Runway Safety Area E-W Drainage Improvement Constr			(1,474,000)	(726,000)		(2,200,000)
	Transitional Surface Obstruction Removal (Trees)					(2,000,000)	(2,000,000)
		(4,563,185)	(6,431,600)	(11,240,222)	(2,556,378)	(2,000,000)	(26,791,385)
	Expenditure Grand Total	\$ (6,306,939)	\$ (8,182,484)	\$ (13,015,320)	\$ (4,356,133)	\$ (3,824,864)	\$ (35,685,741)
	Net Surplus/(Deficit)	\$ 39,760	\$ (261,043)	\$ (612,381)	\$ 62,778	\$ 76,658	\$ (694,228)
Note: Above figures are based on anticipated cash flows and do not include depreciation and other post employment benefit expenditures.							
** These expenditures are 100% allocated to General Aviation.							

HXD Cash Flow - Summary

		GA Only	1 AIRLINE	2 AIRLINES	3 AIRLINES
REVENUES					
Commercial			<u>1,221,307</u>	<u>1,484,976</u>	<u>1,763,476</u>
General Aviation		<u>497,594</u>	<u>497,594</u>	<u>497,594</u>	<u>497,594</u>
	FBO subtotal	290,287	290,287	290,287	290,287
	Hangar subtotal	172,307	172,307	172,307	172,307
	Other Subtotal	35,000	35,000	35,000	35,000
Miscellaneous		<u>13,000</u>	<u>13,000</u>	<u>13,000</u>	<u>13,000</u>
Capital		<u>158,333</u>	<u>1,055,556</u>	<u>1,055,556</u>	<u>1,055,556</u>
	FAA Grant Revenue	150,000	1,000,000	1,000,000	1,000,000
	SCAC Grant Revenue	8,333	55,556	55,556	55,556
	Revenue Grand Total	<u>\$ 668,927</u>	<u>\$ 2,787,456</u>	<u>\$ 3,051,125</u>	<u>\$ 3,329,625</u>
EXPENDITURES					
<i>Expenditures allocated between Commercial & GA</i>					
Commercial			(1,232,976)	(1,232,976)	(1,232,976)
General Aviation		(510,778)	(510,778)	(510,778)	(510,778)
Capital		(166,667)	(1,111,111)	(1,111,111)	(1,111,111)
	Expenditure Grand Total	<u>\$ (677,445)</u>	<u>\$ (2,854,864)</u>	<u>\$ (2,854,864)</u>	<u>\$ (2,854,864)</u>
	Net Surplus/(Deficit)	<u>\$ (8,518)</u>	<u>\$ (67,408)</u>	<u>\$ 196,261</u>	<u>\$ 474,761</u>
Note: Above figures are based on anticipated cash flows and do not include depreciation and other post employment benefit expenditures.					
** These expenditures are 100% allocated to General Aviation.					

HXD Cash Flow - Detail

		GA Only	1 AIRLINE	2 AIRLINES	3 AIRLINES
REVENUES					
Commercial			<u>1,221,307</u>	<u>1,484,976</u>	<u>1,763,476</u>
58001-43780	TSA Reimbursement		135,808	135,808	135,808
58001-44840	Landing Fees		145,000	175,000	205,000
58001-44850	Parking Fees		52,000	75,000	100,000
58001-44860	Taxi/Limo Fees		13,600	18,000	22,500
58001-44890	Firefighting Fees		255,144	325,000	400,000
58001-44895	Security Fees		26,587	35,000	50,000
58001-47120	Rent - Airline/Common		57,000	57,000	57,000
58001-47121	Rent - Airline/Exclusive		33,000	61,000	90,000
58001-47130	Rental Cars - Counter		24,128	24,128	24,128
58001-47131	Rental Cars - Ready Spaces		19,800	19,800	19,800
58001-47132	Rental Cars - Commission		425,560	525,560	625,560
58001-47140	Rent - Snack Bar/Gift Shop		7,800	7,800	7,800
58001-47150	Rent - Advertising Space		9,000	9,000	9,000
58001-47210	Rental TSA		16,880	16,880	16,880
General Aviation		<u>497,594</u>	<u>497,594</u>	<u>497,594</u>	<u>497,594</u>
58001-47100	FBO - Ground Lease	49,287	49,287	49,287	49,287
58001-47105	FBO - Concessions	16,000	16,000	16,000	16,000
58001-47110	FBO - Fuel Flow	<u>225,000</u>	<u>225,000</u>	<u>225,000</u>	<u>225,000</u>
	FBO subtotal	290,287	290,287	290,287	290,287
58001-47220	Hangar Rental	100,470	100,470	100,470	100,470
58001-47230	Hangar Rental - 60 x 52	42,665	42,665	42,665	42,665
58001-47240	Hangar Rental - 80 x 80	<u>29,172</u>	<u>29,172</u>	<u>29,172</u>	<u>29,172</u>
	Hangar subtotal	172,307	172,307	172,307	172,307
58001-47250	Hangar Property Taxes	9,000	9,000	9,000	9,000
58001-47010	TTF Access Agreement	21,000	21,000	21,000	21,000
58001-47010	Aircraft Maintenance	<u>5,000</u>	<u>5,000</u>	<u>5,000</u>	<u>5,000</u>
	Other Subtotal	35,000	35,000	35,000	35,000
Miscellaneous		<u>13,000</u>	<u>13,000</u>	<u>13,000</u>	<u>13,000</u>
58001-46010	Interest on Investments	10,000	10,000	10,000	10,000
58001-47010	Miscellaneous Revenues	3,000	3,000	3,000	3,000
Capital		<u>158,333</u>	<u>1,055,556</u>	<u>1,055,556</u>	<u>1,055,556</u>
	FAA Grant Revenue	150,000	1,000,000	1,000,000	1,000,000
	SCAC Grant Revenue	<u>8,333</u>	<u>55,556</u>	<u>55,556</u>	<u>55,556</u>
	Revenue Grand Total	<u>\$ 668,927</u>	<u>\$ 2,787,456</u>	<u>\$ 3,051,125</u>	<u>\$ 3,329,625</u>

HXD Cash Flow - Detail

			GA Only	1 AIRLINE	2 AIRLINES	3 AIRLINES
EXPENDITURES						
<i>Expenditures allocated between Commercial & GA</i>						
Commercial						
(allocated 80%)	Personnel			(758,533)	(758,533)	(758,533)
	Purchased Services			(387,179)	(387,179)	(387,179)
	Supplies			(75,263)	(75,263)	(75,263)
	Operating Capital			(12,000)	(12,000)	(12,000)
				(1,232,976)	(1,232,976)	(1,232,976)
General Aviation						
(allocated 20%)	Personnel		(189,633)	(189,633)	(189,633)	(189,633)
	Purchased Services		(96,795)	(96,795)	(96,795)	(96,795)
	Hangar Management Fee	**	(26,000)	(26,000)	(26,000)	(26,000)
	Hangar Property Taxes & SWU Fee	**	(50,000)	(50,000)	(50,000)	(50,000)
	Supplies		(18,816)	(18,816)	(18,816)	(18,816)
	Hangar Debt Service	**	(73,693)	(73,693)	(73,693)	(73,693)
	Hangar Principal Payments	**	(52,841)	(52,841)	(52,841)	(52,841)
	Operating Capital		(3,000)	(3,000)	(3,000)	(3,000)
			(510,778)	(510,778)	(510,778)	(510,778)
				-	-	-
Capital			(166,667)	(1,111,111)	(1,111,111)	(1,111,111)
	Expenditure Grand Total		\$ (677,445)	\$ (2,854,864)	\$ (2,854,864)	\$ (2,854,864)
	Net Surplus/(Deficit)		\$ (8,518)	\$ (67,408)	\$ 196,261	\$ 474,761
<p>Note: Above figures are based on anticipated cash flows and do not include depreciation and other post employment benefit expenditures.</p> <p>** These expenditures are 100% allocated to General Aviation.</p>						

UNAUDITED
 BEAUFORT COUNTY, SOUTH CAROLINA
 STATEMENT OF NET ASSETS
 Hilton Head Island Airport
 December 31, 2012 & December 31, 2011

	<u>December 31, 2012</u>	<u>December 31, 2011</u>
<u>ASSETS</u>		
Current Assets		
Cash and Investments with Trustee	\$ 200	\$ 200
Receivables, Net	984,443	662,110
Prepayments	396	634
Total Current Assets	<u>985,039</u>	<u>662,944</u>
Capital Assets	26,626,053	25,978,767
Accumulated Depreciation	<u>(7,389,181)</u>	<u>(6,826,288)</u>
	19,236,872	19,152,479
Total Assets	20,221,911	19,815,423
<u>LIABILITIES</u>		
Liabilities		
Account Payable	67,523	316,519
Accrued Payroll	27,176	14,346
Accrued Compensated Absences	3,316	3,316
Due to General Fund	1,916,289	1,590,529
Current Portion of Advance from General Fund	<u>48,925</u>	<u>46,553</u>
Total Current Liabilities	2,063,229	1,971,263
Long Term Liabilities		
Accrued Compensated Absences	33,531	33,055
Net Other Postemployment Benefits Obligation	256,155	196,829
Advance from General Fund	1,521,426	1,570,351
Total Long Term Liabilities	<u>1,811,112</u>	<u>1,800,235</u>
Total Liabilities	3,874,341	3,771,498
<u>NET ASSETS</u>		
Invested in Capital Assets, Net		
of Related Debt	19,236,872	19,152,479
Unrestricted (Deficit)	<u>(2,889,302)</u>	<u>(3,108,554)</u>
Total Net Assets	<u>\$ 16,347,570</u>	<u>\$ 16,043,925</u>

UNAUDITED
 BEAUFORT COUNTY, SOUTH CAROLINA
 STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET ASSETS
 Hilton Head Island Airport
 For the Period Ended December 31, 2012

	Revised Budget FY 2013	December 31, 2012	Budget to Actual	Percent of Budget
Operating Revenues				
FBO Ground Lease	\$ 49,287	\$ 24,644	\$ (24,643)	50%
FBO Concessions	16,000	9,401	(6,599)	59%
FBO Fuel Commission	225,000	109,896	(115,104)	49%
Flight Training Commissions	-	746	746	100%
Firefighting Fees	255,144	127,572	(127,572)	50%
Landing Fees	115,000	57,445	(57,555)	50%
Parking/Taxi Fees	65,600	17,655	(47,945)	27%
Security Fees	26,587	13,294	(13,293)	50%
Rentals	593,168	286,256	(306,912)	48%
Hangar Rentals	181,307	86,153	(95,154)	48%
TSA Revenues	135,808	62,531	(73,277)	46%
Other Charges	24,000	15,957	(8,043)	66%
Total Operating Revenues	1,686,901	811,550	(875,351)	48%
Operating Expenses				
Personnel	1,003,167	484,225	(518,942)	48%
Purchased Services	559,974	261,403	(298,571)	47%
Supplies	94,078	21,886	(72,192)	23%
Non-Grant Capital Expenses	15,000	10,510	(4,490)	70%
Depreciation	650,000	277,530	(372,470)	43%
Total Operating Expenses	2,322,219	1,055,554	(1,266,665)	45%
Operating Income (Loss)	(635,318)	(244,004)	391,314	38%
Non-Operating Revenues (Expenses)				
FAA Grants	5,072,221	761,562	(4,310,659)	15%
SCAC Grants	185,572	-	(185,572)	0%
Passenger Facility Charges	258,773	86,695	(172,078)	34%
Non-Operating Grant Expenses	(5,459,038)	(168,878)	5,290,160	3%
Interest Earned	10,000	97	(9,903)	1%
Interest Expense	(78,810)	(39,702)	39,108	50%
Total Non-Operating Revenues	(11,282)	639,774	651,056	-5671%
Change in Net Assets	(646,600)	395,770	1,042,370	-61%
Net Assets, Beginning	15,951,800	15,951,800		
Net Assets, Ending	\$ 15,305,200	\$ 16,347,570	\$ 1,042,370	107%

UNAUDITED
 BEAUFORT COUNTY, SOUTH CAROLINA
 STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET ASSETS
 Hilton Head Island Airport
 For the Period Ended December 31, 2011

	Revised Budget FY 2012	December 31, 2011	Budget to Actual	Percent of Budget
Operating Revenues				
FBO Ground Lease	\$ 46,214	\$ 22,446	\$ (23,768)	49%
FBO Concessions	18,500	7,824	(10,676)	42%
FBO Fuel Commission	131,040	53,916	(77,124)	41%
Flight Training Commissions	-	384	384	100%
Firefighting Fees	255,144	127,573	(127,571)	50%
Landing Fees	115,000	64,334	(50,666)	56%
Parking/Taxi Fees	49,600	21,421	(28,179)	43%
Security Fees	26,587	13,294	(13,293)	50%
Rentals	593,168	281,713	(311,455)	47%
Hangar Rentals	136,019	86,153	(49,866)	63%
TSA Revenues	120,000	56,050	(63,950)	47%
Other Charges	8,000	-	(8,000)	0%
Total Operating Revenues	1,499,272	735,108	(764,164)	49%
Operating Expenses				
Personnel	865,764	448,490	(417,274)	52%
Purchased Services	625,657	263,175	(362,482)	42%
Supplies	68,867	31,479	(37,388)	46%
Non-Grant Capital Expenses	60,000	-	(60,000)	0%
Depreciation	650,000	277,530	(372,470)	43%
Total Operating Expenses	2,270,288	1,020,674	(1,249,614)	45%
Operating Income (Loss)	(771,016)	(285,566)	485,450	37%
Non-Operating Revenues (Expenses)				
FAA Grants	2,663,746	660,673	(2,003,073)	25%
SCAC Grants	63,005	-	(63,005)	0%
Passenger Facility Charges	84,212	-	(84,212)	0%
Non-Operating Grant Expenses	(2,687,212)	(391,386)	2,295,826	15%
Interest Earned	-	6,023	6,023	100%
Interest Expense	(126,535)	(40,844)	85,691	32%
Total Non-Operating Revenues	(2,784)	234,466	237,250	-8422%
Change in Net Assets	(773,800)	(51,100)	722,700	-93%
Net Assets, Beginning	16,095,025	16,095,025		
Net Assets, Ending	\$ 15,321,225	\$ 16,043,925	\$ 722,700	105%

UNAUDITED
 BEAUFORT COUNTY, SOUTH CAROLINA
 STATEMENT OF NET ASSETS
 Lady's Island Airport
 December 31, 2012 & December 31, 2011

	<u>December 31, 2012</u>	<u>December 31, 2011</u>
<u>ASSETS</u>		
Current Assets		
Cash and Investments with Trustee	\$ 372	\$ 372
Receivables, Net	33,100	13,646
Inventories	49,138	59,647
Total Current Assets	<u>82,610</u>	<u>73,665</u>
Capital Assets	4,798,267	4,785,022
Accumulated Depreciation	<u>(772,070)</u>	<u>(712,137)</u>
	4,026,197	4,072,885
Total Assets	4,108,807	4,146,550
<u>LIABILITIES</u>		
Liabilities		
Account Payable	46,158	98,422
Accrued Payroll	2,559	2,231
Accrued Compensated Absences	259	259
Due to General Fund	<u>339,552</u>	<u>292,081</u>
Total Current Liabilities	388,528	392,993
Long Term Liabilities		
Accrued Compensated Absences	2,623	2,354
Net Other Postemployment Benefits Obligation	<u>24,552</u>	<u>17,960</u>
Total Long Term Liabilities	27,175	20,314
Total Liabilities	415,703	413,307
<u>NET ASSETS</u>		
Invested in Capital Assets, Net of Related Debt	4,026,197	4,072,885
Unrestricted (Deficit)	<u>(333,093)</u>	<u>(339,642)</u>
Total Net Assets	<u>\$ 3,693,104</u>	<u>\$ 3,733,243</u>

UNAUDITED
 BEAUFORT COUNTY, SOUTH CAROLINA
 STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET ASSETS
 Lady's Island Airport
 For the Period Ended December 31, 2012

	Revised Budget FY 2013	December 31, 2012	Budget to Actual	Percent of Budget
Operating Revenues				
Fuel and Oil Sales	\$ 609,000	\$ 203,359	\$ (405,641)	33%
Flight Training Commissions	1,000	531	(469)	53%
Concession Sales	7,000	1,887	(5,113)	27%
Ramp Fees	13,500	6,385	(7,115)	47%
Rentals	118,100	58,456	(59,644)	49%
Other Charges	100	-	(100)	0%
Total Operating Revenues	<u>748,700</u>	<u>270,618</u>	<u>(478,082)</u>	<u>36%</u>
Operating Expenses				
Costs of Sales and Services	456,000	187,149	(268,851)	41%
Personnel	146,481	64,592	(81,889)	44%
Purchased Services	137,200	70,689	(66,511)	52%
Supplies	18,000	1,847	(16,153)	10%
Non-Grant Capital Expenses	10,000	-	(10,000)	0%
Depreciation	60,000	27,060	(32,940)	45%
Total Operating Expenses	<u>827,681</u>	<u>351,337</u>	<u>(476,344)</u>	<u>42%</u>
Operating Income (Loss)	(78,981)	(80,719)	(1,738)	102%
Non-Operating Revenues (Expenses)				
Non-Operating Grant Expenses	-	(1,709)	(1,709)	100%
Total Non-Operating Revenues	<u>-</u>	<u>(1,709)</u>	<u>(1,709)</u>	<u>100%</u>
Change in Net Assets	(78,981)	(82,428)	(3,447)	104%
Net Assets, Beginning	<u>3,775,532</u>	<u>3,775,532</u>		
Net Assets, Ending	<u>\$ 3,696,551</u>	<u>\$ 3,693,104</u>	<u>\$ (3,447)</u>	<u>100%</u>

UNAUDITED
 BEAUFORT COUNTY, SOUTH CAROLINA
 STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET ASSETS
 Lady's Island Airport
 For the Period Ended December 31, 2011

	Revised Budget FY 2012	December 31, 2011	Budget to Actual	Percent of Budget
Operating Revenues				
Fuel and Oil Sales	\$ 609,000	\$ 210,625	\$ (398,375)	35%
Flight Training Commissions	1,000	562	(438)	56%
Concession Sales	8,140	2,109	(6,031)	26%
Ramp Fees	15,000	5,983	(9,017)	40%
Rentals	115,100	60,108	(54,992)	52%
Other Charges	18,400	13	(18,387)	0%
Total Operating Revenues	766,640	279,400	(487,240)	36%
Operating Expenses				
Costs of Sales and Services	468,000	182,180	(285,820)	39%
Personnel	183,855	66,737	(117,118)	36%
Purchased Services	120,590	58,159	(62,431)	48%
Supplies	18,000	3,863	(14,137)	21%
Non-Grant Capital Expenses	16,000	-	(16,000)	0%
Depreciation	89,481	27,060	(62,421)	30%
Total Operating Expenses	895,926	337,999	(557,927)	38%
Operating Income (Loss)	(129,286)	(58,599)	70,687	45%
Non-Operating Revenues (Expenses)				
FAA Grants	864,500	9,500	(855,000)	1%
SCAC Grants	22,750	-	(22,750)	0%
Non-Operating Grant Expenses	(910,000)	(5,836)	904,164	1%
Interest Income	-	14	14	100%
Total Non-Operating Revenues	(22,750)	3,678	26,428	-16%
Change in Net Assets	(152,036)	(54,921)	97,115	-36%
Net Assets, Beginning	3,788,164	3,788,164		
Net Assets, Ending	\$ 3,636,128	\$ 3,733,243	\$ 97,115	103%

HXD Cash Flow - 5 Year Projection

		(000's)					
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
REVENUES							
Commercial							
58001-43780	TSA Reimbursement	136	136	136	136	136	679
58001-44840	Landing Fees	115	115	115	115	115	575
58001-44850	Parking Fees	52	52	52	52	52	260
58001-44860	Taxi/Limo Fees	14	14	15	15	15	72
58001-44890	Firefighting Fees	255	255	255	255	255	1,276
58001-44895	Security Fees	27	27	27	27	27	133
58001-47120	Rent - Airline/Common	57	57	57	57	57	285
58001-47121	Rent - Airline/Exclusive	33	33	33	33	33	165
58001-47130	Rental Cars - Counter	24	24	24	24	24	121
58001-47131	Rental Cars - Ready Spaces	20	20	20	20	20	99
58001-47132	Rental Cars - Commission	426	426	426	426	426	2,128
58001-47140	Rent - Snack Bar/Gift Shop	8	8	8	8	8	39
58001-47150	Rent - Advertising Space	9	9	9	9	9	45
58001-47210	Rental TSA	17	17	17	17	17	84
	Commercial Grand Total	1,191	1,191	1,193	1,193	1,193	5,961
General Aviation							
58001-47100	FBO - Ground Lease	49	51	52	53	54	259
58001-47105	FBO - Concessions	16	18	18	19	20	92
58001-47110	FBO - Fuel Flow	225	231	236	242	248	1,182
	FBO subtotal	290	299	306	315	323	1,533
58001-47220	Hangar Rental	100	100	100	100	100	502
58001-47230	Hangar Rental - 60 x 52	43	43	43	43	43	213
58001-47240	Hangar Rental - 80 x 80	29	29	29	29	29	146
	Hangar subtotal	172	172	172	172	172	862
58001-47250	Hangar Property Taxes	9	9	9	9	9	45
58001-47010	TTF Access Agreement	21	21	25	25	28	120
58001-47010	Aircraft Maintenance	5	5	5	5	5	25
	Other Subtotal	35	35	39	39	42	190
	GA Grand Total	498	506	518	526	537	2,584
Miscellaneous							
58001-46010	Interest on Investments	10	10	10	10	10	50
58001-47010	Miscellaneous Revenues	3	3	3	3	3	15
		13	13	13	13	13	65
Capital							
48001-43730	FAA Grant Revenue	4,225	5,833	10,116	2,301	1,800	24,274
48001-43740	SCAC Grant Revenue	161	119	305	128	100	813
		4,386	5,952	10,421	2,429	1,900	25,088
PFC							
48501-44845	Passenger Facility Charge	259	259	259	259	259	1,294
	Revenue Grand Total	\$ 6,347	\$ 7,921	\$ 12,403	\$ 4,419	\$ 3,902	\$ 34,992

HXD Cash Flow - 5 Year Projection

		(000's)					
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
EXPENDITURES							
<i>Expenditures allocated between Commercial & GA</i>							
Commercial							
(allocated 80%)	Personnel	(759)	(768)	(781)	(794)	(807)	(3,909)
	Purchased Services	(387)	(393)	(398)	(404)	(409)	(1,991)
	Supplies	(75)	(65)	(66)	(66)	(67)	(339)
	Operating Capital	(12)	(12)	(12)	(12)	(12)	(60)
		(1,233)	(1,238)	(1,257)	(1,276)	(1,295)	(6,299)
General Aviation							
(allocated 20%)	Personnel	(190)	(192)	(195)	(199)	(202)	(977)
	Purchased Services	(97)	(98)	(100)	(101)	(102)	(498)
	Hangar Management Fee	** (26)	(26)	(26)	(26)	(26)	(130)
	Hangar Property Taxes & SWU Fee	** (50)	(51)	(52)	(52)	(53)	(258)
	Supplies	(19)	(16)	(16)	(17)	(17)	(85)
	Hangar Debt Service	** (79)	(76)	(74)	(71)	(68)	(368)
	Hangar Principal Payments	** (48)	(50)	(53)	(55)	(58)	(264)
	Operating Capital	(3)	(3)	(3)	(3)	(3)	(15)
		(511)	(513)	(518)	(524)	(529)	(2,595)
Capital							
	Land Acquisition/Exec Air	(313)	-	-	-	-	(313)
	Improve Terminal Building Phase 1 (D&B)	(199)	-	-	-	-	(199)
	Tree Removal Mitigation (On Airport)	(635)	-	-	-	-	(635)
	Runway 21 Off Airport Tree Obx Removal	(892)	(892)	-	-	-	(1,783)
	Extend Runway 3/21 - EA/BCA/TCP	(314)	-	-	-	-	(314)
	Phase 3 Archeology Data Recovery	(443)	-	-	-	-	(443)
	Runway 3 34:1 Tree Obx Removal	(1,500)	-	-	-	-	(1,500)
	Lighted Sign Relocation Construction	(267)	-	-	-	-	(267)
	Improve Terminal Building (Construction)	-	(900)	(900)	-	-	(1,800)
	Land Acquisition - Airfield Deficiency Rwy 3	-	(3,600)	-	-	-	(3,600)
	Airfield Deficiency Correction (Taxiways)	-	(300)	(1,167)	(575)	-	(2,041)
	Land Acquisition - Rwy Ext & Road Relocation (Rwy 21)	-	-	(5,150)	-	-	(5,150)
	700' Runway Ext Design & Construction (Rwys 3 & 21)	-	(340)	(1,276)	(629)	-	(2,245)
	Runway 3 EMAS	-	(100)	(1,273)	(627)	-	(2,000)
	Runway Safety Area E-W Drainage Improvement Design	-	(300)	-	-	-	(300)
	Runway Safety Area E-W Drainage Improvement Constr	-	-	(1,474)	(726)	-	(2,200)
	Transitional Surface Obstruction Removal (Trees)	-	-	-	-	(2,000)	(2,000)
		(4,563)	(6,432)	(11,240)	(2,556)	(2,000)	(26,791)
	Expenditure Grand Total	\$ (6,307)	\$ (8,182)	\$ (13,015)	\$ (4,356)	\$ (3,825)	\$ (35,686)
	Net Surplus/(Deficit)	\$ 40	\$ (261)	\$ (612)	\$ 63	\$ 77	\$ (694)
<p>Note: Above figures are based on anticipated cash flows and do not include depreciation and other post employment benefit expenditures.</p> <p>** These expenditures are 100% allocated to General Aviation.</p>							

HXD Cash Flow - Summary
Increased Airlines

		(000's)			
		GA Only (based on FY 2017 budget)	1 AIRLINE	2 AIRLINES	3 AIRLINES
REVENUES					
Commercial			1,221	1,734	2,224
General Aviation		537	498	498	498
Miscellaneous		<u>13</u>	<u>13</u>	<u>13</u>	<u>13</u>
	Operating Revenue Total	\$ 550	\$ 1,732	\$ 2,245	\$ 2,735
EXPENSES					
<i>Expenses allocated between Commercial & GA</i>					
Commercial (80%)			(1,295)	(1,295)	(1,295)
General Aviation (20%)		<u>(529)</u>	<u>(529)</u>	<u>(529)</u>	<u>(529)</u>
	Operating Expenses Total	\$ (529)	\$ (1,825)	\$ (1,825)	\$ (1,825)
	Operating Net Surplus/(Deficit)	<u>\$ 21</u>	<u>\$ (93)</u>	<u>\$ 420</u>	<u>\$ 910</u>
Capital		158	1,056	1,056	1,056
PFC	PFC Revenue	-	259	336	437
Capital	Capital Expenses (based on capital funding)	<u>(167)</u>	<u>(1,111)</u>	<u>(1,111)</u>	<u>(1,111)</u>
	Capital Net Surplus/(Deficit)	<u>\$ (8)</u>	<u>\$ 203</u>	<u>\$ 281</u>	<u>\$ 382</u>
	Overall Net Surplus/(Deficit)	\$ 12	\$ 110	\$ 701	\$ 1,292
Note: Above figures are based on anticipated cash flows and do not include depreciation and other post employment benefit expenses.					
** These expenses are 100% allocated to General Aviation.					

HXD Cash Flow - Summary
Increased Airlines - Detail

		(000's)			
		GA Only (based on FY 2017 budget)	1 AIRLINE	2 AIRLINES	3 AIRLINES
REVENUES					
Commercial			1,221	1,734	2,224
58001-43780	TSA Reimbursement		136	136	136
58001-44840	Landing Fees		145	218	272
58001-44850	Parking Fees		52	88	123
58001-44860	Taxi/Limo Fees		14	23	32
58001-44890	Firefighting Fees		255	325	400
58001-44895	Security Fees		27	35	50
58001-47120	Rent - Airline/Common		57	57	57
58001-47121	Rent - Airline/Exclusive		33	61	90
58001-47130	Rental Cars - Counter		24	24	24
58001-47131	Rental Cars - Ready Spaces		20	20	20
58001-47132	Rental Cars - Commission		426	715	987
58001-47140	Rent - Snack Bar/Gift Shop		8	8	8
58001-47150	Rent - Advertising Space		9	9	9
58001-47210	Rental TSA		17	17	17
General Aviation		537	498	498	498
58001-47100	FBO - Ground Lease	54	49	49	49
58001-47105	FBO - Concessions	20	16	16	16
58001-47110	FBO - Fuel Flow	248	225	225	225
	FBO subtotal	323	290	290	290
58001-47220	Hangar Rental	100	100	100	100
58001-47230	Hangar Rental - 60 x 52	43	43	43	43
58001-47240	Hangar Rental - 80 x 80	29	29	29	29
	Hangar subtotal	172	172	172	172
58001-47250	Hangar Property Taxes	9	9	9	9
58001-47010	TTF Access Agreement	28	21	21	21
58001-47010	Aircraft Maintenance	5	5	5	5
	Other Subtotal	42	35	35	35
Miscellaneous		13	13	13	13
58001-46010	Interest on Investments	10	10	10	10
58001-47010	Miscellaneous Revenues	3	3	3	3
Operating Revenue Total		\$ 550	\$ 1,732	\$ 2,245	\$ 2,735

HXD Cash Flow - Summary
Increased Airlines - Detail

		(000's)			
		GA Only (based on FY 2017 budget)	1 AIRLINE	2 AIRLINES	3 AIRLINES
EXPENSES					
<i>Expenses allocated between Commercial & GA</i>					
Commercial (80%)			<u>(1,295)</u>	<u>(1,295)</u>	<u>(1,295)</u>
	Personnel		(807)	(807)	(807)
	Purchased Services		(409)	(409)	(409)
	Supplies		(67)	(67)	(67)
	Operating Capital		<u>(12)</u>	<u>(12)</u>	<u>(12)</u>
General Aviation (20%)		<u>-529.455331</u>	<u>(529)</u>	<u>(529)</u>	<u>(529)</u>
	Personnel	(202)	(202)	(202)	(202)
	Purchased Services	(102)	(102)	(102)	(102)
	Hangar Management Fee	** (26)	(26)	(26)	(26)
	Hangar Property Taxes & SWU Fee	** (53)	(53)	(53)	(53)
	Supplies	(17)	(17)	(17)	(17)
	Hangar Debt Service	** (68)	(68)	(68)	(68)
	Hangar Principal Payments	** (58)	(58)	(58)	(58)
	Operating Capital	(3)	(3)	(3)	(3)
	Operating Expenses Total	<u>\$ (529)</u>	<u>\$ (1,825)</u>	<u>\$ (1,825)</u>	<u>\$ (1,825)</u>
	Operating Net Surplus/(Deficit)	<u>\$ 21</u>	<u>\$ (93)</u>	<u>\$ 420</u>	<u>\$ 910</u>
Capital		<u>158</u>	<u>1,056</u>	<u>1,056</u>	<u>1,056</u>
	FAA Grant Revenue	150	1,000	1,000	1,000
	SCAC Grant Revenue	8	56	56	56
PFC					
	PFC Revenue	-	259	336	437
Capital					
	Capital Expenses (based on capital funding)	<u>(167)</u>	<u>(1,111)</u>	<u>(1,111)</u>	<u>(1,111)</u>
	Capital Net Surplus/(Deficit)	<u>\$ (8)</u>	<u>\$ 203</u>	<u>\$ 281</u>	<u>\$ 382</u>
	Overall Net Surplus/(Deficit)	<u>\$ 12</u>	<u>\$ 110</u>	<u>\$ 701</u>	<u>\$ 1,292</u>
Note: Above figures are based on anticipated cash flows and do not include depreciation and other post employment benefit expenses.					
** These expenses are 100% allocated to General Aviation.					

LADY'S ISLAND AIRPORT OPERATIONS REPORT

		Avgas	Jet A	Total Flow	Total Flight Ops
2012					
January		3,130	2,520	5,650	1,018
February		2,029	1,882	3,911	984
March		4,418	4,025	8,443	1,912
April		4,181	4,110	8,291	1,965
May		3,062	4,049	7,111	1,106
June		3,928	3,055	6,983	1,222
July		3,292	883	4,175	905
August		2,616	2,232	4,848	948
September		2,910	2,257	5,167	1,105
October		3,349	4,282	7,631	1,860
November		3,950	4,056	8,006	1,984
December		3,339	3,060	6,399	1,685
2012 Totals		40,204	36,411	76,615	16,694
		Avgas	Jet A	Total Flow	Total Flight Ops
2011					
January		3,580	3,036	6,616	920
February		4,020	1,849	5,869	1,074
March		5,166	3,005	8,171	1,847
April		4,884	4,181	9,065	2,015
May		3,666	4,822	8,488	1,280
June		3,167	1,848	5,015	1,018
July		2,968	2,336	5,304	1,038
August		2,432	2,478	4,910	912
September		2,488	2,615	5,103	858
October		3,367	3,461	6,828	1,141
November		3,913	6,168	10,081	1,838
December		3,518	2,675	6,193	1,122
2011 Totals		43,169	38,474	81,643	15,063
2010					
January		4,385	3,837	8,222	Not Available
February		4,271	3,159	7,430	1,328
March		2,801	3,045	5,846	871
April		4,511	3,000	7,511	2,185
May		5,559	4,388	9,947	1,730
June		4,584	2,519	7,103	1,110
July		5,260	2,954	8,214	1,312
August		4,277	1,955	6,232	1,010
September		5,345	2,491	7,836	1,052
October		5,812	4,691	10,503	1,562
November		3,882	3,967	7,849	1,012
December		3,372	2,453	5,825	1,027
2010 Totals		54,059	38,459	92,518	14,199

TOWER REPORT

TOWER	VFR	IFR	Total	After Hrs. GA	After Hrs. Comm	Total Ops
January 2012	1,161	1,284	2,445	53	14	2,512
February 2012	1,174	1,351	2,525	92	20	2,637
March 2012	1,374	1,957	3,331	126	19	3,476
April 2012	1,176	2,173	3,349	127	19	3,495
May 2012	1,279	1,965	3,244	125	23	3,392
June 2012	1,103	1,678	2,781	134	35	2,950
July 2012	1,162	1,617	2,779	88	36	2,903
August 2012	970	1,566	2,536	64	37	2,637
September 2012	1,092	1,424	2,516	119	38	2,673
October 2012	1,009	1,510	2,519	126	35	2,680
November 2012	1,043	1,493	2,536	124	56	2,716
December 2012	873	1,099	1,972	125	56	2,153
TOTALS 2012	13,416	19,117	32,533	1,303	388	34,224

TOWER	VFR	IFR	Total	After Hrs. GA	After Hrs. Comm	Total Ops
January 2011	1,027	1,082	2,109	48	17	2,174
February 2011	1,052	1,064	2,116	86	12	2,214
March 2011	1,328	1,575	2,903	117	40	3,060
April 2011	1,572	2,214	3,786	124	52	3,962
May 2011	1,721	2,038	3,759	120	67	3,946
June 2011	1,540	1,775	3,315	126	38	3,479
July 2011	1,312	1,834	3,146	80	27	3,253
August 2011	1,294	1,557	2,851	129	47	3,027
September 2011	1,029	1,493	2,522	129	52	2,703
October 2011	1,146	1,680	2,826	137	46	3,009
November 2011	945	1,505	2,450	114	14	2,578
December 2011	966	1,375	2,341	116	21	2,478
TOTALS 2011	14,932	19,192	34,124	1,326	433	35,883

TOWER	VFR	IFR	Total	After Hrs. GA	After Hrs. Comm	Total Ops
January 2010	1,217	1,240	2,457	85	44	2,586
February 2010	1,171	1,228	2,399	136	37	2,572
March 2010	1,333	1,918	3,251	86	114	3,451
April 2010	1,896	2,610	4,506	87	84	4,677
May 2010	1,600	2,154	3,754	90	130	3,974
June 2010	1,560	2,121	3,681	92	125	3,898
July 2010	1,539	2,097	3,636	96	161	3,893
August 2010	1,148	2,040	3,188	124	135	3,447
September 2010	1,339	1,713	3,052	118	54	3,224
October 2010	1,393	1,917	3,310	184	111	3,605
November 2010	1,395	1,656	3,051	106	29	3,186
December 2010	1,010	1,256	2,266	Out of Service	22	2,288
TOTALS 2010	16,601	21,950	38,551	1,204	1,046	40,801

ENPLANEMENTS/DEPLANEMENTS

HILTON HEAD ISLAND PASSENGER ENPLANEMENTS(departures) 2004-2012												
	2004	2005	2006	2007	2008	2009	2010	2011	2012			
JAN	2,985	3,520	3,540	3,145	4,206	2,510	2,539	2,847	3,421			
FEB	3,431	3,957	2,748	3,250	5,275	2,976	2,916	2,800	3,625			
MAR	5,053	6,647	5,956	6,273	8,052	5,547	6,044	5,325	5,461			
APR	6,513	7,809	6,715	8,985	7,930	6,872	7,596	6,216	6,404			
MAY	6,438	7,782	6,739	8,682	8,389	7,177	7,912	6,705	6,092			
JUN	6,111	6,814	6,140	8,638	7,819	6,771	7,947	6,138	5,792			
JUL	6,051	6,849	5,850	8,498	7,954	7,393	7,629	6,018	5,896			
AUG	6,422	6,500	5,086	8,843	7,649	6,957	7,617	5,395	6,154			
SEP	4,957	1,129	5,070	7,392	5,922	6,249	7,266	5,051	5,003			
OCT	6,115	6,632	5,794	9,230	6,882	6,601	8,314	6,038	5,219			
NOV	5,052	5,107	4,313	7,355	5,927	4,121	4,940	4,908	4,567			
DEC	3,792	3,676	3,198	4,780	2,928	2,977	3,374	3,456	3,268			
TOTALS	62,920	66,422	61,149	85,071	78,933	66,151	74,094	60,897	60,902			

HILTON HEAD ISLAND PASSENGER DEPLANEMENTS(arrivals) 2004-2012												
	2004	2005	2006	2007	2008	2009	2010	2011	2012			
JAN	2,810	3,177	3,253	2,887	3,591	2,308	2,228	2,532	3,003			
FEB	3,369	4,120	2,964	3,453	5,729	3,256	3,106	2,940	3,710			
MAR	5,558	7,418	6,652	7,313	8,652	5,770	6,750	5,715	6,051			
APR	7,053	7,912	6,740	9,289	8,263	7,057	8,111	6,774	6,353			
MAY	6,530	7,995	6,836	9,035	8,681	7,175	8,287	6,649	6,143			
JUN	6,419	7,649	6,465	8,961	8,110	7,055	8,716	6,317	5,973			
JUL	6,028	6,868	5,895	8,708	8,470	7,849	8,327	6,415	6,079			
AUG	6,518	6,399	5,177	8,979	7,748	6,684	7,706	5,291	6,291			
SEP	4,936	1,185	5,152	7,119	5,583	6,558	7,109	5,303	4,971			
OCT	6,102	6,654	5,832	9,068	7,243	6,699	8,135	5,816	5,433			
NOV	4,828	5,002	4,380	7,169	5,556	3,860	4,762	4,615	4,338			
DEC	3,972	3,742	3,419	5,010	3,037	3,248	3,668	3,763	3,479			
TOTALS	64,123	68,121	62,765	86,991	80,663	67,519	76,905	62,130	61,824			

ENPLANEMENTS/DEPLANEMENTS

TOTAL PASSENGER ENPLANEMENTS & DEPLANEMENTS 2004-2012												
	2004	2005	2006	2007	2008	2009	2010	2011	2012			
JAN	5,795	6,697	6,793	6,032	7,797	4,818	4,767	5,379	6,424			
FEB	6,800	8,077	5,712	6,703	11,004	6,232	6,022	5,740	7,335			
MAR	10,611	14,065	12,608	13,586	16,704	11,317	12,794	11,040	11,512			
APR	13,566	15,721	13,455	18,274	16,193	13,929	15,707	12,990	12,757			
MAY	12,968	15,777	13,575	17,717	17,070	14,352	16,199	13,354	12,235			
JUN	12,530	14,463	12,605	17,599	15,929	13,826	16,663	12,455	11,765			
JUL	12,079	13,717	11,745	17,206	16,424	15,242	15,956	12,433	11,975			
AUG	12,940	12,899	10,263	17,822	15,397	13,641	15,323	10,686	12,445			
SEP	9,893	2,314	10,222	14,511	11,505	12,807	14,375	10,354	9,974			
OCT	12,217	13,286	11,626	18,298	14,125	13,300	16,449	11,854	10,652			
NOV	9,880	10,109	8,693	14,524	11,483	7,981	9,702	9,523	8,905			
DEC	7,765	7,418	6,617	9,790	5,965	6,225	7,042	7,219	6,747			
TOTALS	127,044	134,543	123,914	172,062	159,596	133,670	150,999	123,027	122,726			

Delta Connection/ASA began service March 17, 2007

Delta Connection/ASA suspended service November 30, 2008

Delta Connection/Mesaba began service March 2, 2009

Delta Connection/Mesaba suspended service November 2, 2009

Delta Connection/Mesaba began service March 4, 2010

Delta Connection/Mesaba suspended service November 1, 2010