



ALBANY COUNTY AIRPORT AUTHORITY

2009 Operating Budget Adopted December 1, 2008



A component unit of the County of Albany, Town of Colonie, New York

ALBANY COUNTY AIRPORT AUTHORITY

Albany, New York 12211-1057

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ALBANY COUNTY AIRPORT AUTHORITY

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December 2008

TO THE MEMBERS OF THE AUTHORITY:

The Finance Department herein presents Albany International Airport's (ALB) operating budget for calendar year 2009. This represents the 15th annual operating budget prepared by the Authority since it assumed management and financial responsibility for the Airport in 1994. The budget has been prepared on an accrual basis with certain exceptions and includes all current operations under the responsibility of the Authority. This budget incorporates the operation of two companies that operate under cost reimbursement agreements with the Authority. Maquire Aviation North America 2 Inc., (d/b/a AvPorts) is responsible for the daily operations of the Airport and Go-Albany, Inc., (d/b/a Million Air) is responsible for the daily operations of the Fixed Base Operation (FBO).

STATUS OF AIRLINE INDUSTRY

Historically, the financial performance of the air transportation industry generally has correlated with the strength of the national economy. During the past year the air transportation industry has been affected by record fuel prices. Airlines have responded by reducing the number of flights and seats available, increasing fees, and reducing or eliminating passenger amenities. Future airline traffic will be affected by the growth or decline of the population in the Airport's service region, state, national and international economic conditions, local airport competition, war and acts of terrorism, world health emergencies, federal regulatory actions, the financial condition of the airlines, air fare levels, and the operation of the air traffic control system and fuel prices. Concerns about the safety of airline travel and the effectiveness of security precautions may influence passenger travel behavior and air travel demand. The Authority is unable to predict the long-term operation and financial effect of these factors on air travel. Furthermore, additional bankruptcies, liquidations or major restructuring of other airlines could occur. Therefore, any long-term forecast the Authority makes may vary materially from the actual results.

The profitability of the airline industry declined after 2000 with many airlines reporting substantial financial losses and several airlines filing for bankruptcy protection. According to the Air Transport Association, the U.S. airline industry suffered a net loss of more than \$35 billion from 2001 to 2005. There have been several airlines with significant operations at ALB who have experienced a bankruptcy process including Air Canada, Delta, Independence Air, Northwest, United and US Airways. Each airline, with the exception of Independence Air, has since emerged from bankruptcy protection and maintained operations at the Airport. Independence Air ceased operations on January 5, 2006. The financial situation of the U.S. airline industry improved in 2006 due to downsizing of available revenue seat miles and increasing ticket prices. The Air Transport Association reported that the U.S. airline industry recorded net income of \$5 billion in 2007, representing a 2.9% profit margin on \$173 billion of revenue generated. However, record crude oil prices reaching over \$140 per barrel in 2008 are leading the airline industry to projected record losses with an uncertain outlook for the future.

The Authority derives a portion of its operating revenue from landing fees and terminal facility fees paid by the airlines using the Airport. The financial strength of these airlines, together with numerous other factors influences the level of aviation activity at the Airport and the revenues realized by the Authority. Individual airline decisions regarding level of service also affect total enplanements. Events such as the September 11 Events, general economic conditions, high fuel

prices, terrorist threats and the United States military offensive in Iraq have had a significant negative effect on airline industry profitability. Substantially all airlines have been downgraded by the rating agencies and several have filed petitions for relief under the United States Bankruptcy Code.

No assurances can be given that any of these airlines currently anticipated to be operating at the Albany International Airport in 2009 will continue operations or maintain their current level of operations at the Airport. If one or more of these airlines discontinue operations at the Airport, their current level of activity may not be replaced by other carriers.

AIR TRADE AREA SERVED BY ALBANY INTERNATIONAL AIRPORT

The Authority defines the primary air trade area for the Airport within a 60 to 70 mile radius of the Airport. This area encompasses a total of 13 counties, including the Albany-Schenectady-Troy Metropolitan Statistical Area (MSA), with the New York counties of Albany (the county in which the Airport is located), Saratoga, Schenectady, and Rensselaer; the Glens Falls MSA, with the New York counties of Warren and Washington; the additional New York counties of Columbia, Fulton, Greene, Montgomery, and Schoharie; Berkshire County, Massachusetts; and Bennington County, Vermont. The Airport is the sole provider of commercial service in the air trade area. The Airport serves the City of Albany which is the capital of the State of New York plus the major neighboring cities of Rensselaer, Saratoga Springs, Schenectady and Troy.

The Airport's primary air trade area population was estimated in 2006 to be approximately 1.4 million, with projected effective buying income of \$21,000 per capita and with retail sales of \$10,000 per capita. The area includes over 28 employers with more than 1,000 employees, the largest employer being the State of New York with approximately 55,000 employees. The area includes 27 colleges and universities, 16 general-care hospitals and offers a rich variety of cultural, recreational, educational resources and activities.

STATUS OF ALBANY INTERNATIONAL AIRPORT (ALB)

The Federal Aviation Administration ("FAA") defines ALB as a small air traffic hub, which is an airport with enplaned passengers of 0.05 percent to 0.249 percent of the total enplaned passengers by all U.S. air carriers nationwide. In 2006, ALB's share was 0.023 percent.

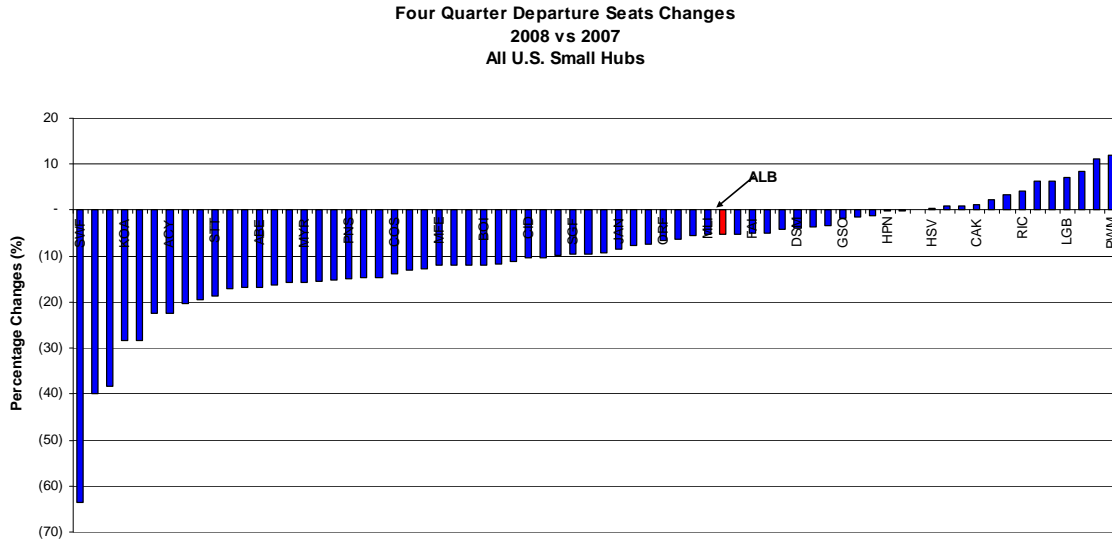
As of September 30, 2008, ALB had scheduled passenger service provided by 19 passenger airlines: four of the Nation's major airlines, fourteen regional/commuter airlines and one foreign airline. The four major airlines serving ALB are Northwest, Southwest, United, and US Airways. ALB has been served by all of its existing major airlines during each of the years 1990 to 2008, with the exception of Southwest which began service in May 2000. In June of 2008, American Airlines announced that it will end service from Albany International Airport on November 2, 2008. In September 2008, Cape Air began offering service to 3 cities in Upstate New York. In addition, as of September 2008, two all-cargo carriers provide regular scheduled cargo service: FedEx and United Parcel Service along with four regional cargo carriers. DHL ended cargo flight operations completely at the end of June 2008

Albany, following 9/11, like almost all airports in the United States, experienced a reduction in aircraft operations and enplanements. The reduction in flights and the switch to smaller size aircraft reduced the number of available seats for passengers traveling to or from ALB. Activity in ALB rebounded in 2003 and 2004 but began to see a downturn in activity starting in 2005, and continues to date through 2008. The record rise in fuel prices during 2008 has caused an industry-wide downturn in activity as airlines continue to reduce available seats. (See page 1-11 for the historic, current and future projections of enplanements and landed weights for ALB)

While 4th quarter available seats are projected to decline by 9.1% for all U.S. Small Hub Airports

and by 7.7% for all U.S. Airports, Albany is projected to decline by only 5.2%. Thus, Albany International Airport has fared better than the Airport industry as a whole and significantly better when compared to other small hub airports.

The following chart shows the change in projected seats available for the 4th quarter of 2008 compared to the 4th quarter of 2007 for all U.S. Small Hub Airports.



A summary showing the mix of aircraft types servicing ALB and the average maximum monthly seats available follows:

	Full Size Jets	Regional Jets	Commuter Aircraft	Total	Average Monthly Maximum Seats Available
As of September:					
2008	21	31	27	79	159,821
As of December 31:					
2007	22	34	15	71	169,201
2006	23	39	18	80	169,451
2005	25	40	22	87	192,403
2004	34	34	70	138	214,582
2003	31	24	63	118	199,038
2002	38	10	80	128	211,182
2001	35	8	75	118	237,778

Fewer and smaller aircraft resulted in reduced aircraft landed weights and a lower number of enplanements. These two key operational items impact the level of Airport revenues generated for the operation and maintenance of all its facilities. The table on the following page provides a summary showing the changes since 2001:

	<u>Commercial Landed Weights</u>	<u>Enplanements</u>
Projected as of September:		
2008	1,696,376,000	1,393,537
As of December 31:		
2007	1,753,689,173	1,440,385
2006	1,755,804,771	1,447,553
2005	2,022,847,644	1,550,402
2004	2,184,457,023	1,556,796
2003	1,986,404,359	1,435,848
2002	2,153,785,844	1,476,988
2001	2,329,507,841	1,517,858

ACTIVITY PROJECTIONS FOR 2009

Given all the factors that exist as of today, it is difficult to project future year activity levels for ALB. While some combination of factors as described above has resulted in a decrease in enplanements, landed weight and aircraft operations in the past several years, there are no indications of any foreseeable relief in the future that will contribute to any significant increases in 2009.

After evaluating all known factors based on recent trends, the 2009 budget projects enplanements to be 1,362,125 and commercial landed weight to be 1,657,990,000.

The projected number of commercial aircraft, plus the number of general aviation aircraft operations also affects the Airport's FBO financial projections. FBO revenues are primarily dependent on fuel flowage fees from commercial airlines, sale of aviation fuels to general aviation users and deicing services provided to both commercial and general aviation aircraft.

AIRLINE USE AND LEASE AGREEMENT

The Authority and the airlines negotiated a five-year Use and Lease Agreement that became effective January 1, 2006 with an option for one five-year renewal which would extend the agreement until December 31, 2015. This Agreement establishes how the airlines that elect to sign the Agreement will be assessed annual rates and charges for their use of the Airport. The basis for calculating rates and charges and the revenue sharing formula are substantially the same as under the previous ten-year 1996 Agreement that ended December 31, 2005. However, the basis for revenue sharing under the current Agreement is now 50/50 split on Net Funds Remaining as calculated under the Agreement compared to 60% to the airlines and 40% to the Authority under the previous Agreement. As of September 30, 2008, Continental Express, Delta, Northwest, Southwest, United, US Airways and the two cargo carriers serving the Airport have each executed the new Agreement. Northwest has designated Pinnacle Airlines as its affiliate and Delta has designated Atlantic Southwest Airline (ASA), Colgan Air and Comair as their signatory affiliates. This allows these four express carriers to be charged rates and charges at the signatory rates versus the non-signatory rates.

AIRPORT AND FIXED BASED OPERATIONS OPERATING AGREEMENTS

As of October 2005, the Authority engaged the services of AvPorts, Inc., a subsidiary of MacQuarie Aviation North American to manage the daily operations of the Airport and with Go-Albany, Inc., d/b/a Million Air – Albany, a subsidiary of Million Air Interlink to manage the daily operations of the Fixed Based Operations.

AvPorts has the daily responsibility, under policies and direction from the Authority, for airport operations, airside security, ARFF, terminal and vehicle maintenance and the parking facilities. The operator previous to AvPorts was TBI Airport Management, Inc. AvPorts will be reimbursed for its actual payroll expenditures based on an employment level approved annually by the Authority plus a fixed fee.

Million Air has the daily responsibility, under policies and direction from the Authority, for the fixed based operations including commercial into-plane fueling, fuel farm management and general aviation handling and fueling. As of September 30, 2005, the Authority purchased the fixed assets and fuel inventory located on the airport from Aircraft Services International Group (ASIG). The Authority's goal in directing the daily management of the fixed based operations is to enhance the service the Authority can provide to the general and corporate aviation community by offering competitive rates and charges for users of the Airport and to provide the airlines at the Airport with efficient and quality into-plane fueling services and fuel inventory management. Million Air will be reimbursed for its actual expenditures based on an employment level approved by the Authority plus a fixed fee with added incentives based on the growth of fixed based operation revenues.

All expenditures incurred by AvPorts and Million Air are subject to the approval and execution by the Authority.

2009 OPERATING BUDGET FINANCIAL HIGHLIGHTS

The 2009 budget is balanced by implementing the strategies set forth in the Summary of Financial policies as described beginning on page 2-6.

The Authority prepares annual operating budgets following the formulas contained in the Airline Use and Lease Agreements. At the end of each year, the Authority prepares an Airline Rates and Charges Settlement and Revenue Sharing Transfer Calculation report showing a comparison of the final audited financial results for the year compared to the adopted budget.

Total anticipated revenues for 2009 are \$48.3 million and total operating expenses are \$33.9 million. The remaining \$14.4 million is budgeted for the following: \$11.2 million to pay the debt obligations of the Authority, \$1.8 million for capital expenditures and \$0.2 million for landing fee surcharge leaving the end of the year with \$1.2 million for potential revenue sharing with the airlines. Some or all of the potential revenue sharing funds may be required to cover unanticipated expenses or unrealized revenues in 2009.

Following is a summary comparison based on the formula included in the Airlines Use and Lease Agreements showing the 2009 budget compared to the 2007 audited results, the 2008 adopted budget, and the 2008 projected results, along with the amount and percentage of changes for the 2009 budget versus the 2008 projected:

**ALBANY COUNTY AIRPORT AUTHORITY
OPERATING BUDGET SUMMARY
(Before revenue sharing)**

	2007 Audited	2008 Adopted	2008 Projected	2009 Budget	Budget 2009 vs. Projected 2008	
					\$ of Change	% of Change
REVENUES						
Airfield charges	\$5,768,761	\$5,883,886	\$6,416,586	\$6,731,649	\$315,062	4.9%
FBO	8,817,614	8,579,298	10,428,245	10,248,908	(179,337)	-1.7%
Terminal rentals	7,974,735	7,459,733	7,557,211	7,497,369	-59,842	-0.8%
Concessions	5,686,724	5,894,840	5,512,489	6,366,166	853,677	15.5%
Ground Transportation	11,340,151	11,631,887	11,374,415	12,323,856	949,440	8.3%
Other Airport	3,618,198	4,033,853	4,163,149	3,800,844	-362,306	-8.7%
Other Revenues	2,257,702	1,658,030	1,259,300	1,351,400	92,100	7.3%
Total Revenues	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192	\$2,856,307	6.1%
EXPENSES						
Personal Services	\$9,195,388	\$8,986,374	\$9,096,436	\$9,347,486	251,050	2.8%
Employee Benefits	3,107,451	3,983,362	3,643,563	3,765,635	122,072	3.4%
Utilities & Communications	3,537,555	3,544,822	4,060,503	3,663,526	-396,977	-9.8%
Purchased Services	5,287,637	5,607,430	5,401,982	5,213,105	-188,877	-3.5%
Materials & Supplies	9,914,404	8,288,532	10,775,414	10,725,359	-50,055	-0.5%
Offices	274,777	363,254	309,044	341,795	32,751	10.6%
Administration	583,939	671,013	667,185	723,627	56,442	8.5%
Noncapital Equipment	73,770	152,805	115,605	135,609	20,004	17.3%
Total Expenses	31,974,921	31,597,592	34,069,732	33,916,143	\$1,941,222	5.7%
NET OPERATING	\$13,488,964	\$13,543,935	\$12,641,665	\$14,404,049	\$915,085	7.2%
LESS:						
DEBT SERVICE						
P&I Payments	10,010,625	9,856,654	10,060,719	11,255,373	1,194,654	11.9%
RESERVE REQUIREMENTS	501,439	112,084	349,135	(25,598)	-374,733	-107.3%
CAPITAL EXPENDITURES	1,646,892	1,679,274	1,769,011	1,832,024	63,013	3.6%
LANDING FEE SURCHARGE	187,162	187,162	187,162	187,162	0	0.0%
FUNDS REMAINING	\$1,142,846	\$1,708,760	\$275,637	\$1,155,089	\$32,152	11.7%

AIRLINE RATES AND CHARGES SUMMARY

The Airline Use and Lease Agreement with the signatory airlines is hybrid in nature with a residual ratemaking methodology for calculating the airfield, apron and loading bridges rates and a commercial rental rate methodology for calculating the terminal rental rate. The landing fee surcharge is a fixed amount being amortized for improvements made before the Authority was established which will terminate in 2012. The agreement also continues the inclusion of an amount for capital expenditures not subject to majority-in-interest (MII) approval by the signatory airlines in the rates and charges calculation.

The Authority has the ability under the Agreement to adjust rates and charges at any time throughout the year to ensure adherence to all financial covenants in its bond resolutions. No such adjustments have ever been required under either the old or the new Agreements.

Based on the Airline Use and Lease Agreements, a comparison of the major signatory airline rates and charges and projected cost per enplaned passenger, plus the Authority's projected debt

service coverage are as follows:

	Audited <u>2007</u>	Budget <u>2008</u>	Projected <u>2008</u>	Budget <u>2009</u>	2009 Budget vs. 2008 Projected
Landing Fees <1>					
Signatory	\$1.81	\$1.89	\$2.39	\$2.37	-0.8%
Non-Signatory	\$2.26	\$2.36	\$2.99	\$2.96	-1.0%
Landing Fee Surcharge <1>	\$0.08	\$0.08	\$0.08	\$0.08	0.0%
Apron Fees <2>	\$1.10	\$1.12	\$1.44	\$1.51	4.9%
Terminal Rental Rate <2>					
Signatory	\$83.42	\$78.84	\$79.58	\$87.11	9.5%
Non-Signatory	\$104.28	\$98.55	\$99.48	\$108.89	9.5%
Loading Bridge Rate <3>	\$36,183	\$34,363	\$37,714	\$38,775	2.8%
Cost per Enplanement					
Airport CPE <4>	\$7.67	\$7.09	\$8.36	\$8.46	1.2%
FBO CPE	1.85	1.67	2.02	2.00	-1.0%
Total Cost per "Enplanement"	<u>\$9.52</u>	<u>\$8.76</u>	<u>\$10.38</u>	<u>\$10.46</u>	0.8%
Debt Service Coverage	1.26	1.28	1.25	1.25	0.0%

<1> Per 1,000 lbs. Max. Gross Landed Weight (MGLW)

<2> Per Square Foot

<3> Per Loading Bridge

<4> After Revenue Sharing

GAAP FINANCIAL STATEMENTS

The Authority has adopted December 31 as its fiscal year end and issued its first financial statements for the period March 16 through December 31, 1994. An audited comprehensive annual financial report has been issued each year thereafter. The Authority's financial statements are prepared on an accrual basis of accounting in accordance with generally accepted accounting principles (GAAP) promulgated by the Governmental Accounting Standards Board (GASB). The 2007 financial statements are available at www.albanyairport.com.

The Authority operates as a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when they are paid. Capital assets are capitalized and (except land) depreciated over their useful lives. Funds are restricted for debt service and, where applicable, for construction projects.

The following table "Summary Financial Information" presents audited results for 2006 and 2007, projected results for 2008, and the operating budget for 2009 presented in accordance with GAAP:

Summary Financial Information

	2006	2007	2008	2009
	Audited	Audited	Projected	Budget
Operating Revenues				
Airfield	\$ 5,878,310	\$ 5,597,334	\$ 6,375,241	\$ 6,558,385
Fixed Based Operations	7,310,728	8,817,614	10,428,245	10,248,908
Terminal	7,406,907	7,574,739	7,460,738	7,093,088
Concessions	5,139,321	5,686,724	5,512,489	6,366,166
Ground Transportation	10,885,205	11,340,151	11,374,415	12,323,856
Other Airport	3,496,255	3,618,198	4,163,149	3,800,844
Total Operating Revenues	<u>40,116,726</u>	<u>42,634,760</u>	<u>45,314,278</u>	<u>46,391,248</u>
Operating Expenses				
Airfield	2,406,043	3,004,888	2,654,782	2,905,475
Fixed Based Operations	6,231,293	7,387,238	9,227,039	8,987,540
Terminal	5,501,615	5,807,084	5,521,166	5,511,268
Loading Bridges	269,240	272,535	291,755	287,973
Parking	3,146,158	3,102,957	3,208,334	3,235,509
Landside	408,702	1,483,503	1,330,351	1,144,916
Public Safety	3,357,006	3,351,585	3,157,457	3,146,082
Aircraft Rescue & Fire Fighting	1,463,016	1,466,961	1,415,161	1,399,654
Vehicle Maintenance	1,184,775	1,113,464	1,123,799	1,158,968
Administration	5,909,883	4,984,709	6,139,888	6,138,758
Total Operating Expenses	<u>29,877,731</u>	<u>31,974,921</u>	<u>34,069,732</u>	<u>33,916,143</u>
Operating Income before Depreciation	10,238,995	10,659,839	11,244,546	12,475,105
Depreciation	<u>12,315,365</u>	<u>12,968,042</u>	<u>13,000,000</u>	<u>13,500,000</u>
Operating Income (Loss) Before Non-Operating Income and Expenses	(2,076,370)	(2,308,203)	(1,755,455)	(1,024,895)
Non-Operating Income and (Expenses)				
Passenger Facility Charges	4,165,815	4,081,962	4,167,236	3,765,192
Improvement Charges	276,300	276,300	276,300	368,400
Interest Income	1,193,635	1,810,589	983,000	983,000
Interest Expense	(7,188,094)	(7,616,204)	(7,177,291)	(7,267,943)
Property Damage	(184,000)	(2,929)	-	--
Insurance Recovery	184,000	2,929	-	--
Amortization of Bond Issue Costs	(61,003)	(77,677)	(165,648)	(123,522)
Investments received	-	297,413	-	-
Decrease in fair value of investments	--	(126,600)	-	--
Total Non-Operating Income and (Expenses)	<u>(1,613,347)</u>	<u>(1,354,217)</u>	<u>(1,916,403)</u>	<u>(2,274,873)</u>
Income/(Loss) before Capital Contributions	(3,689,717)	(3,662,420)	(3,671,858)	(3,299,768)
Capital Contributions	<u>13,738,847</u>	<u>4,825,854</u>	<u>8,500,000</u>	<u>11,654,521</u>
Net Assets				
Increase in Net Assets	10,049,130	1,163,434	4,828,143	8,354,753
Total Net Assets, beginning of year	<u>172,622,183</u>	<u>182,671,313</u>	<u>183,834,747</u>	<u>188,662,890</u>
Total Net Assets, end of year	\$ 182,671,313	\$ 183,834,747	\$ 188,662,890	\$ 197,017,643

BUDGET SUMMARY

The local and United States economy will determine the future financial success for the Albany International Airport together with how the airline industry survives the financial stress from high fuel prices and how both the airlines and the traveling passengers are impacted by heighten security. The greater Albany region, known as *Tech Valley*, is becoming a high tech center for research and development in nanotechnology/microelectronics, biotechnology/pharmaceuticals, energy and information technology. In addition, the Albany region currently has an unemployment rate of 5.1%, which is below both the New York State and the United States average.

The Albany International Airport has experienced major growth since 1998 not only in infrastructure improvements but also in passenger traffic that has led to an increase in revenues, expenses and debt service. Completed is the lengthening of both of the Airport's two runways (1-19) and (10-28) to 8,500 and 7,200 feet, respectively. An expanded passenger checkpoint used by Transportation Security Administration (TSA) to screen passengers in the Terminal is completed. Construction of a sales and service center for Honda Jet light jet aircraft is expected to begin in 2009 at Albany International Airport

High tech development continues in the region. Albany Nanotech at the University at Albany continues to expand its nanotechnology research and development programs, and has completed construction of a new Center for Biotechnology. The Interdisciplinary Studies at Rensselaer Polytechnic Institute is under construction and when completed will rank among the world's most advanced research facilities. AMD Corporation has selected the Luther Forest Technology Campus site, located in the Saratoga County towns of Malta and Stillwater, for building a new semiconductor manufacturing facility. The Saratoga Technology and Energy Park and other regional development parks continue to announce new tenants as their growth continues. One would expect that all these developments should contribute to long-term growth for the airlines, impact air cargo positively and increase the number of passengers using the Albany International Airport.

This 2009 budget reflects the above growth together with the expenses for all new facilities or services offered. But with the ever changing traveling environment, the changing organizational structure of airlines, the impact of new routes with different aircraft, and the ongoing enhancement to security requirements, it can be assured that additional currently unforeseen changes will need to be addressed during 2009.

This budget represents management's best estimates given the current economic conditions and recognizes that this budget will need extensive monitoring during 2009.

The recommended billing rates and charges are at this time a prudent assessment of the financial results that are reasonably achievable in 2009, given the current economic environment and future actions that might be taken by the airlines and potential travelers. There will be a continued need to control the number of workforce employees, for tight purchasing controls, strict controls on discretionary spending and support from the Airport patrons and our airlines to achieve a financially successful year for the Airport in 2009. While being fiscally prudent with this budget, management is optimistic conditions can occur during 2009 resulting in new growth. The business, government, and leisure travelers in the greater Albany region will continue their support and use of the Albany International Airport.

AWARD

The Government Finance Officers Association of the United States and Canada (GFOA) has presented eight Distinguished Budget Presentation Awards to the Albany County Airport Authority for its annual operating budget in prior years (see page 1-12).

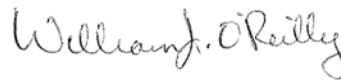
In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

The award is valid for a period of only one year. We believe this current budget continues to conform to program requirements, and its submission to GFOA will determine eligibility for a subsequent award.

ACKNOWLEDGMENTS

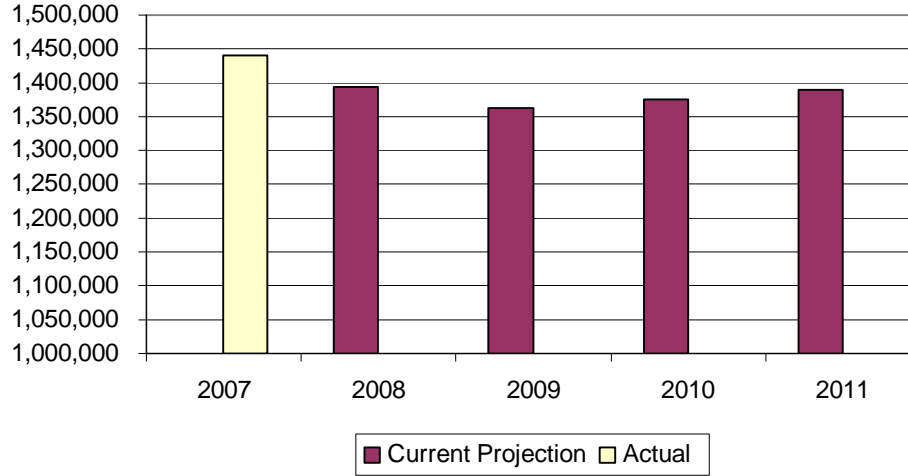
The Authority Board has contributed its full support to the development and maintenance of the financial operations of the Airport. Without this leadership, together with the strong commitment from the Authority's management team, the presentation of this budget and other financial reports would not occur. Also recognized are the management personnel of AvPorts and Million Air for their time and effort in submitting their respective goals, objectives and projected results to be achieved in 2009. A thank you goes to Rima Cerrone for performing the endless task of analyzing all the data submitted and preparing this document in a coherent manner for all to read and digest. The publication of this budget would not occur without the efficient and dedicated services of all the members of the Authority's Finance Department, plus those from AvPorts and Million Air, who contributed to the process.

Respectfully submitted,

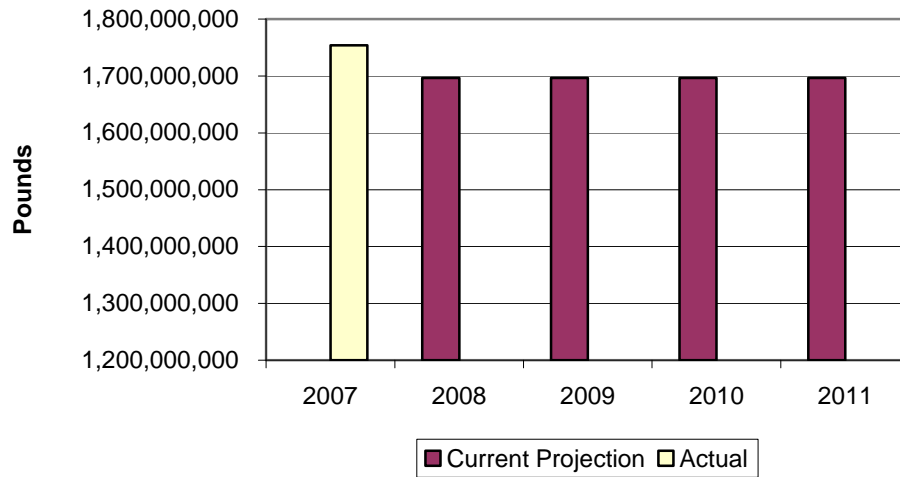
A handwritten signature in cursive script that reads "William J. O'Reilly".

William J. O'Reilly
Chief Financial Officer

Albany International Airport Enplanements 2007 – 2011



Albany International Airport Commercial Landed Weight 2007-2011





GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Albany County Airport Authority
New York**

For the Fiscal Year Beginning

January 1, 2008

Oliver S. Cox

President

Jeffrey R. Enow

Executive Director

2) AIRPORT AUTHORITY OVERVIEW

ORGANIZATION

The Albany County Airport Authority (Authority) is a body corporate and politic constituting a public benefit corporation established and existing pursuant to the Albany County Airport Authority Act, Title 32 of Article 8 of the New York Public Authorities Law. The State of New York (State) created the Authority in 1993 in order to promote the strengthening and improvement of the Airport, to facilitate the financing and construction of the Terminal Improvement Project (TIP) and subsequent capital improvement programs, and give the Authority the power to operate, maintain and improve the Airport.

The Authority is governed by seven members, with four members appointed by the majority leader of the County of Albany (County) Legislature and three members by the County Executive, all with approval of the County Legislature. The Authority members are appointed for a term of four years or until a successor is appointed, except that any person appointed to fill a vacancy will be appointed to serve only the unexpired term.

Based on the County's responsibility for the appointment of the Authority members, their approval of any Airport capital improvement programs and the issuance of certain debt, the Authority is considered a component unit of the County under the criteria set forth by the Governmental Accounting Standards Board (GASB). The Authority does not have any component units. The financial transactions of the Authority are accounted for in a single enterprise fund.

The Authority is responsible for the efficient planning, development, administration, operation and financial condition of the Airport. The Authority, as landlord, rents space and assesses fees and charges to the airlines and businesses providing goods and services to the traveling public and to the civilian, business, governmental and military users of the Airport. The Authority is responsible for assuring residents of the County, the Town of Colonie and the surrounding areas of minimal environmental impact from air navigation and transportation. In October of 2005 the Authority employed the services of Maquire-AvPorts to manage the daily operations and maintenance of the Airport and the services of Million Air Go-Albany to manage the daily operations of the Fixed Base Operation (FBO).

The New York State legislation creating the Authority set forth the following for its creation:

GOAL:

- To provide adequate, safe, secure and efficient aviation and transportation facilities at a reasonable cost to the people.

OBJECTIVES:

- To promote safe, secure, efficient and economic air transportation by preserving and enhancing Airport capacity.
- To acquire, construct, reconstruct, continue, develop, equip, expand, improve, maintain, finance and operate aviation and other related facilities and services.
- To stimulate and promote economic development, trade and tourism.
- To form an integral part of a safe and effective nationwide system of airports to meet the present and future needs of civil aeronautics and national defense and to assure inclusion of the Authority's facilities in

state, national and international programs for air transportation and for airway capital improvements.

- To ensure that aviation facilities shall provide for the protection and enhancement of the natural resources and the quality of the environment of the state and the capital district area.

VISION

Albany International Airport is committed to providing an exemplary airport in which to visit, travel, and work.

MISSION

The mission of the Albany International Airport is to be widely recognized as the best airport of its size in the Northeast as well as an innovative model for a facility with vitality, enthusiasm, friendliness, competence, and efficiency. To accomplish our mission we will:

- Provide world-class, customer-oriented transportation services at Albany International Airport;
- Be proactive, flexible and responsive to the market needs of its passengers, tenants, airlines and other stakeholders so that the airport contributes to the economic vitality of the Capital Region;
- Facilitate marketing programs to encourage air travelers to use Albany International Airport;
- Expand airline, cargo, business and general aviation services on airport by providing expanded and improved airport facilities;
- Operate the airport and provide services in the most cost-effective manner;
- Foster inter-modal transportation;
- Implement the airport's 2005-2009 Capital Improvement Plan; and,
- Maintain financial security while retaining financial flexibility.

VALUES

Responsiveness – being proactive; having a bias for action and sense of urgency in getting things done; anticipating the needs of tenants and passengers by taking fast action to surpass their expectations; encouraging tenant and passenger input.

Integrity – possessing a commitment to doing the right things right, with consistent adherence to the highest professional standards; keeping commitments to our tenants, passengers, employees, and others.

Innovation – dedicating ourselves to learning and growing; constantly searching for better ways to get the job done; using our collective imagination effectively to solve problems for our tenants, passengers and employees; going beyond perceived boundaries to get desired results.

Teamwork – recognizing that every board member, employee, volunteer, tenant, and others are important to the complete satisfaction of Albany International Airport; feeling personally responsible for successful outcomes; treating everyone with respect; communicating regularly, directly and honestly with our board members, employees, volunteers, tenants, and others.

2009 Organizational Strategic Goals

Strategy	Goal	2009 Key Initiatives	2009 Result
Ensure long term financial security	Provide the Albany International Airport with the financial resources to meet operational needs and meet all debt service obligations	Maintain appropriate financial reserves	<ul style="list-style-type: none"> • Maintain 125% debt service coverage of net revenues • Maintain its A-/A3 Bond rating from Fitch and Moody's • Maintain a minimum two-month operating reserve
		Enforce cost saving measures – Improve purchasing processes, assess and identify savings at service levels and cost/benefit analysis	<ul style="list-style-type: none"> • Implement cost saving plans • Identify savings
		Increase non-aeronautical revenue	<ul style="list-style-type: none"> • Identify new revenue streams • Generate new businesses at the Airport
Promote customer service	Ensure Albany International Airport provides world-class customer service	Promote Albany International Airport to international and domestic airlines to increase air service	<ul style="list-style-type: none"> • Increase international flights • Increase domestic flights
		Evaluate customer service needs based on changing demographics of the traveling public	<ul style="list-style-type: none"> • Increase concession revenues • Increase passenger activity
		Review roles and responsibilities for customer service between airlines and other Airport businesses	<ul style="list-style-type: none"> • Identify service responsibilities • Increase customer service
Strengthen relationships	Strengthen Albany International Airport's effectiveness through interdepartmental relationships and alliances with regional businesses, public agencies and governmental units	Encourage internal teamwork	<ul style="list-style-type: none"> • Improve effectiveness through cross department communications, coordination and sharing of resources
		Strengthen partnerships with Federal and State agencies	<ul style="list-style-type: none"> • Improve communications and integration of efforts with Federal and State agencies
		Strengthen partnerships with the regional business communities	<ul style="list-style-type: none"> • Improve coordination efforts between Albany International Airport and the regional business communities
		Build public support for Albany International Airport policies and initiatives through proactive communication and public relations outreach activities	<ul style="list-style-type: none"> • Improve communications of Albany International Airport's policies and programs • Increase support for Albany International Airport's positions and activities

Strategy	Goal	2009 Key Initiatives	2009 Result
Utilize employee experience and knowledge to adjust to changing business needs	Ensure Albany International Airport acquires/sustains people with the ability, experience and knowledge to fulfill its mission	Ensure employee wages and benefits remain competitive	<ul style="list-style-type: none"> • Ensure Airport is competitive in the marketplace and able to attract and retain quality talent
		Expand employee training programs	<ul style="list-style-type: none"> • Enhance employee knowledge and skill development in every department
		Design and integrate leadership development process	<ul style="list-style-type: none"> • Leadership that supports organizational goals • Preserve organizational knowledge
Utilize new technology	Improve performance, increase productivity and deliver cost effective services	Establish strategic investments in new equipment and technology based on current industry standards	<ul style="list-style-type: none"> • Upgrade equipment and electronic technology that improves productivity
		Evolve server equipment to virtual server technology	<ul style="list-style-type: none"> • Lower energy maintenance, hardware and disaster recovery costs • Greater efficiency and productivity • Lower capital and operational technology costs
		Distribute software updates, patches and new programs electronically	<ul style="list-style-type: none"> • Complete updates and installations • Produce greater productivity
		Evaluate common use systems and support services at Albany International Airport	<ul style="list-style-type: none"> • Common use systems upgraded

BUDGET PROCESS The Authority operates on a January 1st through December 31st fiscal year. For administration purposes, an annual operating budget is prepared following the rates and charges methodology included in the five-year Airline's Use and Lease Agreement which became effective January 1, 2006. The Authority charges signatory landing fees and terminal rental rates to carriers who executed the Agreement and non-signatory landing fees and terminal rental rates, which are 125% higher than signatory rates, to those who have not. The Agreement also provides a revenue sharing mechanism by which the passenger signatory airlines receive a percentage of the net revenues remaining (as defined in the agreement). This calculation is set forth in Section 10 of this budget document. The Authority's share of any funds remaining may be used to fund the Authority's share of any project or any activity that does not affect the Airline's rates and charges.

The budget is generally prepared on the accrual basis but differs from generally accepted accounting principles in that certain expenditures are reported on a cash basis. These include the principal portion of long-term debt obligations, the local share for certain capital projects, and the lack of depreciation expense. All other major revenues and expenses are budgeted for on the accrual basis. The Authority has adopted this budgetary basis of accounting to facilitate calculations for rates and charges billed to the airlines. There are fourteen cost centers in the Airline Use and Lease Agreement.

Below is a schedule showing the target dates for the formation of the budget document to the adoption of the budget:

To be completed by:	June
Week of June 16	➤ Preliminary debt section completed for 2009 by Finance Department
Week of June 16	➤ Finance Department projects revenues and expenditures for 2009
Week of June 30	➤ Hold coordination meeting with Million Air and AvPorts
Week of June 30	➤ Finance Department provides worksheets for Million Air and AvPorts to calculate payroll and benefits and to enter Full Time Employment (FTE) positions
Week of June 30	➤ Finance Department provides tables to Million Air, AvPorts, and Albany County Airport Authority to create new goals and objectives, actions to achieve the goals, and results to be achieved for 2009 and to state the results for 2008 goals and objectives
Week of June 30	➤ Finance Department provides worksheets for Million Air, AvPorts, and Albany County Airport Authority to adjust 2009 budget projections
	July
07/07	➤ Meetings scheduled with department heads and managers for each cost center between July 8 - 18
07/08 – 07/18	➤ Meetings held with department heads and managers
07/10	➤ Million Air's and AvPorts' work sheets for payroll and benefits completed
07/10	➤ ACAA payroll and benefits completed
07/21	➤ Capital section completed by Finance Department
07/21	➤ Cost Center's goals and objectives and performance measurements completed
07/21	➤ Work sheets for expenditures for Preliminary Budget 2009 for Million Air, AvPorts, and ACAA completed
07/31	➤ Preliminary overview completed
07/31	➤ Preliminary 2009 Airline Rates and Charges developed
Ongoing	➤ Finance Department due diligence review
	August
08/11	➤ Final revisions received for preliminary budget
08/14	➤ Preliminary revenue for 2009 completed
08/15	➤ Preliminary MA Expense completed
08/18	➤ Preliminary ACAA Expense completed
08/20	➤ Preliminary AvPorts Expense completed
08/21	➤ Preliminary Expense Summary completed
08/22	➤ Preliminary Budget Summary completed
08/25	➤ Preliminary Transmittal Letter completed
Ongoing	➤ Finance Department due diligence review
8/26	➤ Preliminary budget printed and assembled
08/29	➤ Preliminary Budget distributed with Board Meeting Agenda
	September
09/08	➤ Preliminary Budget presented to ACAA Board Members
09/10	➤ Preliminary Budget distributed to the airlines
	October – November
Between 9/10 & 11/06	➤ Preliminary Budget reviewed by ACAA and Airlines
Ongoing	➤ Finance Department due diligence review
11/06	➤ Final changes made and summary of changes distributed to Finance Committee for approval
Week of 11/10	➤ Finance Committee budget review
Week of 11/17	➤ Finalize 2009 Budget
11/21	➤ Final budget distributed to ACAA Board Members
	December
12/1	➤ Budget adopted

SUMMARY OF FINANCIAL POLICIES

Guidelines

The budget process and format shall be performance based and focused on goals, objectives and performance indicators.

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

Balanced Budget

The budget should be balanced with current revenues equal to or greater than current expenditures.

Strategies to accomplish this balance include cost efficiencies, personnel efficiencies, increasing or implementing fees to match program expenses, fund balance usage (if available), and service reduction (if needed).

Budget Amendments

The adopted budget represents a business plan covering all Airport operations for the upcoming year.

If the plan needs to be significantly modified during the year, the proposed revisions to the plan, together with their financial impact on either revenues or expenses, are presented to the Authority Board for review and approval.

No amendments have been enacted during the year 2008.

Budget Monitoring

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

Operating statements comparing actual financial results to budgets are reported monthly by the Chief Financial Officer and distributed to Board members, senior management and all key employees. Quarterly and annual financial reports are posted on the Authority's web-site – www.albanyairport.com.

Performance Measurements

Performance measurements are developed based on program objectives that tie to the Airport's vision, mission, and values.

Performance measurements measure program results or accomplishments to provide good comparisons over time.

Performance measurements measure efficiency and effectiveness is reliable, verifiable, and understandable.

Performance measurements are monitored and used in decision-making processes.

Planning

The Authority will develop a five-year capital plan every five years commencing September 1, 1995. Each five-year plan must be approved by the Albany County Legislature.

The five-year plan will include estimated operating costs and revenues for future capital

improvements.

Capital Improvement Policies

Capital projects that will be made during the current budget year should be detailed by project and type of work.

Progress projections for the five-year capital plan will be updated on a yearly basis.

The Authority will identify the estimated costs and potential funding sources for each capital project proposal.

The Authority will determine the least costly financing method for all new projects.

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

Debt Policy

The Authority will manage its current and future debt service requirement to be in compliance with all bond covenants.

The Authority will confine long-term borrowing to capital improvements or projects that cannot be financed from current revenues.

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

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

The Authority shall attempt to limit total debt outstanding to no more than \$100 per enplanement.

The Authority will not go over its legal debt limit of \$285 million.

The Authority will comply with its Derivative Policy which limits the use of derivative financial products to capital financing.

The Authority will comply with its Variable Rate Debt Policy which limits the use of net permanent variable rate debt to twenty percent of total debt outstanding.

Revenue Policy

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

The Authority will maintain a diversified and stable revenue system to shelter it from unforeseeable short-run fluctuations in any one-revenue source.

The Authority will maintain sufficient revenues to pay all expenditures incurred for the operations and maintenance at the Airport.

Rates and Charges

The Authority and the airlines have negotiated a Use and Lease Agreement that became effective January 1, 2006 for five years, with an option for a five-year renewal that establishes how the airlines that signed the agreement will be assessed annual rates and charges for their use of the Airport.

Rates and charges are established annually. The calculation thereof is set forth in this document (section 10).

Investment Policies

The investment of Authority funds is governed by provisions of its enabling legislation and by an Investment Policy adopted by the Authority on September 13, 1994. Any bank or trust company with a full service office in the County is authorized for the deposit of monies up to the maximum amount of \$10 million for operating funds and \$25 million for capital funds.

Monies not needed for immediate expenditure may be invested in (1) United States Treasury obligations with maturities of seven years or less, (2) obligations backed by the United States Government full faith and credit with maturities of seven years or less, (3) New York State, New York State agency or New York State subdivisions (cities, towns, villages, counties) obligations with maturities of seven years or less, (4) certificates of deposit fully collateralized from a bank or trust company in New York State, (5) Banker's acceptances with a maturity of 60 days or less which are eligible for purchase by the Federal Reserve Bank and whose commercial paper rating for the preceding year is the highest rating by two independent rating services, and (6) repurchase agreements using United States Treasury obligations with maturities of seven years or less. Investments are stated at cost or amortized cost.

ECONOMIC INFORMATION

Albany International Airport - The Airport began operation in 1928 as the nation's first municipal airport. Albany International Airport is located on 1,085 acres of land in the Town of Colonie. The Airport is located seven miles northwest of downtown Albany, New York which is the capital of the State of New York. Also, the Airport is strategically located at the center of New York's growing Capital District and represents the heart of prospering Hudson Valley Corridor known as "Tech Valley," a region that stretches from the Canadian border near Montreal to just north of New York City (see page 2-9). Tech Valley offers rewarding career and business prospects, world-class educational and research facilities, vibrant arts and entertainment scene, and exhilarating, year round outdoor pursuits. The Airport is accessible to several major interstate and state highways.

The Albany International Airport is defined by the Federal Aviation Administration (FAA) as a small hub airport, which is an airport that handles 0.05 percent to 0.249 percent of the total enplaned passengers by all U.S. air carriers nationwide. In 2007, Albany International Airport was ranked 80th having the largest domestic passenger market in the United States, 102nd for total aircraft operations, and 88th in the all cargo data according to Airports Council International-North America. According to US DOT, Albany consistently ranks among the lowest priced average airfares in the country. In February 2004, Forbes magazine rated the Airport as one of the five "Best Small Airports" (serving less than ten million passengers annually) in the Northeast.



The Airport's primary air trade area is generally defined as the area within a 60-mile to 70-mile radius of the Airport. This geographical area encompasses 11 counties in New York, Berkshire County in Massachusetts, and Bennington County in Vermont. The Airport's secondary air trade area is defined as being within 90 minutes of driving time to the Airport which includes an additional seven counties in New York, three counties in Massachusetts, four counties in Vermont and Litchfield County in Connecticut. The Airport's primary and secondary air trade area population is estimated to be approximately 3.1 million. The "Southwest Effect" has expanded the secondary catchments area to Plattsburgh, Rutland, Springfield, Newburgh and Syracuse.

Front View of Terminal at Night



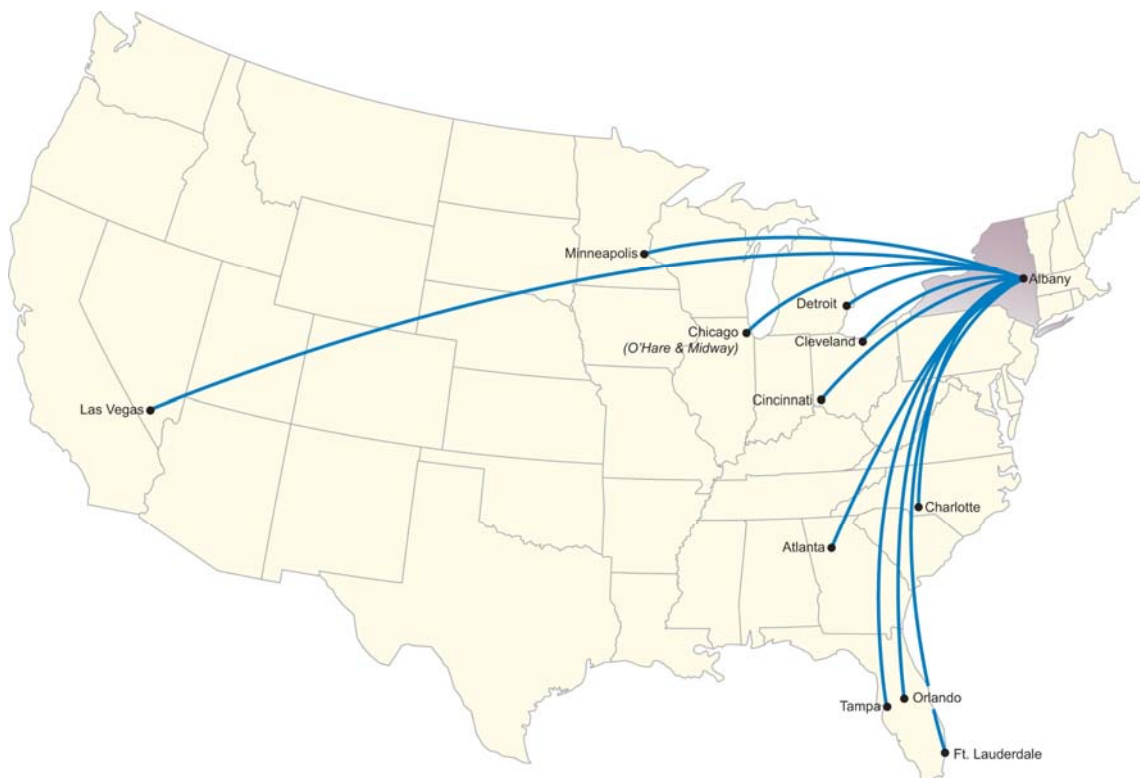
Albany International Airport's Primary Trade Area



Albany International Airport's Non-Stop Destinations

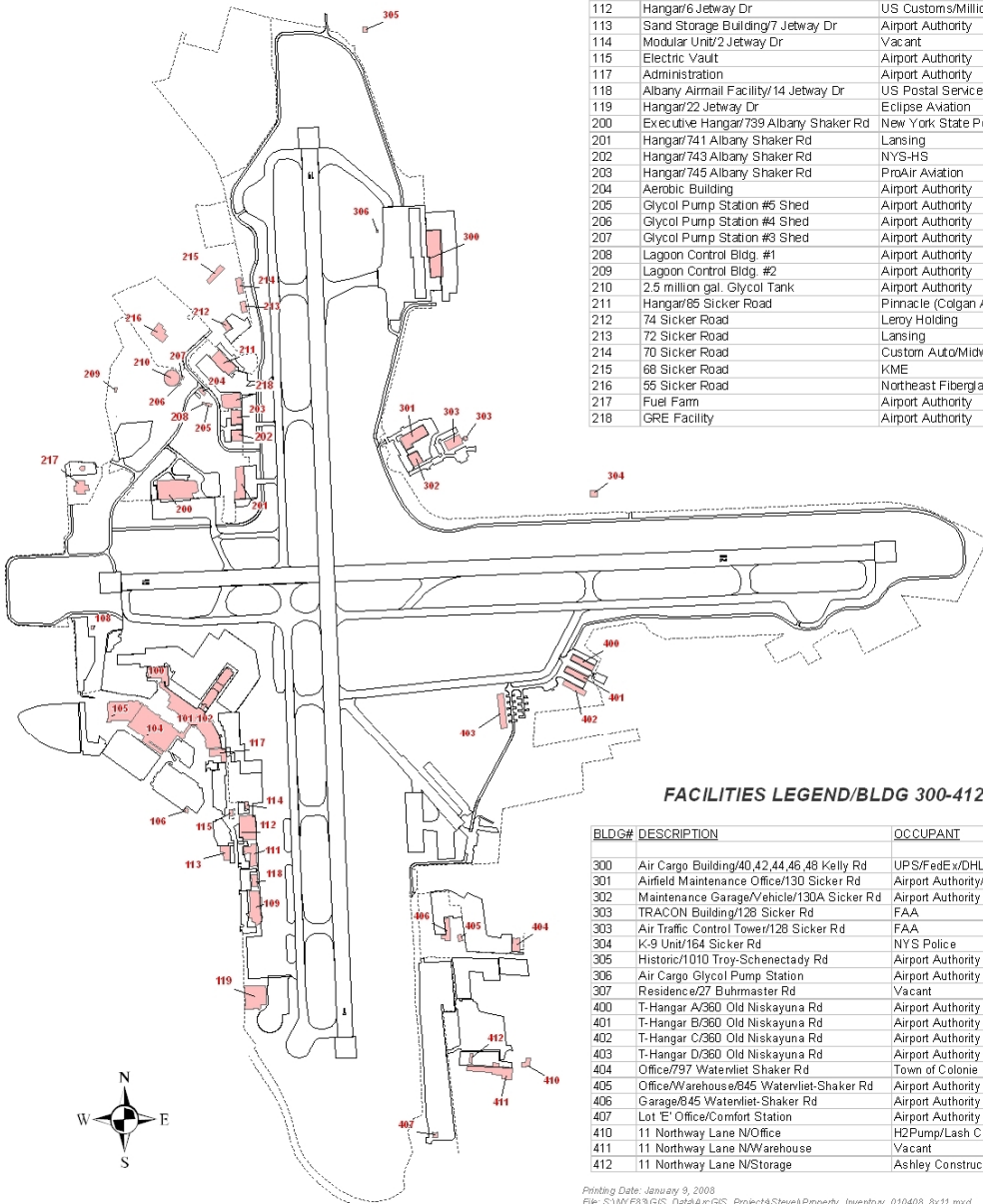


Non-Stop Destinations





**Albany International Airport
Property Inventory**
As of January 9, 2008



FACILITIES LEGEND/BLDG 100-218

BLDG#	DESCRIPTION	OCCUPANT
100	Building/Concourse A	Airport Authority
101/102	Terminal/Concourse B & C	Airport Authority
104	Parking Garage	Airport Authority
105	Parking Garage Extension	Airport Authority
106	Revenue Control Building	Airport Authority
108	Tribulator Building	Airport Authority
109	FBO Office/Hangar/16 Jetway Dr	Million Air
111	ARFF Facility/10 Jetway Dr	ARFF
112	Hangar/6 Jetway Dr	US Customs/Million Air
113	Sand Storage Building/7 Jetway Dr	Airport Authority
114	Modular Unit/2 Jetway Dr	Vacant
115	Electric Vault	Airport Authority
117	Administration	Airport Authority
118	Albany Airmail Facility/14 Jetway Dr	US Postal Service
119	Hangar/22 Jetway Dr	Eclipse Aviation
200	Executive Hangar/739 Albany Shaker Rd	New York State Police
201	Hangar/741 Albany Shaker Rd	Lansing
202	Hangar/743 Albany Shaker Rd	NYS-HS
203	Hangar/745 Albany Shaker Rd	ProAir Aviation
204	Aerobic Building	Airport Authority
205	Glycol Pump Station #5 Shed	Airport Authority
206	Glycol Pump Station #4 Shed	Airport Authority
207	Glycol Pump Station #3 Shed	Airport Authority
208	Lagoon Control Bldg. #1	Airport Authority
209	Lagoon Control Bldg. #2	Airport Authority
210	2.5 million gal. Glycol Tank	Airport Authority
211	Hangar/85 Sicker Road	Pinnacle (Colgan Air)
212	74 Sicker Road	Leroy Holding
213	72 Sicker Road	Lansing
214	70 Sicker Road	Custom Auto/Midway Industries
215	68 Sicker Road	KME
216	56 Sicker Road	Northeast Fiberglass
217	Fuel Farm	Airport Authority
218	GRE Facility	Airport Authority

FACILITIES LEGEND/BLDG 300-412

BLDG#	DESCRIPTION	OCCUPANT
300	Air Cargo Building/40,42,44,46,48 Kelly Rd	UPS/FedEx/DHL/Mobile Air
301	Airfield Maintenance Office/130 Sicker Rd	Airport Authority/Civil Air Patrol
302	Maintenance Garage/Vehicle/130A Sicker Rd	Airport Authority
303	TRACON Building/128 Sicker Rd	FAA
303	Air Traffic Control Tower/128 Sicker Rd	FAA
304	K-9 Unit/164 Sicker Rd	NYS Police
305	Historic/1010 Troy-Schenectady Rd	Airport Authority
306	Air Cargo Glycol Pump Station	Airport Authority
307	Residence/27 Buhmaster Rd	Vacant
400	T-Hangar A/360 Old Niskayuna Rd	Airport Authority
401	T-Hangar B/360 Old Niskayuna Rd	Airport Authority
402	T-Hangar C/360 Old Niskayuna Rd	Airport Authority
403	T-Hangar D/360 Old Niskayuna Rd	Airport Authority
404	Office/797 Watervliet Shaker Rd	Town of Colonia
405	Office/Warehouse/845 Watervliet-Shaker Rd	Airport Authority
406	Garage/845 Watervliet-Shaker Rd	Airport Authority
407	Lot 'E' Office/Comfort Station	Airport Authority
410	11 Northway Lane N/Office	H2Pump/Lash Contracting
411	11 Northway Lane N/Warehouse	Vacant
412	11 Northway Lane N/Storage	Ashley Construction Services

Printing Date: January 9, 2008
File: S:\W\ES3\GIS_Data\Arc\GIS_Projects\Steve\Property_Inventory_010408_8x11.mxd

Albany International Airport Property Inventory





Facilities Legend/SW and NW Quads

BLDG#	DESCRIPTION	OCCUPANT
100	Building/Concourse A	Airport Authority
101/102	Terminal/Concourse B & C	Airport Authority
104	Parking Garage	Airport Authority
105	Parking Garage Extension	Airport Authority
106	Revenue Control Building	Airport Authority
109	Truaxtor Building	Airport Authority
109	FBO Office/Hangar 16 Jetway Dr	Milton Air
111	ARFF Facility/10 Jetway Dr	ARFF
112	Hangar/B Jetway Dr	US Customs/Milcom Air
113	Sand Storage Building/7 Jetway Dr	Airport Authority
114	Modular Unit/2 Jetway Dr	Vacant
115	Electric Vault	Airport Authority
117	Administration	Airport Authority
118	Albany Animal Facility/14 Jetway Dr	US Postal Service
119	Hangar/2 Jetway Dr	Eclipse Aviation
200	Executive Hangar/739 Albany Shaker Rd	New York State Police
201	Hangar/741 Albany Shaker Rd	Lansing
202	Hangar/743 Albany Shaker Rd	NYS/HS
203	Hangar/745 Albany Shaker Rd	Prog Air Aviation
204	Aerobic Building	Airport Authority
205	Glycol Pump Station #5 Shed	Airport Authority
206	Glycol Pump Station #4 Shed	Airport Authority
207	Glycol Pump Station #3 Shed	Airport Authority
208	Lagoon Control Bldg #1	Airport Authority
209	Lagoon Control Bldg #2	Airport Authority
210	2.5 million gal. Glycol Tank	Airport Authority
211	Hangar/S Sicker Road	Pinnacle (Cargan Air)
212	74 Sicker Road	Leroy Holding
213	72 Sicker Road	Lansing
214	70 Sicker Road	Custom Auto/Midway Industries
215	68 Sicker Road	KME
216	55 Sicker Road	Northeast Fiberglass
217	Fuel Farm	Airport Authority
218	GRE Facility	Airport Authority

Facilities Legend/NE and SE Quads


BLDG#	DESCRIPTION	OCCUPANT
300	Air Cargo Building/40, 42, 44, 46, 48 Kelly Rd	UPS/FedEx/DHL/Mobile Air
301	Airfield Maintenance Office/130 Sicker Rd	Airport Authority/Civil Air Patrol
302	Maintenance Garage/Vehicle/130A Sicker Rd	Airport Authority
303	TRACON Building/120 Sicker Rd	FAA
304	Air Traffic Control Tower/138 Sicker Rd	FAA
304	K-9 Unit/184 Sicker Rd	NYS Police
305	Historic/1010 Troy-Schenectady Rd	Airport Authority
306	Air Cargo Glycol Pump Station	Airport Authority
307	Residence/27 Buhmester Rd	Vacant
400	T-Hangar A/360 Old Niskayuna Rd	Airport Authority
401	T-Hangar B/360 Old Niskayuna Rd	Airport Authority
402	T-Hangar C/360 Old Niskayuna Rd	Airport Authority
403	T-Hangar D/360 Old Niskayuna Rd	Airport Authority
404	Office/797 Waterlot Shaker Rd	Town of Colton
405	Office/Warehouse/545 Waterlot Shaker Rd	Airport Authority
406	Garage/545 Waterlot Shaker Rd	Airport Authority
407	Lot 'E' Office/Comfort Station	Airport Authority
410	11 Northway Lane N/Office	HP/Pump/Lash Contracting
411	11 Northway Lane NW/Warehouse	Vacant
412	11 Northway Lane N/Storage	Ashley Construction Services





Albany County Airport Authority Owned Property

C.T. Male Associates, P.C.
 50 Century Hill Drive, Latham, NY 12110
 Phone: 518-786-7400 Fax: 518-786-2989



Scale: 1 inch = 1,000 feet

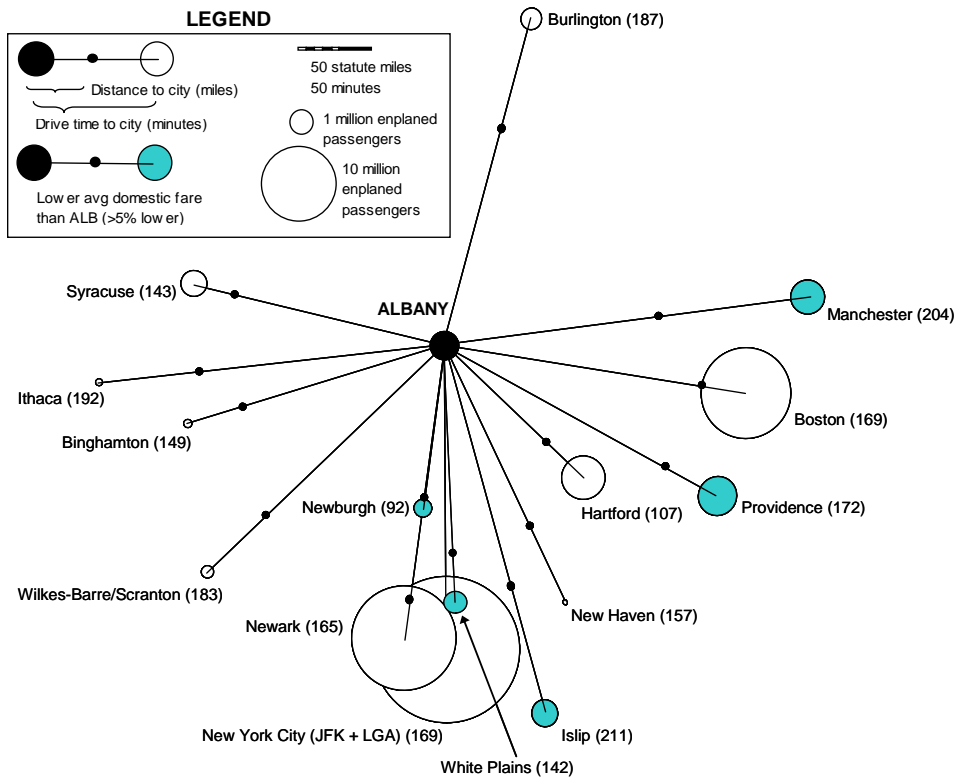
Project Number: 07-7574
 Data Source: AIA GIS
 Projection: NYS Plane, NAD83, East Foot
 Image: NYS GIS Clearinghouse/April 2004/12" GSD True Color

Prepared By: utgsp
 Printing Date: January 9, 2009
 File: G:\Work\2008\2_Inventory\2_Inventory\Project\2009\Property_Inventory_C09012009.mxd

ALBANY INTERNATIONAL AIRPORT

This graph shows the Albany International Airport (the “Airport”) in relation to selected commercial airports.

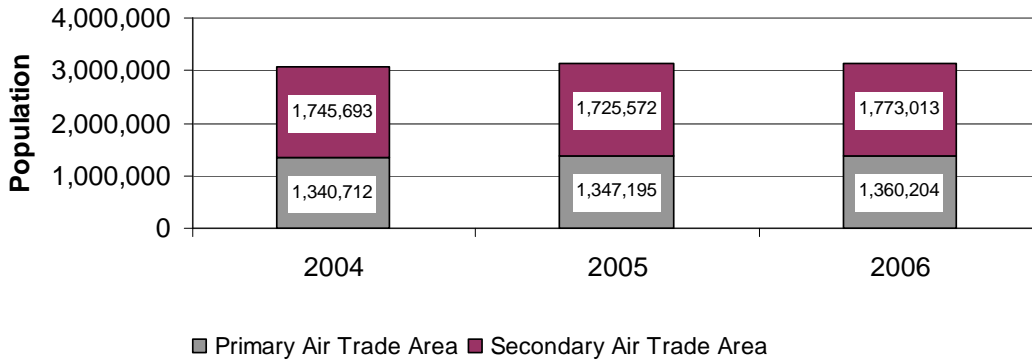
The geographic distance from the Airport to a selected airport is represented by a solid dot and the driving time required is represented by a circle at the line end, indicated as in Burlington (187). A shaded circle (Manchester, Providence, Islip, White Plains and Newburgh in this case) indicates that the average domestic outbound O&D fare at the selected airport is more than 5% lower than that of the Airport. Average fare levels may not be directly comparable depending on factors such as average trip distance, which can vary significantly. (Longer trip distance will more likely lead to higher fare level but lower yield per mile). The details are provided in the table below:



Prepared by Jacobs Consultancy
November 4, 2008

Albany International Airport

Air Trade Population
Census to current projections



Albany, the Heart of Tech Valley - In July 2002, The New York Times proclaimed in a page-one article, "Albany No Longer a Secret in High-Tech Chip World." And since then, the Tech Valley region, as the Albany area has come to be known, has continued to attract attention, accolades, and new companies.



Tech Valley is a 19-county region of eastern New York State stretching from the Canadian border near Montreal, through the Hudson Valley, to just north of New York City. It boasts a growing list of 1,000 technology companies with 50,000 employees and a \$2 billion annual payroll. The total annual economic impact of these companies is estimated at \$5 billion.

Today, Albany International Airport continues to expand in preparation for the ongoing increase in business and leisure travel being generated by the Tech Valley initiatives. Albany International Airport is prepared to take full advantage of the expected growth.

When leaders of the world's semiconductor industry selected the site for International SEMATECH North, the research and development center for creating the next wave of super-fast computer chips, it is not surprising that Albany was its choice. And SEMATECH continues to grow here, planning to relocate its headquarters from Austin, Texas, to Albany.

AMD, one of the world's largest semiconductor manufacturers, has selected nearby Saratoga County for a \$3.2 billion facility that will generate 1,200 new high tech jobs. General Electric Healthcare is growing locally, planning to build the next generation of diagnostic equipment – digital x-ray mammography machines that are better at detecting breast cancer than film x-rays.

These kinds of business come to Tech Valley – often after considering locations around the world – because of the region's excellence in higher education (led by the University at Albany and Rensselaer Polytechnic Institute) producing cutting-edge research and a talented workforce; business-friendly state and local governments; an appealing quality of life; modern air, rail and highway transportation systems and proximity to New York City, Boston and Montreal. With \$7 billion in investments underway or planned, the Tech Valley region is being transformed into a center of research and advanced technology.

New York's Tech Valley is home to world-class summer and winter vacation and recreation attractions that draw individuals and families from across the nation and around the globe. The Adirondack Mountains, the Berkshires, Saratoga Springs, the upper Catskills, Lake George, southern Vermont, the upper Hudson Valley and the Mohawk corridor all offer a cornucopia of entertainment and recreation venues including the Baseball Hall of Fame in Cooperstown, the Lake Placid Olympic Village and the thoroughbreds at Saratoga Race Track, home of former Kentucky Derby winner, Funny Cide.



Tech Valley Growth Indicators - SEMATECH, AMD and General Electric Healthcare are just some of the projects that are driving Tech Valley as it becomes a major center for cutting-edge and emerging technologies. Here are some other indicators:

- Rensselaer Polytechnic Institute and IBM have developed the \$100 million Computational Center for Nanotechnology Innovations, housing a supercomputer with the power to operate at the speeds necessary to facilitate nanotechnology research. It is believed to be the largest supercomputing center at a university and one of the 10 largest in the world.
- Nanotechnology industry publication *Small Times* ranks the University at Albany's College of Nanoscale Science and Engineering as the best nanotechnology and micro technology college in the world in its May/June 2007 issue. The magazine last year ranked the school as the best in the nation. This is the first year the publication included educational institutions from around the world.
- The RPI Tech Park, Luther Forest Technology Campus, STEP, Vista Technology Park and Harriman Campus projects expect hundreds of millions of dollars in investments in the coming years.
- Baby food manufacturer Beech-Nut will move its headquarters from St. Louis to a new \$124 million facility in Montgomery County.
- GE has confirmed its commitment to expanding its corporate-wide R&D headquarters here with a new \$100 million investment in its Global Research Center in Niskayuna.
- The University at Albany reports that its economic impact on the region over the next decade will be \$7 billion.

Quality of Life, Technological Innovation and Educational Excellence:

- Eleven public high schools in the 19-county Tech Valley region placed in the top five percent of schools nationally, according to a recent Newsweek survey.
- The U.S. Census Bureau estimates Tech Valley's population grew nearly four percent to an estimated 2.29 million over a six-year period from April 1, 2000 to July 1, 2006.
- *Inc.*, *Forbes*, *US News & World Report*, *MSN Money* and other national publications have recently recognized Tech Valley's quality of life, technological innovation and educational excellence.
- A report by a Carnegie-Mellon professor and author of the book *The Rise of the Creative Class* finds Albany ranked #2 among medium-sized cities in the United States and #17 overall among all 266 cities studied in terms of its creativity index.
- Among the reasons for the area's strong workforce is its superior educational infrastructure, from elementary through higher education. *Forbes* magazine ranked Tech Valley third in the best places with the best education.
- More than 65,000 students attend the region's 23 community colleges, four-year schools and universities. Each year, thousands of young people graduate – from physics PhD's at Rensselaer Polytechnic Institute (RPI) to well-trained technologists at Hudson Valley Community College, with many seeking employment in Tech Valley.
- RPI's Lally School was ranked in the first tier of the nation's top 50 for Technological Entrepreneurship by *Entrepreneur* magazine.
- The region's smart and productive workforce is not confined to technology, manufacturing and distribution; it extends to health care, training, professional services, transportation and support services.

Colleges and Universities in the Capital District Listed in the Capital District Business Review

Name	County	Description	# of Students Registered		
			2006-2007	2007-2008	% Inc/Dec
Excelsior College	Albany	Private	30,340	30,334	-0.02%
University at Albany	Albany	Public	17,461	17,635	1.00%
Empire State College	Albany	Public	10,578	10,938	3.40%
Hudson Valley Community College	Rensselaer	Public	12,100	12,300	1.65%
Rensselaer Polytechnic Institute	Rensselaer	Private	6,355	6,289	-1.04%
The College of Saint Rose	Albany	Private	5,040	5,062	0.44%
Schenectady County Community College	Schenectady	Public	4,775	4,756	-0.40%
Adirondack Community College	Warren	Public	3,610	3,571	-1.08%
Siena College	Albany	Private	3,224	3,222	-0.06%
The Sage Colleges	Rensselaer	Private	2,812	2,800	-0.43%
Skidmore College	Saratoga	Private	2,613	2,679	2.53%
State University of N.Y. at Cobleskill	Schoharie	Public	2,506	2,592	3.43%
Union College	Schenectady	Private	2,252	2,212	-1.78%
Fulton-Montgomery Community College	Fulton-Montgomery	Public	2,203	2,203	0.00%
Columbia-Greene Community College	Columbia-Greene	Public	1,785	1,805	1.12%
Maria College	Albany	Private	796	749	-5.90%
Albany College of Pharmacy	Albany	Private	1,235	1,426	15.47%
Albany Law School	Albany	Private	738	738	0.00%
Southern Vermont College	Bennington, Vermont	Public	500	413	13.46%
Mildred Elley College For Careers	Albany	Private	364	410	12.64%
Albany Medical College	Albany	Private	740	758	2.43%
Graduate College of Union University	Schenectady	Nonprofit, graduate college	416	400	-3.85%
Bryant & Stratton College	Albany	Private	540	620	14.81%
			112,983	113,912	0.82%

Source: Capital District Business Review, Book of Lists June 2007 and June 2008

Major Private Sector Employers in the Capital Region Listed by the Business Review

Employer	County	Product or Service	2007	2008	% Inc/Dec
Golub Corporation	Schenectady	Retail Grocery	6,555	6,721	2.53%
Albany Medical Center	Albany	Health Care	5,670	5,770	1.76%
St. Peter's Health Care Services	Albany	Health Care	3,587	3,429	-4.40%
Northeast Health	Rensselaer	Health Care	3,015	3,447	14.33%
KAPL Inc.	Schenectady	Research and development	2,600	2,600	0.00%
Glens Falls Hospital	Warren	Health Care	2,347	2,442	4.05%
Center for the Disabled	Albany	Residential, healthcare, education program an services for individuals with disabilities	2,198	2,300	4.64%
Empire Blue Cross/Blue Shield	Albany	Health Insurance	1,689	1,521	-9.95%
Ellis Hospital	Schenectady	Health Care	1,645	1,422	-13.56%
KeyCorp	Albany	Banking/Financial services	1,500	1,500	0.00%
Seton Health Systems	Rensselaer	Health Care	1,339	1,351	0.90%
Stewart's Ice Cream Co., Inc.	Saratoga	Dairy Products	1,335	1,322	-0.97%
Columbia Memorial Hospital	Columbia	Health Care	986	938	-4.87%
St Mary's Hospital at Amsterdam Healthcare	Montgomery	Health Care	866	946	9.24%
St. Clare's Hospital	Schenectady	Health Care	825	828	0.36%
Union College	Schenectady	Education	770	777	0.91%
Capital District Physicians' Health Plan Inc.	Albany	Health Insurance	697	730	4.73%
Nathan Littauer Hospital and Nursing Home	Fulton	Health Care	696	728	4.60%
Trans World Entertainment	Albany	Retailing music	616	561	-8.93%
Taconic Farms Inc.	Columbia	Biomedical research	500	635	27.00%

Source: Capital District Business Review, Book of Lists June 2008 and June 2007

Capital Region Unemployment Rate

(not seasonally adjusted)

September 2008

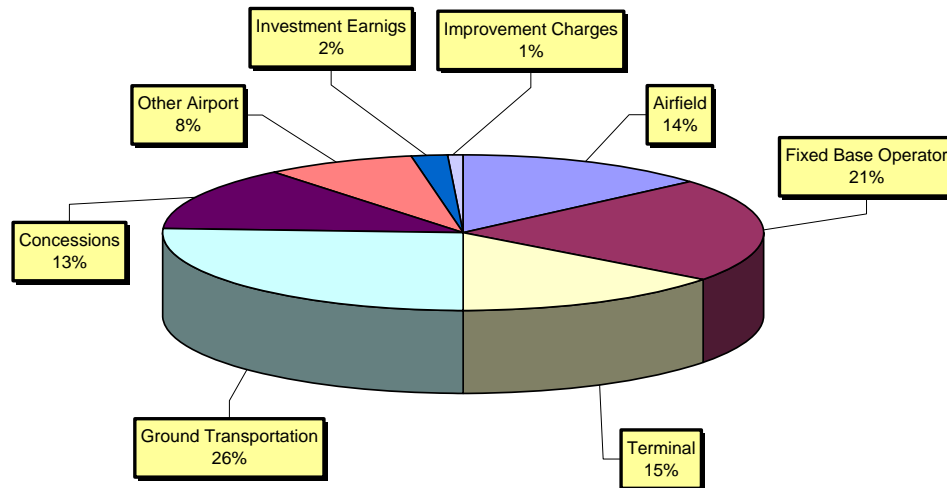


3) REVENUES

DESCRIPTION OF REVENUES

There are two types of revenues budgeted, operating and non-operating. Operating revenues are revenues generated through the daily operations of the Airport. Operating revenues are set forth in six categories; Airfield, Fixed Based Operator (FBO), Terminal, Ground Transportation, Concessions, and Other Airport. Non-operating revenues are generated from improvement charges and interest income.

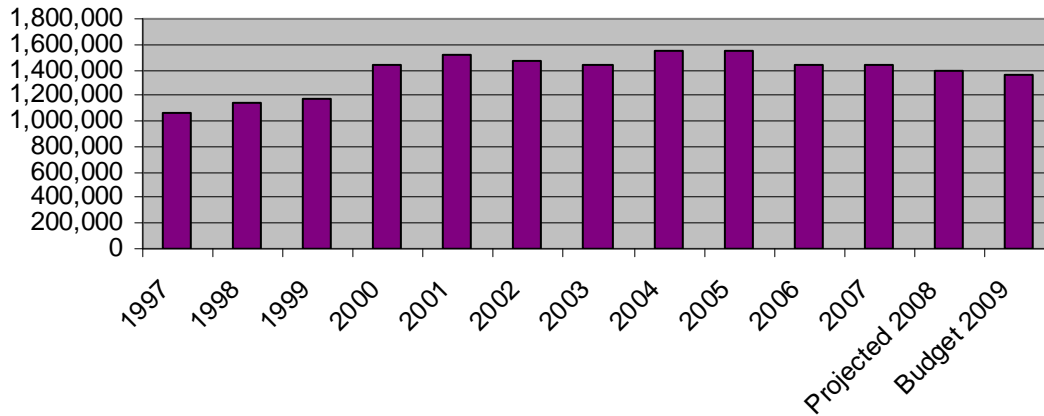
WHERE THE MONEY COMES FROM



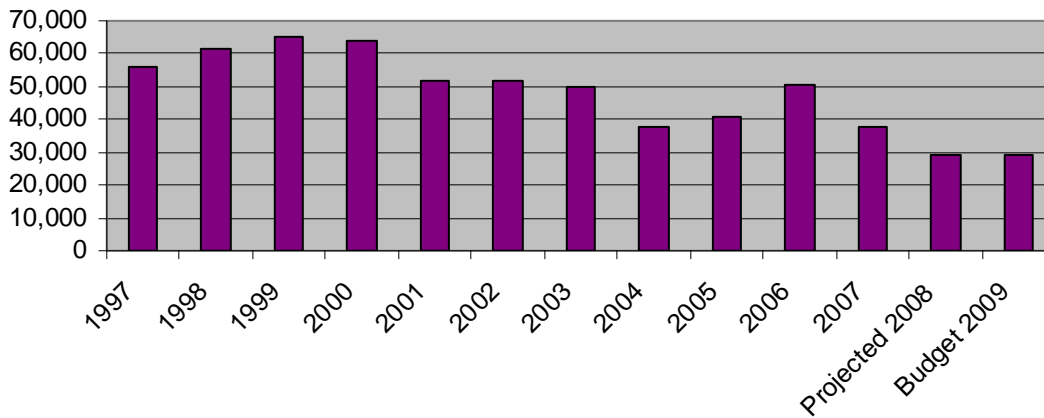
Enplanements and general aviation operations are critical since certain major non-airline revenues are projected on a per enplanement basis or a per-general aviation operations basis. Revenue projections for these items are discussed in this section and may vary significantly with any variance in the projected statistics for enplanements or general aviation operations. It is estimated that enplanements for 2009 will be 1,362,125 which is 2.3% lower than the projected amount for 2008 due to the downsizing of aircrafts making available seats limited. It is estimated that general aviation operations for 2009 will be 29,418 which is in line with the 2008 projected amount.

	Audited 2007	Budgeted 2008	Projected 2008	Budgeted 2009	% Inc./Dec)
Enplanements	1,440,385	1,457,000	1,393,537	1,362,125	-2.3%
General Aviation Operations	37,820	41,500	29,418	29,418	0.0%

ENPLANEMENT HISTORY



GENERAL AVIATION OPERATIONS HISTORY

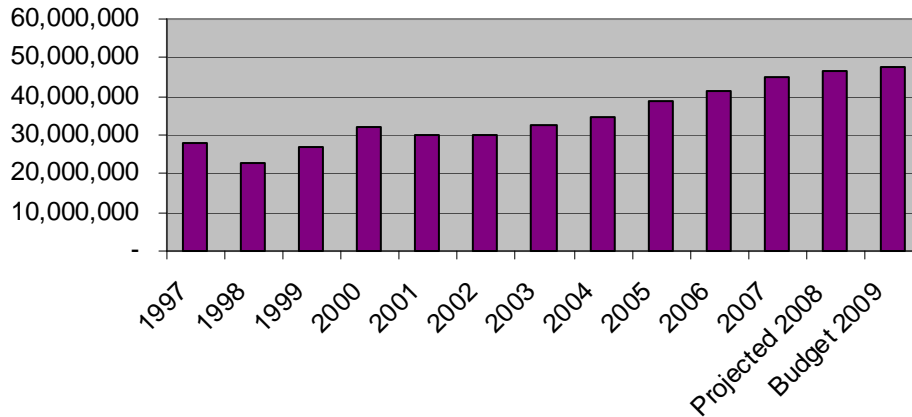


REVENUE SUMMARY

Total revenues for 2009 are budgeted at \$48,320,192 which is 3.4% higher than the 2008 projected amount of \$46,711,397. Below is a revenue summary of audited 2007, budget 2008, projected 2008, and budget 2009 and a graph of historical operating revenues since 1997, along with 2008 projected revenues and 2009 budgeted revenues.

	Audit 2007	Budget 2008	Projected 2008	Budget 2009
Operating				
Airfield	\$ 5,768,761	\$ 5,883,886	\$ 6,416,587	\$ 6,731,648
Fixed Based Operations	8,817,614	8,579,299	10,428,245	10,248,908
Terminal	7,974,735	7,459,733	7,557,211	7,497,369
Ground Transportation	11,340,151	11,631,887	11,374,415	12,323,856
Concessions	5,686,724	5,756,487	5,512,489	6,366,166
Other Airport	3,618,198	4,172,205	4,163,149	3,800,845
	43,206,183	43,483,497	45,452,097	46,968,792
Non Operating				
Interest Income	1,810,589	1,381,730	983,000	983,000
Investment Received-Net	170,813	-	-	-
Improvement Charges	276,300	276,300	276,300	368,400
	2,257,702	1,658,030	1,259,300	1,351,400
Total Revenues	\$ 45,463,885	\$ 45,141,527	\$ 46,711,397	\$ 48,320,192

REVENUE HISTORY



Landing fees, apron fees, terminal rental rates, and loading bridge fees are determined by a formula contained in the Airline Use and Lease Agreement. The formula takes into consideration the revenues and expenses as proposed in the budget. A residual cost calculation is used to calculate rates for landing fees, apron fees and loading bridge fees and a commercial rental methodology for calculating terminal rental rate. The agreement also includes a 50/50 revenue sharing formula with the airlines based on all revenues less expenses of the Airport.

The Authority's assumption of the management of the FBO operations in October 2005 generates revenues from Jet-A fuel sales, AvGas sales, auto gas sales, diesel fuel sales, into-plane, fuel farm, deicing, properties, and customer service. Ground transportation is projected to increase due to an increase in parking rates in long-term and garage parking. Concessions have contributed to the increase in revenues due to an a new rental car agreement. The museum shop is predicting an increase for 2009 after completion of construction in the terminal in 2008, which affected sales. Other Airport revenues also have contributed to the increase in revenues; land rental has increased due to a new lease agreement with the NYS National Guard, hangar rentals have an increase due to a new lease agreement with Hyannis Air Service, Inc., d/b/a Cape Air and Nantucket Airlines and utility reimbursement increased due to new tenants.

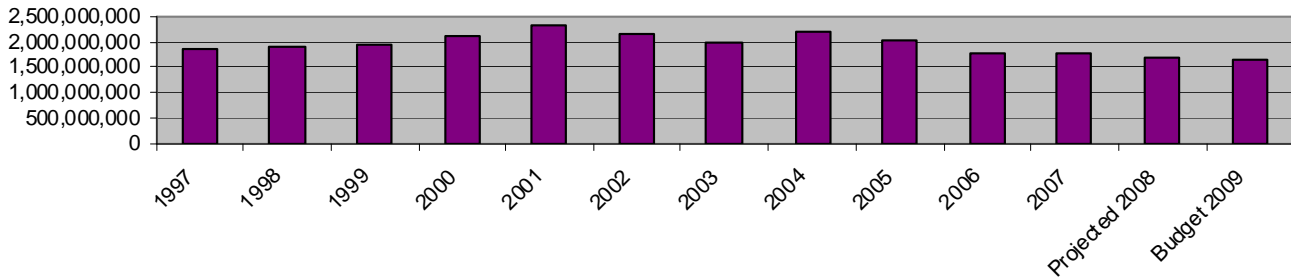
AIRFIELD

A signatory airline is an airline that has executed an agreement with the Albany County Airport Authority and is charged fees in accordance with an Airline Use and Lease Agreement which took effect January 1, 2006. A non-signatory airline is assessed at 125 percent of the signatory rates for landing fees and terminal rental rates. Signatory airlines have the option to have their affiliate carriers considered as signatory airlines. As of June 30, 2008, there are six commercial airlines, four affiliates to the commercial airlines, and two cargo airlines who are signatories to the agreement. Landing fees, landing fee surcharges and apron fees are calculated based on formulas contained in the Airline Use and Lease Agreement (More on the airline use and lease agreement in section ten).

AIRLINE LANDING FEES The commercial landed weight for 2009 is expected to be 1,657,990 pounds which is 2.3% lower than the 2008 projected amount of 1,696,376. Under the airline use and lease agreement the landing fee for signatory airlines in 2009 will be \$2.37 per 1,000 pounds of Maximum Gross Landed Weight (MGLW). The rate for non-signatory airlines is 125 percent of the signatory rate or \$2.96. Using the calculated signatory and non-signatory landing fee rates, landing fees for 2009 are budgeted at \$4,246,770. The table below demonstrates the decrease in landing weight as a result of reduction in aircraft size and the decrease in airline operations.

	Audited 2007	Budgeted 2008	Projected 2008	Budgeted 2009	% Inc/(Dec)
Signatory					
Landing Fee Rate	\$1.81	\$1.89	\$2.39	\$2.37	-0.8%
Landing Weights (MGLW)	1,228,329,000	1,221,254,000	1,236,658,000	1,198,086,000	-3.1%
Non-Signatory					
Landing Fee Rate	\$2.26	\$2.36	\$2.99	\$2.96	-1.0%
Landing Weights (MGLW)	525,360,000	518,746,000	459,718,000	459,904,000	0.0%

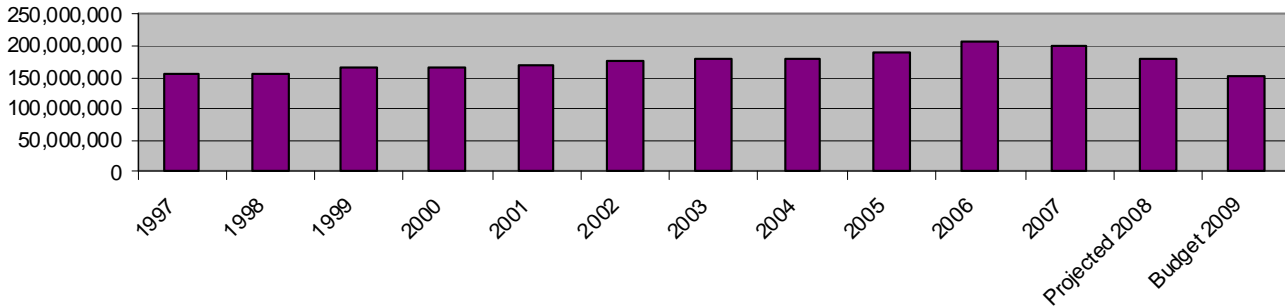
LANDING WEIGHT HISTORY



CARGO LANDING FEES There are two major cargo carriers that signed the Cargo Carrier Airfield Use Agreement. For 2009, the signatory cargo carriers will be charged the signatory landing fee of \$2.37. Air cargo landing weights projected for 2008 will be 178,641,000 and for budget 2009 will be 152,135,000 pounds of MGLW. The cargo landing fees for 2009 are budgeted at \$367,717. The table below demonstrates there will be a 14.8% decrease in cargo landing weights which is due to a major cargo carrier leaving the Airport.

	Audited 2007	Budgeted 2008	Projected 2008	Budgeted 2009	% Inc./Dec.)
Landing Fee Rate	\$1.81	\$1.89	\$2.39	\$2.37	-0.8%
Landing Weights (MGLW)	200,513,000	210,000,000	178,641,000	152,135,000	-14.8%

CARGO LANDING WEIGHT HISTORY



AIRLINE AND CARGO LANDING FEE SURCHARGES The landing fee surcharge is a charge to recover the amortized costs of certain prior year airfield capital improvements and is budgeted at \$0.08 per 1,000 pounds of MGLW for 2009. The surcharge is an annual fixed amount of \$187,162. The landing fee surcharge will expire in 2012.

GLYCOL DISPOSAL FEE In late 2008 the Authority instituted a new glycol disposal fee to offset a portion of the direct costs associated with the removal and disposal of the glycol deicing fluid collected after use on aircraft. For 2009, \$240,000 is budgeted.

AIRLINE APRON FEES The Airline Apron Fee rate is calculated as one-tenth (1/10) of overall projected airfield costs divided by the terminal apron square footage (834,508 sq. ft). For 2009 the rate per square foot will be \$1.51 which is 4.9% higher than the 2008 projected amount of \$1.44. Based on that rate, Apron Fees are budgeted at \$907,610.

TENANT MAINTENANCE Tenant maintenance is a recovery for services and materials rendered to tenants by Airport employees. The amount of \$116,614 is budgeted for 2009.

CONTROL TOWER RENTAL The Federal Aviation Administration pays rent based on the annual cost to maintain the facility. This includes the direct and indirect operating and maintenance costs and debt service payments resulting from the construction of the facility by the Authority. It is projected this will generate \$665,775 of revenues in 2009, the same projected for 2008.

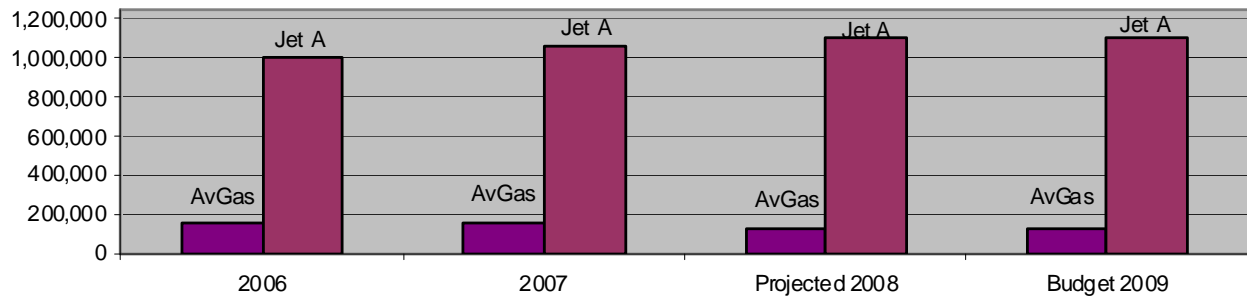
FIXED BASE OPERATOR (FBO)

JET-A FUEL SALES Jet-A Fuel sales are the sale of fuel purchased by general aviation and charter companies. The amount of \$4,950,000 is budgeted for 2009 which is 12.8% less than the 2008 projected amount of \$5,676,000 due primarily to the decrease in general aviation operations. The budgeted amount for 2009 was determined by projecting we would sell 1,100,000 gallons at \$4.50 per gallon.

AVGAS FUEL SALES AvGas fuel sales are the sale of fuel purchased for general aviation. The amount of \$589,000 is budgeted for 2009 which is 3.8% less than the 2008 projected amount of \$612,560 due primarily to the decrease in general aviation operations. The budgeted amount for 2009 was determined by projecting we would sell 124,000 gallon at \$4.75 per gallon.

The following graph demonstrates the trend used to calculate the gallons for the 2009 budget.

JET-A & AVGAS GALLONS SOLD



AUTO GAS FUEL SALES Auto gas fuel sales are the sale of gasoline to the airlines for ground equipment. The amount of \$142,141 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$138,001.

DIESEL FUEL SALES Diesel fuel sales are the sale of diesel fuel to the airlines for ground equipment. The amount of \$240,466 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$233,462.

INTO PLANE Into Plane is the fee based on fuel pumped for the commercial airlines. A rate of \$40 per fueling for non-signatory and \$30 per fueling for signatory is charged. The amount of \$895,317 is budgeted for 2009 which is forecasted using the 2007 audited amount of \$973,950 and the 2008 projected amount of \$869,240.

FUEL FARM Fuel Farm is a recovery fee for operating expenses by charging a fuel-flowage fee of \$0.023 per gallon in 2009. The amount of \$491,396 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$470,031 due to a decline in commercial airline operations combined with a rate increase.

GENERAL AVIATION LANDING FEES General aviation landing fees are the fees for landings charged to general aviation aircraft at the FBO facility. The fees range from \$5.59 to \$1,421.55 depending on the size of the aircraft. The amount of \$178,303 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$173,110 based upon general aviation operations as demonstrated in the graph on page 3-2.

GENERAL AVIATION PARKING FEES General aviation parking fees are the fees for aircraft parking at the FBO facility. The fees range from \$10.00 to \$200.00 depending on the size of the aircraft. The amount of \$99,801 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$96,894 based upon general aviation operations as demonstrated in the graph on page 3-2.

AVGAS FUEL SALES COMMERCIAL This is new revenue generated from a new carrier to purchase fuel directly from us. This carrier is projected to purchase 211,200 gallons of avgas at \$4.19 per gallon. The amount of \$884,928 is budgeted for 2009.

DEICING TYPE I - SPRAYED This is revenue generated from deicing commercial airlines and general aviation planes and is difficult to budget due to unpredictable winter weather. The amount of \$394,350 is budgeted for 2009. It is predicted that 33,000 gallons will be sold at \$11.95 per gallon.

DEICING TYPE IV - SPRAYED This is revenue generated from deicing commercial airlines and general aviation planes and is difficult to budget due to unpredictable winter weather. The amount of \$90,790 is budgeted for 2009. It is predicted that 7,000 gallons will be sold at \$12.97 per gallon.

DEICING TYPE I - CONSORTIUM This is revenue generated from the sale of Deicing Type I fluid at cost to commercial airlines and is difficult to budget due to unpredictable winter weather. The amount of \$695,000 is budgeted for 2009. It is predicted that 100,000 gallons will be sold at \$6.95 per gallon.

DEICING TYPE IV - CONSORTIUM This is revenue generated from the sale of Deicing Type IV fluid at cost to commercial airlines and is difficult to budget due to unpredictable winter weather. The amount of \$155,800 is budgeted for 2009. It is predicted that 20,000 gallons will be sold at \$7.79 per gallon.

GENERAL AVIATION TENANTS General aviation tenants are the revenue generated from tenant rentals in the FBO facility such as office and hangar space. The amount of \$236,638 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$229,746.

GENERAL AVIATION CUSTOMER SERVICE Customer service is revenue rendered from handling, catering retail, and other general aviation services. The amount of \$204,978 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$199,007.

TERMINAL

AIRLINE SPACE RENTAL The Authority leases ticket counters, offices, baggage make-up rooms, gate/lounge areas and the baggage claim area in the terminal to the airlines servicing the Airport. Under the Airline Use and Lease Agreement (more on the airline use and lease agreement in section ten), the terminal signatory airline rental rate for 2009 is projected at \$87.11 annually per square foot versus \$78.84 annually per square foot in the 2008 adopted budget. The rate for non-signatory airlines will be 125 percent of the signatory rate or \$108.89 for 2009 versus \$98.55 budgeted for 2008. Space rental fees budgeted for 2009 are \$6,197,528.

TSA SPACE RENTAL The Federal Transportation Security Administration pays rent for administrative space in the terminal. The rent includes both the direct and administrative costs incurred in maintaining their space plus an amount to amortize the construction costs over the five-year term of their Agreement. Revenue budgeted for 2009 is \$346,549.

NON-AIRLINES SPACE RENTAL-FLAT RATE The Authority leases terminal space to certain tenants at a fixed rate. The amount of \$18,133 is budgeted for 2009 which is 3.5% higher than the 2008 projected amount of \$17,513.

NON-AIRLINES SPACE RENTAL The Authority leases terminal space at one-half the signatory airline rental rate of \$43.56 annually per square foot in 2009 versus \$39.42 annually per square foot in 2008 to non-airline tenants such as car rental companies, baggage delivery companies and others. The amount budgeted for 2009 is \$255,497.

FIS FACILITY USE FEE The Authority charges a fee to cover the cost of the maintenance of the FIS Facility. This fee is currently set at \$5.00 per deplaned passenger passing through the FIS Facility. Air Canada currently has scheduled international flights that utilize the FIS Facility. The amount budgeted for 2009 is \$38,397 which is 1.3% lower than the 2008 projected amount of \$38,893. The decrease is due to less international flights arriving at the Airport.

LOADING BRIDGES The Authority leases 15 loading bridges. The rental rate charged to the airlines is based on the estimated direct and indirect costs to maintain the loading bridges. This includes both the operating and maintenance costs along with the debt service incurred to finance the purchase of the bridges. For 2009 the charge per loading bridge for the year will be \$38,775 annually per bridge versus \$34,363 per bridge annually per bridge in 2008. The amount budgeted for 2009 is \$581,622.

TENANT MAINTENANCE The Authority performs various maintenance and repairs in-lieu of tenants hiring outside contractors. The Authority bills the tenants for the materials and labor incurred. The amount of \$33,793 is budgeted for 2009.

UTILITY REIMBURSEMENT TSA reimburses the Authority for electricity they use for equipment to check luggage at the checkpoint and behind the ticket counters. The amount budgeted for 2009 is \$25,850 which is 61.2% lower than the 2008 projected amount of \$66,692 due to TSA purchasing more energy efficient equipment.

GROUND TRANSPORTATION

PUBLIC PARKING Daily parking rates in short term, garage, long term, and economy parking lots are \$24, \$11.00, \$8.00, and \$5.00 respectively. For 2009, the parking revenue is projected to be \$12,070,000, or \$8.10 of revenue per enplanement (RPE) which is 8.5% higher than the 2008 projected amount of \$11,122,723 due to an increase in parking rates in the long term and garage parking areas. Also included in public parking revenues are the fees collected from 644 Albany based Airport employees and 112 non-Albany based employees.

Public parking rates are as follows:

Albany Based Employee Parking (644 employees)	\$12 per year	\$7,728
Non-Albany Based Employee Parking (112 Flight Crew)	\$240 per year	\$26,880
Short Term Parking	First half hour free, \$2 second half hour and \$2 an hour after	\$1,334,731
Long Term Parking	\$8 per day, \$36 for five days, and \$45 for seven days	\$2,564,187
Garage Parking	\$11 per day, \$48 for five days, and \$60 for seven days	\$5,686,104
Economy Parking	\$5 per day every day	\$2,450,370
Total Parking Revenue		\$12,070,000

Available public parking spaces:

	As of <u>Dec-07</u>	As of <u>Sep-08</u>
Short Term - Garage/Surface	353	353
Long Term - Garage	1,907	1,899
Long Term - Surface Lot A	1,117	1,117
Long Term - Surface Lot E	2,783	2,783
Total:	6,160	6,152

ACCESS FEES The Authority collects a fee from the off-airport companies that derive revenue from the services they provide to Airport customers. These companies include: limousine companies, hotels and motels, off-airport parking facilities, and taxi cab companies. These

companies have access to the commercial waiting zone in front of the terminal building and are charged for each entrance, an annual fee or a percentage of gross revenues. The fee and revenue collections for projected 2008 and 2009 are as follows:

	<u>Fees</u>	<u>Projected 2008</u>	<u>Budget 2009</u>	<u>2008 Budget vs Projected 2007</u>
Per Entrance:				
Limousine Services (3 yr avg 5,073 entrances)	\$1.25 per entrance	\$6,171	\$6,341	2.8%
Taxi Cab Companies (Agreement)	\$0.01 per deplanement plus \$1.00 per entrance	\$61,593	\$61,986	0.6%
Per Vehicle (unlimited access):				
Hotels and Motels (26 vehicles)	\$600 yearly per vehicle	\$15,600 #	\$15,600	0.0%
Off Airport Parking Facilities(Agreement)	92.7% x Gross Revenue x 7.3%	<u>\$168,328</u>	<u>\$169,929</u>	1.0%
		\$251,692	\$253,856	0.9%

CONCESSIONS

The Airport receives various percentages of gross sales from on-site concessionaires servicing the Airport customers and the traveling public. Concessions include: rental cars, food and beverages, retail, advertising, museum shop, ground handling, business center, payphones, sale of phone cards, vending machines, ATM, baggage cart rentals, and registered travel service which allows travelers the access to go through faster lanes at security checkpoint.

Revenues for concessions are based on enplanements being 1,362,125 for the 2009 budget and enplanements being 1,393,537 for projected 2008. Revenues per enplanement (RPE) are calculated by using an average year-to-year increase of sales per passenger and then by multiplying the RPE by the enplanements to get the projected and budgeted revenues for concessions.

Concession revenues are projected as follows:

	<u>2008 RPE</u>	<u>Projected 2008</u>	<u>2009 RPE</u>	<u>Budget 2009</u>	<u>2009 Budget vs Projected 08</u>
Rental Cars	\$2.64	\$3,676,861	\$3.23	\$4,400,000	19.7% (1)
Food & Beverage	0.37	511,467	0.38	514,936	0.7%
Retail	0.31	426,442	0.32	429,334	0.7%
Advertising	0.16	229,065	0.18	250,000	9.1% (2)
Museum Shop	0.20	284,778	0.26	359,000	26.1%
Operating Permits	0.00	530	0.02	25,000	4617.0% (3)
Telephone-Payphones	0.01	13,408	0.01	13,106	-2.3%
Telephone-Tenants	0.09	129,203	0.10	133,079	3.0%
Phone Cards	0.00	1,944	0.00	1,957	0.7%
Bank ATMs	0.03	38,519	0.03	38,780	0.7%
Business Center	0.05	63,219	0.05	63,647	0.7%
Vending Machines	0.03	40,054	0.03	40,326	0.7%
Baggage Cart Concessions	0.01	7,000	0.01	7,000	0.0% (4)
Registered Traveler Service	0.06	90,000	0.07	90,000	0.0% (4)
Total	<u>\$3.96</u>	<u>\$5,512,490</u>	<u>\$4.67</u>	<u>\$6,366,165</u>	<u>15.5%</u>

(1) A new rental car agreement will commence January 1, 2009.

(2) The new minimum annual guarantee began August 11, 2008.

(3) New agreement with current operators at Airport.

(4) Concession has not increased sales past their MAG.

OTHER AIRPORT

LAND RENTAL The Airport charges rent for property owned by the Airport. The land rental charges are calculated based on a rate times the square footage or acreage occupied. The amount of \$174,231 is budgeted for 2009 is 12.6% higher than the projected 2008 of \$154,737 due to a new lease with the New York State National Guard.

INDUSTRIAL PARK In 2001, the Authority purchased a 9½-acre site, now known as the Airport Industrial Park, with four warehouse buildings, all of which are currently leased. It is anticipated that in 2009 the Industrial Park will generate \$349,670 in revenues, which represents a 4.8% increase over 2008 projected revenues of \$333,624 due to new leases.

GENERAL AVIATION T-HANGARS In 2002, construction was completed on a 10-unit T-Hangar building, self-service fuel facility and tie-down spaces for use by the general aviation community. As a result of additional demand, an additional 10-unit building was built and opened in early 2003 and two more 10-unit buildings were built in the summer of 2008. The Authority collects fees for the rental of the units, tie-down and the fuel sales. A maintenance fee is also collected which offsets additional expenses associated with the T-Hangars. Revenue of \$133,391 budgeted for 2009 is 31.5% higher than the 2008 projected revenues of \$101,452 due to the projection of new tenants.

GENERAL AVIATION TIE-DOWNS It is anticipated that in 2009 the Tie-Downs will generate \$7,283 which is 6% higher than the 2008 projected revenues of \$6,873.

AV GAS FUEL SALES AvGas fuel sales at the self service facility at the T-Hangars are based on General Aviation operations being 29,418 for the 2009 budget which is also projected for 2008. Rate per general aviation (RPGA) operation is calculated by using an average year to year increase and then by multiplying the RPGA by the average increase in RPGA to get the projected and budgeted revenue. The RPGA for 2009 is \$3.01 and for projected 2008 \$2.92. The 2009 budgeted amount is \$88,613 which is 3% higher than the 2008 projected amount of \$86,032.

WEATHER OBSERVATION SERVICES In 1996, the Authority signed an agreement with the Federal Aviation Administration to perform certain weather related duties due to the relocation of the National Weather Service to a facility off the Airport. The amount of \$158,724 budgeted for 2009 is 10.3% higher than the 2008 projected amount of \$143,883 due to a new lease agreement.

PARKING GARAGE SPACE RENT Included in the 2009 new rental car agreement is return space rent for the rental cars. The \$67,650 budgeted for 2009 is 54.8% higher than 2008 projected revenues of \$43,696 due to the new rental car agreement.

HANGAR RENTAL The Authority purchased two hangars during 2003 and one during 2004. The \$327,800 budgeted for 2009 represents a 7.7% increase over the 2008 projected revenues of \$304,295 due to new lease agreements.

BUILDING RENTAL Building rental includes building rental leases for Aeronautical Radio, Inc., Civil Air Patrol, SITA, and Southwest Airlines. The 2009 budgeted amount is \$28,841.

CARGO BUILDING RENTAL FACILITIES In October 1998, operations began in a cargo facility built and financed by the Authority in the northeast quadrant of the Airport. An agreement with AFCO, who manages the building for the Authority, provides for the sharing of net revenues with the Authority, along with the Authority being fully reimbursed for the outstanding debt service payments in connection with the bonds issued in 1998 to finance construction of the facility. The Authority is reimbursed \$928,140 annually by AFCO to cover the debt service payments on the

facility along with 50% of any profit generated from rental fees or the Authority pays 50% of any loss generated by rental fees. Cargo building rental fees of \$892,781 are budgeted for 2009 which is a 10% decrease from the 2008 projected amount of \$992,338 due to DHL's lease agreement ending as of October 31, 2008.

ECLIPSE HANGAR RENTAL This aircraft maintenance and service center was completed in 2007. No revenue for 2009 has been budgeted due to the bankruptcy filing of Eclipse Aviation.

STATE EXECUTIVE HANGAR In December 2000, the Authority issued debt to finance the construction of the New York State Police Executive Hangar and entered into a lease with the State of New York. The payments for 2009 are \$1,247,083 per the lease agreement and will be sufficient to meet the debt service payments and any other costs anticipated to be incurred by the Airport.

UTILITY REIMBURSEMENT The Authority receives reimbursement from tenants for utility costs associated with their leased space. This revenue is calculated based on the actual kilowatt usage for electric or therm usage for gas times the current charge that the Authority receives from the electric supplier. It is anticipated there will be \$170,989 reimbursed for 2009 which is 21.4% lower than the projected 2008 amount of \$217,515. The decrease is due to a decrease in costs of actual usage since the beginning of 2008.

REIMBURSEMENTS OF PROPERTY TAXES There are tenants on property the Authority owns on landside that are not Airport related businesses therefore real estate property taxes are levied on these properties. The tenants are obligated to reimburse the Authority for these taxes. Reimbursement is projected to be \$26,863 for 2009 which is in line with projected 2008.

INTERNET AND CABLE ACCESS The Authority receives reimbursement from certain Airport tenants who utilize the Authority's internet access network and the cable television network within the terminal. It is anticipated that \$14,120 of revenues will be generated in 2009. The following table represents the revenues incurred from this service.

Internet	15 lines at \$55 per month	\$9,900
Internet	1 line at \$85 per month	\$1,020
Cable	7 lines at \$100 per quarter	\$3,200
Total Internet and Cable Access		\$14,120

WIRELESS INTERNET During 2004, Wireless Internet access was installed in the Airport terminal. Revenues have been collected from users for accessing this service. It is projected that \$41,078 will be generated for 2009. During 2009, the service will convert from a user paid service to one free to the users supported through the sale of advertising.

FINGERPRINTING The Authority collects a fee of \$35 per person for tenants, \$45 per person for contractors, which includes a \$6.00 processing fee to offset the costs incurred to process fingerprints for Airport security clearance. It is anticipated that \$14,633 in revenues will be generated in 2009 which is 3% higher than the 2008 projected amount of \$14,207. The Airport processes approximately 550 fingerprint applications a year which includes Airport employees.

TENANT MAINTENANCE The Authority performs various maintenance and repairs in-lieu of tenants hiring outside contractors. The Authority bills the tenants for the materials and labor incurred. It is projected that \$28,879 will be generated for 2009.

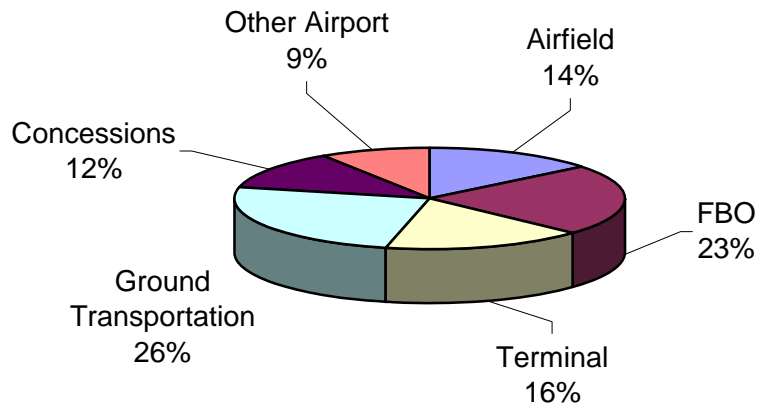
PURCHASING PROPOSALS The Authority collects fees from vendors who request proposals, contract bids and other forms of solicitations. The amount of \$8,841 is budgeted for 2009 which is 3% higher than the 2008 projected amount of \$8,584. The Authority collects fees of \$75 with drawings and \$20 without drawings.

EBAY, SCRAP AND EQUIPMENT SALES During 2004, the Authority established an EBay site for the disposal of Airport surplus items. Revenues result from EBay sales together with the proceeds from the sale of surplus or scrap materials, equipment, abandon vehicles and other unclaimed items lost or abandoned by users of the Airport. The amount of \$4,376 is budgeted for 2009.

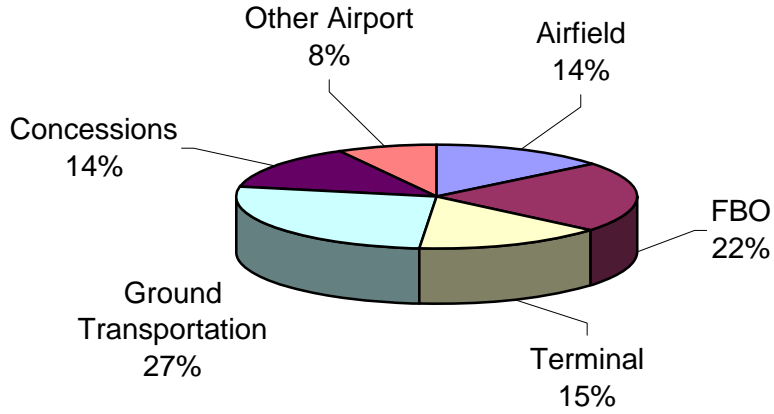
OTHER Various miscellaneous revenues are collected from non-repetitive sources. Revenues of \$15,000 are budgeted for 2009.

OPERATING REVENUES BY CATEGORY

Projected 2008



Budget 2009



OTHER REVENUES

INTEREST EARNINGS The Airport receives revenues from interest generated by investment of operating, capital, and reserve funds. The \$983,000 budgeted in 2009 is in line with the 2008 projected amount.

IMPROVEMENT CHARGES The rental car agreements provide for \$100.00 per space per-month for the 307 assigned spaces in the garage to pay the financing costs for constructing these spaces for their use. Revenues of \$368,400 are included in the 2009 budget.



Albany County Airport Authority 2009 Operating Budget

Albany County Airport Authority Albany International Airport 2009 Adopted Budget REVENUES (page 1 of 2)				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
AIRFIELD				
Airline Landing Fees	\$3,499,900	\$3,584,285	\$4,040,547	\$4,246,770
Airline Airfield Revenue Sharing	(171,427)	(260,918)	(41,346)	(173,263)
Cargo Landing Fees	369,212	403,170	426,641	367,717
Airline Landing Fee Surcharge	166,975	167,006	169,330	171,432
Cargo Landing Fee Surcharge	20,187	20,156	17,832	15,730
Glycol Disposal Fee	0	0	113,134	240,000
Airline Apron Fee	916,131	933,493	870,111	907,610
Tenant Maintenance	130,580	110,000	113,217	116,614
Control Tower Rental	665,776	665,775	665,775	665,775
	<u>\$5,597,334</u>	<u>\$5,622,968</u>	<u>\$6,375,241</u>	<u>\$6,558,385</u>
FBO				
Jet A Fuel Sales	\$4,384,337	\$4,356,296	\$5,676,000	\$4,950,000
Avgas Fuel Sales General Aviation	707,175	723,392	612,560	589,000
Auto Gas Fuel Sales	120,126	110,237	138,001	142,141
Diesel Fuel Sales	174,959	156,065	233,462	240,466
Into-plane	973,950	1,023,985	869,240	895,317
Fuel Farm	468,602	493,827	470,031	491,396
General Aviation Landing Fees	185,806	191,247	173,110	178,303
General Aviation Parking Fees	105,047	108,240	96,894	99,801
Avgas Fuel Sales Commercial	0	0	258,104	884,928
Deicing Type I - Sprayed	479,891	341,945	425,024	394,350
Deicing Type IV - Sprayed	62,818	48,258	67,535	90,790
Deicing Type I - Consortium	558,757	429,250	807,261	695,000
Deicing Type IV - Consortium	125,270	96,975	172,270	155,800
Deicing - GA	53,555	67,861	0	0
General Aviation Tenants	211,544	238,071	229,746	236,638
General Aviation Customer Services	205,777	193,649	199,007	204,978
	<u>\$8,817,614</u>	<u>\$8,579,298</u>	<u>\$10,428,245</u>	<u>\$10,248,908</u>
TERMINAL				
Airline Space Rental	\$6,496,648	\$6,006,425	\$6,143,959	\$6,197,528
Airline Terminal Revenue Sharing	(399,996)	(608,808)	(96,473)	(404,281)
TSA Space Rental	535,364	542,321	460,749	346,549
Nonairline Space Rental - Flat Rate	16,061	16,148	17,513	18,133
Nonairline Space Rental	229,796	231,253	230,883	255,497
FIS Facility Use Fee	38,800	42,712	38,893	38,397
Loading Bridge Rentals	542,738	515,439	565,713	581,622
Tenant Maintenance	54,895	45,000	32,809	33,793
Utility Reimbursement	60,433	60,433	66,692	25,850
	<u>\$7,574,739</u>	<u>\$6,850,924</u>	<u>\$7,460,738</u>	<u>\$7,093,088</u>
GROUND TRANSPORTATION				
Parking	\$11,093,567	\$11,374,279	\$11,122,723	\$12,070,000
Access Fees	246,584	257,608	251,692	253,856
	<u>\$11,340,151</u>	<u>\$11,631,887</u>	<u>\$11,374,415</u>	<u>\$12,323,856</u>

Albany County Airport Authority 2009 Operating Budget

Albany County Airport Authority Albany International Airport 2009 Adopted Budget REVENUES (page 2 of 2)				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
CONCESSIONS				
Rental Cars	\$3,785,642	\$3,851,233	\$3,676,861	\$4,400,000
Food and Beverage	514,479	538,233	511,467	514,936
Retail	442,203	450,911	426,442	429,334
Advertising	208,589	247,034	229,065	250,000
Museum Shop	364,979	365,253	284,778	359,000
Operating Permits	26,747	31,087	530	25,000
Telephone - Payphones	17,685	18,665	13,408	13,106
Telephone - Tenants	134,325	138,351	129,203	133,079
Phone Cards	1,466	2,368	1,944	1,957
Bank ATMs	40,660	41,957	38,519	38,780
Business Center	64,326	69,591	63,219	63,647
Vending Machines	41,106	42,997	40,054	40,326
Baggage Cart Concessions	7,017	7,160	7,000	7,000
Registered Traveler Service	37,500	90,000	90,000	90,000
	<u>\$5,686,724</u>	<u>\$5,894,840</u>	<u>\$5,512,489</u>	<u>\$6,366,166</u>
OTHER AIRPORT				
Land Rental	\$97,606	\$152,894	\$154,737	\$174,231
Industrial Park	303,396	331,235	333,624	349,670
T Hangars	78,391	120,000	101,452	133,391
Tie Downs	8,413	8,593	6,873	7,283
T Hangar Avgas Fuel Sales	76,354	80,000	86,032	88,613
Weather Observation Services	138,934	138,934	143,883	158,724
Parking Garage Space Rent	42,015	43,696	43,696	67,650
Hangar Rentals	234,367	238,102	304,295	327,800
Building Rental	86,224	81,970	124,683	28,841
Cargo Building Rental	1,007,653	1,000,000	992,338	892,781
Eclipse Hangar Rental	0	319,664	239,247	0
State Executive Hangar/Maint	1,247,083	1,247,083	1,247,083	1,247,083
Utility Reimbursement	128,676	135,688	217,515	170,989
Reimbursement of Property Taxes	27,052	27,854	26,080	26,863
Internet and Cable Access	13,120	13,340	13,440	14,120
Wireless Internet	28,176	26,999	40,802	41,078
Fingerprinting	18,190	19,626	14,207	14,633
Tenant Maintenance	20,626	12,177	28,037	28,879
Purchasing Proposals	10,330	15,000	8,584	8,841
EBay/Scrap/Garage Sales	37,016	15,000	4,249	4,376
Other	14,576	6,000	32,294	15,000
	<u>\$3,618,198</u>	<u>\$4,033,853</u>	<u>\$4,163,149</u>	<u>\$3,800,844</u>
TOTAL REVENUES	\$42,634,760	\$42,613,771	\$45,314,278	\$46,391,248
OTHER REVENUES				
Interest Earnings	\$1,810,589	\$1,381,730	\$983,000	\$983,000
Investment Received - Net	170,813	0	0	0
Improvement Charges	276,300	276,300	276,300	368,400
	<u>\$2,257,702</u>	<u>\$1,658,030</u>	<u>\$1,259,300</u>	<u>\$1,351,400</u>
TOTAL REVENUES	\$44,892,462	\$44,271,801	\$46,573,578	\$47,742,648
TOTAL REVENUES BEFORE REVENUE SHARING	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192
Airport Operations	\$34,388,569	\$34,904,198	\$35,023,852	\$36,719,883
FBO Operations	\$8,817,614	\$8,579,298	\$10,428,245	\$10,248,908
Other Revenues	\$2,257,702	\$1,658,030	\$1,259,300	\$1,351,400
Total Revenues	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192

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4) EXPENSES**SUMMARY OF EXPENSES**

Budgeted operating expenses for 2009 are \$33,916,143 which is .5% less than the \$34,069,732 projected for 2008. Operating expenses include those incurred for AvPorts and Million Air management of the Airport and FBO functions.

The following is a comparative summary of operating expenses:

	Audited 2007	Budget 2008	Projected 2008	Budget 2009
AvPorts	\$ 20,571,593	\$ 19,541,826	\$ 19,655,209	\$ 19,772,000
Million Air	3,130,161	3,720,060	3,296,229	3,409,795
Million Air Cost of Sales Authority	5,028,709 3,244,458	3,878,067 4,457,639	6,826,806 4,291,488	6,554,798 4,179,550
Total Operating Expenses	\$ 31,974,921	\$ 31,597,592	\$ 34,069,732	\$ 33,916,143

DESCRIPTION OF BUDGETED 2009 EXPENSE BUDGET ITEMS**COST CENTERS**

The expenditures in the budget are divided into seven direct cost centers: Airfield, Terminal, Loading Bridges, Landside, Parking, FBO Commercial, and FBO General Aviation and seven indirect cost centers: ARFF, Operations, Security, Vehicle and Equipment Maintenance, AvPorts Administration, FBO Administration, and Airport Authority Administration. The indirect cost centers are allocated to the seven direct cost centers in the calculation of the landing fee, terminal rental rates, apron rates, and loading bridge rates. The percentages for allocation are set forth in the Airlines Rates and Charges Summary section of this budget on page 10-8.

EXPENDITURES DESCRIPTIONS

A detailed summary of expenditures by cost centers is included for each cost center mentioned above. Major expense items by category and major line items are described below.

PERSONNEL SERVICES This includes salaries for AvPorts, Million Air, and Airport Authority personnel. There is an increase of 2.8% in the 2009 budget of \$9,347,486 over the 2008 projected amount of \$9,096,436 which includes increases in overtime and anticipated savings in vacant employee positions in 2009. COLA increases for management employees and pay rate adjustments have been provided for 2009 as dictated in various union contracts or other agreements. There is a decrease in one Terminal Maintenance employee since contracting the services for sewer and drain maintenance and repairs from outside resources reduced costs. There is one less employee in parking for training and staff development as the position is no longer necessary and there was a .5 increase for a shuttle operator to decrease overtime. There will be ten positions not filled for vacancy savings; Electrical Superintendent, Airport Maintenance Technician, two Cashiers, Curbside Monitor Lead, two Airport Operations Officers, Vehicle Maintenance Supervisor, and two Custodians as long as Airport operations and enplanements do not increase. There was a rotation of some employees in Million Air to assist in reducing overtime. The Authority will not be filling open positions; Field Engineer, Senior Account Technician, Secretary of Finance, Secretary of Administration and Telecom Assistant to make an effort to cut back on expenditures.

Summary of Employees	2007 Audited	2008 Budget	2009 Budget	# of Additions
AvPorts	167.0	181.5	180.0	-1.5
Million Air Authority	32.0	38.0	38.0	0.0
	38.5	40.0	34.5	-5.5
	237.50	259.50	252.50	-7.00

EMPLOYEE BENEFITS Employee Benefits are budgeted \$3,765,635 for 2009 which is 3.4% increase from the 2008 projected amount of \$3,643,563. In an effort to reduce expenses there is an anticipated vacancy savings as long as airport operations and enplanements do not increase. The vacancy savings will help compensate for the inflating costs of health insurance and retirement.

SUMMARY BY SALARIES & BENEFITS:	2007 Audited			2008 Budget			2009 Budget		
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total
AVPORTS	6,008,682	2,100,117	8,108,799	5,799,969	2,421,312	8,221,281	5,979,130	2,145,430	8,124,560
MILLION AIR AUTHORITY	1,367,081	304,381	1,671,462	1,274,405	365,400	1,639,805	1,474,961	459,009	1,933,970
	1,819,625	702,653	2,522,278	1,912,000	1,196,650	3,108,650	1,893,395	1,161,196	3,054,591
	9,195,388	3,107,151	12,302,539	8,986,374	3,983,362	12,969,736	9,347,486	3,765,635	13,113,121

UTILITIES AND COMMUNICATIONS This includes expenses to be incurred for electric charges, natural gas, sewer, water and communications. The \$3,663,526 budgeted for 2009 is 9.8% lower than projected 2008 amount of \$4,060,503. The decrease is due to TSA upgrading to low power usage equipment and decreasing costs for electric and natural gas.

PURCHASED SERVICES

Accounting and Auditing This category includes expenses to be incurred for the independent CPA firm employed to perform the year-end audit and for the firm employed to prepare the rates and charges and revenue sharing report analysis for the airlines. The \$31,500 budgeted for 2009 is 2.4% higher than the 2008 projected amount of \$30,769 due to an increase in cost for services.

Insurance The \$976,097 budgeted for 2009 is in line with the 2008 projected amount. There are not any anticipated increases expected for 2009. Following is a summary of the 2008 projected and 2009 budgeted insurance coverage costs for the Authority:

	2008 Projected	2009 Budget
General Liability, including War Risk	\$ 627,547	\$ 627,547
Commercial Property	184,833	184,832
Business Automobile	66,861	66,861
Public Officials & Employee Practices	25,003	25,003
Environmental Liability	36,700	36,700
Crime	2,020	2,020
Agent Fee	30,000	30,000
Fiduciary Liability	1,134	1,134
Insurance Claims	1,570	2,000
TOTAL	\$ 975,668	\$ 976,097

Legal The 2009 budgeted amount is \$50,000 for legal services which includes potential costs for pending cases.

Public Safety This category includes armored car service and perimeter security at one of the gates in airfield. The amount budgeted for 2009 is \$158,021 which is in line with the 2008 projected amount of \$157,965.

Albany County Sheriffs This category includes the charges payable to the County of Albany for the services provided by the Albany County Sheriff's department. The \$1,823,404 budgeted for 2009 is 5% lower than the 2008 projected amount of \$1,920,120. The budgeted amount is based upon a reduced level of service.

Janitorial Services This category includes amounts payable for outside contractors for the janitorial services performed in the terminal including carpet, slate and terrazzo floor maintenance, the airfield building, the comfort station in the economy parking lot, and various buildings rented to tenants. It also includes refuse removal for all departments. The \$679,088 budgeted for 2009 is in line with the 2008 projected amount of \$681,234.

Public Communications This category includes charges for the Authority's marketing and promotional expenses, funding for the Airport art program, museum shop "DepARTure", as well as the costs for maintaining the information desk in the terminal. The \$725,674 budgeted for 2009 is 4.8% higher than 2008 projected amount of \$692,287 due to an increase in cost of sales for DepARTure and an increase in the cost for promotional advertising.

Special Studies & GIS Services This category is used to research new methods to enhance the Airport and to evaluate business activities at the Airport. The \$27,000 budgeted for 2009 is 50.2% less than the 2008 projected amount of \$54,238 in an effort to economize.

Professional Services This category includes the fees paid to AvPorts for their operational management services agreement for Airport operations, fees paid to Million Air for operational management services agreement for FBO operations, and other line items for architectural, consultant, engineering, inspection, testing, and code enforcement. \$742,320 is budgeted for 2009 which is 11.4% less than the 2008 projected amount of \$837,562. The decrease is due to a reduction in hours for the consultant and a reduction in manpower hours for employees in the passenger information booth in an effort to economize.

MATERIALS AND SUPPLIES

Airfield This category contains the expenses associated with the airfield such as repair and maintenance of airfield lighting and pavement, tools and supplies for the airfield maintenance workers, snow removal supplies, expenses pertaining to the glycol collection and containment system, and emergency rescue supplies. The \$1,039,275 budgeted for 2009 is 21.9 % more than the 2008 projected amount of \$852,553 due to a considerable increase in snow removal supplies.

FBO-Cost of Sales This category includes the expenses affiliated with fuel used for jets, general aviation, gasoline and diesel used for ground equipment, and deicing fluid. The \$6,554,798 budgeted for 2009 is 4% less than the 2008 projected amount of \$6,826,805 due to a decrease in the cost of fuel.

Buildings This category contains the expenses associated with the repair and maintenance of all Airport buildings including the terminal, FBO, parking, and landside buildings. The expense items include HVAC, pest control, baggage systems, electrical supplies, plumbing supplies, and miscellaneous supplies. The \$1,709,385 budgeted for 2009 is 1.9% less than the 2008 projected amount of \$1,741,738 due to maintenance work completed in 2008 to prepare vacant buildings for rent and the construction and remodeling completed at the terminal.

Grounds This category contains the expenses attributed to landscaping, roadway repairs, snow removal services and signage expenses for the parking lots, FBO and Airport economic development areas. The \$497,985 budgeted for 2009 is 14.4% higher than the 2008 projected amount of \$435,315 due to various pavement repairs, the increase in costs of snow removal

supplies, and a new contract for snow removal.

Vehicles and Equipment This category contains the expenses associated with the repair and maintenance of Airport vehicles, general equipment, supplies, tools, gas, diesel and radio communication equipment. The \$923,916 budgeted for 2009 is .5% higher than the 2008 projected amount of \$919,004 due to the increasing cost of maintenance for the Airport vehicles and heavy equipment combined with the decreasing cost of gas and diesel.

OFFICE This category contains the costs associated with the day-to-day operations of the Airport offices including copier rentals, office supplies, computer system support, forms, letterhead and postage. The \$341,795 budgeted for 2009 is 10.6% higher than the 2008 projected amount of \$309,044 due to an increase in need for computer system supplies, an increase in hardware/software maintenance agreement, and an increase in cost for parking ticket stock.

ADMINISTRATIVE This category contains the costs associated with dues, subscriptions, training, conferences, meetings, travel, advertising, property taxes, economic development, and credit card and EZPass processing fees. The \$723,627 budgeted for 2009 is 8.5% more than the 2008 projected amount of \$667,185 due to an increase in need for education and there are not any account receivable write offs predicted for 2009.

NON-CAPITAL EQUIPMENT & FACILITIES Non-capital equipment purchases are major vehicles or major equipment items generally between \$5,000 and \$50,000 which are purchased annually as new or replacement items to support the operations and/or maintenance of the Airport. The total budget amount for anticipated equipment and vehicles is \$135,609 for 2009. The following table demonstrates the probable purchases for 2009

Albany County Airport Authority
Non Capital Equipment and Facilities (Budget 2009)
A/C 83000 (Between \$5,000 and \$50,000)

	Budget 2009	Item Requested
<u>Terminal</u>	13,600	Fiber expansion module for core N7 switch in the MDF
<u>Parking</u>	22,000	2 phase three Amano fee computers
<u>Landside</u>	9,500	Alarm system for building 203
	21,300	Roof for building 202
<u>ARFF</u>	30,000	Fire alarm system upgrade
<u>Security</u>	11,279	Video matrix
	7,431	Badge printer
<u>Avports Administration</u>	5,500	59 Server for CMM software
<u>General Aviation</u>	15,000	Floor cleaning machine
Total	\$ 135,609	



**OPERATING EXPENSES BY CATEGORY
FOR BUDGET 2009**

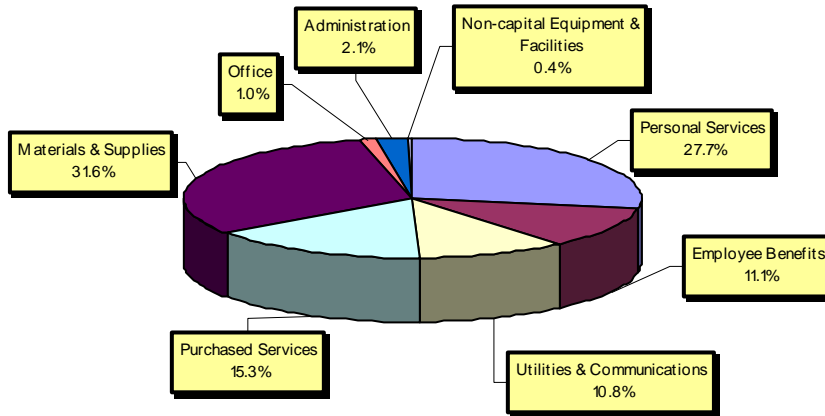


Table 2 Albany County Airport Authority Albany International Airport 2009 Adopted Budget SUMMARY OF EXPENSES				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
EXPENSES - SUMMARY				
Airport Management	\$20,571,593	\$19,541,826	\$19,655,209	\$19,772,000
FBO Management	3,130,161	3,720,060	3,296,229	3,409,795
FBO Cost of Sales	5,028,709	3,878,068	6,826,805	6,554,798
Authority	3,244,458	4,457,639	4,291,488	4,179,550
TOTAL EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143
EXPENSES BY CATEGORY				
Personal Services	\$9,195,388	\$8,986,374	\$9,096,436	\$9,347,486
Employee Benefits	3,107,451	3,983,362	3,643,563	3,765,635
Utilities & Communications	3,537,555	3,544,822	4,060,503	3,663,526
Purchased Services				
Accounting & Auditing	\$40,734	\$40,100	\$30,769	\$31,500
Insurance	982,515	1,022,838	975,668	976,097
Legal	-240,947	128,000	52,139	50,000
Public Safety	164,788	157,292	157,965	158,021
Albany County Sheriffs	1,907,783	1,920,120	1,920,120	1,823,404
Janitorial	709,970	699,836	681,234	679,088
Public Communications	733,657	783,222	692,287	725,674
Special Studies & GIS Services	160,957	38,242	54,238	27,000
Professional Services	828,180	817,780	837,562	742,320
Total Purchased Services	\$5,287,637	\$5,607,430	\$5,401,982	\$5,213,105
Materials & Supplies				
Airfield	\$982,669	\$740,375	\$852,553	\$1,039,275
FBO	0	682,581	0	0
FBO - Cost of Sales	5,028,709	3,878,068	6,826,805	6,554,798
Buildings	2,224,249	1,543,947	1,741,738	1,709,385
Grounds	798,172	601,685	435,315	497,985
Vehicles & Equipment	880,605	841,876	919,004	923,916
Total Material & Supplies	\$9,914,404	\$8,288,532	\$10,775,414	\$10,725,359
Office	\$274,777	\$363,254	\$309,044	\$341,795
Administration	583,939	671,013	667,185	723,627
Noncapital Equipment & Facilities	73,770	152,805	115,605	135,609
TOTAL OPERATING EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143

**OPERATING EXPENSES BY DEPARTMENT
FOR BUDGET 2009**

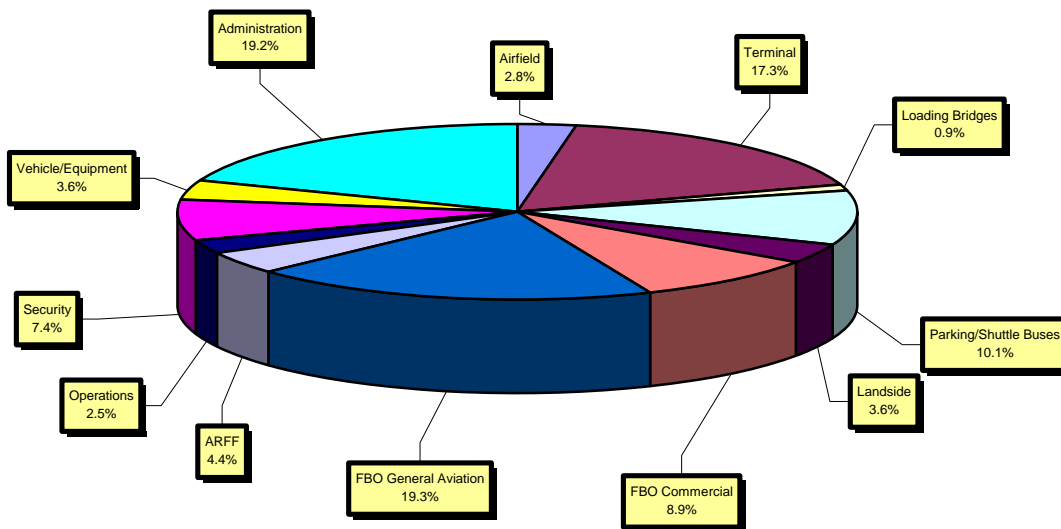


Table 2
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
SUMMARY OF EXPENSES

	Audited 2007	Budget 2008	Projected 2008	Budget 2009
DEPARTMENT SUMMARY (Direct & Indirect)				
Direct Cost Centers				
Airfield	\$3,004,888	\$2,801,367	\$2,654,782	\$2,905,475
Terminal	5,807,084	5,582,569	5,521,166	5,511,268
Loading Bridges	272,532	245,277	291,755	287,973
Landside:				
Parking	3,102,957	3,231,417	3,208,334	3,235,509
Landside Development	1,483,503	1,027,900	1,330,351	1,144,916
FBO Commercial	1,797,046	1,411,217	2,282,320	2,808,173
FBO GA & Facilities	5,590,192	5,400,368	6,944,719	6,179,367
Total Direct Cost Centers	\$21,058,202	\$19,700,115	\$22,233,427	\$22,072,682
Indirect Cost Centers				
ARFF	\$1,466,961	\$1,293,133	\$1,415,161	\$1,399,654
Operations	861,142	939,932	771,342	796,605
Security	2,490,443	2,589,753	2,386,115	2,349,477
Vehicle/Equipment	1,113,464	1,227,829	1,123,799	1,158,968
Airport Management Administration	968,619	602,649	952,404	982,155
FBO Administration	771,632	786,542	895,996	977,053
Airport Authority Administration	3,244,458	4,457,639	4,291,488	4,179,550
Total Indirect Cost Centers	\$10,916,719	\$11,897,477	\$11,836,305	\$11,843,461
TOTAL EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143

Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Totals	MA Totals	ACAA Admin	Budget 2009	Projected 2008	2009 Over 2008 Projected	2009 Over 2008 Projected
PERSONNEL SERVICES								
Salaries	1 1000	5,676,065	1,299,961	1,890,895	8,866,921	8,271,144	595,777	7.2%
Overtime (1.5)	1 2010	509,758	175,000	2,500	687,258	748,137	-60,878	-8.1%
Overtime (2.0)	1 2020	76,560	0	0	76,560	77,156	-595	-0.8%
Incentives	1 2030	0	0	0	0	0	0	100.0%
Projected Vacancy Savings	1 2090	-283,254	0	0	-283,254	0	-283,254	100.0%
Subtotal		5,979,130	1,474,961	1,893,395	9,347,486	9,096,436	251,050	2.8%
EMPLOYEE BENEFITS								
Social Security	2 1000	463,200	104,893	140,473	708,566	688,239	20,327	3.0%
Health-Active	2 2000	1,488,737	250,345	386,076	2,125,158	1,910,811	214,346	11.2%
Health-Retirees	2 2100	0	0	30,458	30,458	0	30,458	100.0%
OPEB	2 2105	0	0	385,000	385,000	385,000	0	0.0%
Health-Dental	2 2200	0	0	33,373	33,373	32,239	1,134	3.5%
Health-Vision	2 2300	0	0	6,869	6,869	6,611	258	3.9%
Health-Aflac	2 3000	0	0	9,720	9,720	12,654	-2,934	-23.2%
Medical Exams	2 4000	16,400	1,000	0	17,400	16,114	1,286	8.0%
Capital EAP Program	2 4010	0	0	1,309	1,309	1,309	0	0.0%
Smoking Cessation Class	2 4015	0	0	350	350	0	350	100.0%
Uniforms & Laundry	2 5000	50,600	12,136	0	62,736	65,781	-3,045	-4.6%
Uniform Purchases	2 5005	16,700	12,000	0	28,700	25,700	3,000	11.7%
NYS Disability Insurance/Life In	2 6010	18,300	3,885	1,707	23,892	-16,286	40,177	-246.7%
Unemployment Insurance	2 6020	32,650	16,018	2,532	51,200	44,523	6,677	15.0%
Workers Compensation	2 6030	91,368	24,136	8,509	124,013	209,773	-85,760	-40.9%
Retirement Plans	2 9000	90,623	34,596	154,820	280,039	261,095	18,944	7.3%
Projected Vacancy Savings	2 9090	-123,147	0	0	-123,147	0	-123,147	100.0%
Subtotal		2,145,430	459,009	1,161,196	3,765,635	3,643,563	122,072	3.4%
UTILITIES & COMMUNICATIONS								
Electric	3 1000	2,467,787	128,000	81,000	2,676,787	3,031,695	-354,908	-11.7%
Natural Gas	3 3000	533,500	61,300	43,500	638,300	680,171	-41,871	-6.2%
Sewer	3 4000	55,200	0	0	55,200	55,587	-387	-0.7%
Water	3 5000	71,800	400	0	72,200	68,811	3,389	4.9%
Telephone Charges - Local	3 6010	14,250	925	10,500	25,675	25,127	548	2.2%
Telephone Charges - Long Distan	3 6011	900	400	1,100	2,400	1,942	458	23.6%
Telephone-Sheriff	3 6012	4,500	0	0	4,500	3,997	503	12.6%
Telephones-Monthly Service	3 6015	0	0	7,000	7,000	6,539	461	7.1%
Telephones-Monthly Usage	3 6016	0	0	6,000	6,000	5,065	935	18.5%
Payphones-Annual& Monthly Se	3 6017	73,000	0	0	73,000	72,598	402	0.6%
Payphones-Monthly Usage	3 6018	2,500	0	0	2,500	1,975	525	26.6%
Telephone Parts & Repairs	3 6020	0	250	17,500	17,750	19,462	-1,712	-8.8%
Telephone Cellular	3 6030	31,000	0	0	31,000	30,330	670	2.2%
Internet Access	3 6032	0	0	20,500	20,500	20,500	0	0.0%
Wireless	3 6033	0	0	6,600	6,600	6,600	0	0.0%
Radio Communications	3 6035	15,580	0	0	15,580	17,572	-1,992	-11.3%
Paging Services	3 6040	2,800	0	0	2,800	2,409	391	16.2%
ANTN Communications	3 6050	0	0	0	0	4,389	-4,389	-100.0%
Cable Television	3 6060	4,537	1,008	189	5,734	5,734	0	0.0%
Subtotal		3,277,354	192,283	193,889	3,663,526	4,060,503	-396,977	-9.8%
PURCHASED SERVICES								
Accounting and Auditing								
Financial	4 1010	0	0	29,000	29,000	27,729	1,271	4.6%
Rates and Charges	4 1020	0	0	2,500	2,500	2,940	-440	-15.0%
Program Licenses	4 1030	0	0	0	0	100	-100	-100.0%
Subtotal		0	0	31,500	31,500	30,769	731	2.4%
Insurance								
Airport Liability	4 2010	130,631	183,900	313,016	627,547	627,547	0	0.0%
Automotive	4 2020	66,861	0	0	66,861	66,861	0	0.0%
Environmental Liability	4 2041	0	36,700	0	36,700	36,700	0	0.0%
Property Insurance	4 2060	129,970	53,415	1,448	184,833	184,832	0	0.0%
Crime	4 2065	0	0	2,020	2,020	2,020	0	0.0%
Public Officials Liability	4 2070	0	0	25,003	25,003	25,003	0	0.0%
Fiduciary Liability	4 2090	0	0	1,134	1,134	1,134	0	0.0%
Agent Fee	4 2093	0	0	30,000	30,000	30,000	0	0.0%
Insurance Claims	4 2095	2,000	0	0	2,000	1,570	430	27.4%
Subtotal		329,461	274,015	372,622	976,097	975,668	430	0.0%

Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Totals	MA Totals	ACAA Admin	Budget 2009	Projected 2008	2009 Over 2008 Projected	2009 Over 2008 Projected
Outside Services								
Legal	4 3000	0	0	50,000	50,000	52,139	-2,139	-4.1%
Public Safety	4 4000	1,823,404	0	0	1,823,404	1,920,120	-96,716	-5.0%
Perimeter Security	4 4005	150,521	0	0	150,521	150,521	0	0.0%
Armored Car Services	4 4010	7,500	0	0	7,500	7,444	56	0.8%
Janitorial Services	4 5000	603,088	0	0	603,088	603,088	0	0.0%
Refuse Removal Services	4 5010	72,000	4,000	0	76,000	78,146	-2,146	-2.7%
Public Relations	4 6010	0	42,000	76,985	118,985	135,488	-16,503	-12.2%
Artistic Exhibits	4 6012	80,000	0	0	80,000	96,906	-16,906	-17.4%
Departure	4 6013	353,536	0	0	353,536	282,435	71,101	25.2%
Advertising	4 6015	0	0	50,000	50,000	47,218	2,782	5.9%
Passenger Information Booth	4 6020	123,153	0	0	123,153	130,240	-7,087	-5.4%
Special Studies	4 7000	0	0	12,000	12,000	16,163	-4,163	-25.8%
GIS Services	4 7010	15,000	0	0	15,000	38,074	-23,074	-60.6%
Subtotal		3,228,202	46,000	188,985	3,463,187	3,557,983	-94,796	-2.7%
Professional Services								
Architectural	4 9010	2,000	0	0	2,000	14,558	-12,558	-86.3%
Consultant	4 9015	0	0	20,000	20,000	61,773	-41,773	-67.6%
Engineering Services	4 9020	0	0	5,000	5,000	6,133	-1,133	-18.5%
Inspection	4 9030	0	1,320	0	1,320	1,280	40	3.1%
Professional Management	4 9040	436,000	263,000	0	699,000	739,219	-40,219	-5.4%
Code Enforcement	4 9060	5,000	0	10,000	15,000	14,600	400	2.7%
Subtotal		443,000	264,320	35,000	742,320	837,562	-95,242	-11.4%
Total Purchased Services		4,000,664	584,334	628,107	5,213,105	5,401,982	-188,877	-3.5%
MATERIALS AND SUPPLIES								
Airfield								
Fencing	5 1010	10,000	0	0	10,000	14,335	-4,335	-30.2%
Airfield Lighting System	5 1011	60,000	0	0	60,000	46,029	13,971	30.4%
Airfield Maintenance Materials	5 1013	1,000	0	0	1,000	1,225	-225	-18.4%
Pavement Repairs	5 1014	5,000	0	0	5,000	3,992	1,008	25.2%
Apron Maintenance	5 1015	10,000	0	0	10,000	0	10,000	100.0%
Runway Painting	5 1016	15,000	0	0	15,000	41,924	-26,924	-64.2%
Airfield Shop Supplies	5 1017	8,000	0	0	8,000	6,409	1,591	24.8%
Airfield Shop Tools	5 1018	2,000	0	0	2,000	2,467	-467	-18.9%
Snow Removal Supplies	5 1019	483,700	0	0	483,700	171,513	312,187	182.0%
Rubber Removal	5 1020	25,000	0	0	25,000	35,240	-10,240	-29.1%
ARFF								
EMS Supplies	5 1030	5,200	0	0	5,200	4,801	399	8.3%
ARFF Supplies	5 1031	20,000	0	0	20,000	26,597	-6,597	-24.8%
Hazardous Materials Supplies	5 1032	500	0	0	500	0	500	100.0%
Foam	5 1033	12,375	0	0	12,375	0	12,375	100.0%
Glycol								
Glycol Disposal (BOD)	5 1051	10,000	0	0	10,000	58,583	-48,583	-82.9%
Waste Water Conveyance	5 1052	7,500	0	0	7,500	0	7,500	100.0%
Electricity & Gas	5 1053	153,000	0	0	153,000	150,441	2,559	1.7%
Sewer District Charges	5 1054	5,000	0	0	5,000	5,000	0	0.0%
Water District Chemical Analysis	5 1055	6,000	0	0	6,000	7,933	-1,933	-24.4%
System Maintenance & Repairs	5 1057	200,000	0	0	200,000	276,063	-76,063	-27.6%
Subtotal		1,039,275	0	0	1,039,275	852,553	186,722	21.9%
FBO								
Fuel Cost - Jet	5 1101	0	3,630,000	0	3,630,000	4,356,000	-726,000	-16.7%
Fuel Discounts - Jet A	5 1102	0	177,000	0	177,000	177,475	-475	-0.3%
Fuel Cost - Avgas	5 1103	0	465,000	0	465,000	488,560	-23,560	-4.8%
Fuel Cost - Auto	5 1105	0	105,000	0	105,000	104,443	557	0.5%
Fuel Cost Diesel	5 1107	0	185,000	0	185,000	183,210	1,790	1.0%
Fuel Cost - Avgas Commercial	5 1108	0	832,128	0	832,128	242,704	589,424	242.9%
Deicing Type I - Sprayed	5 1109	0	114,840	0	114,840	116,199	-1,359	-1.2%
Deicing Type IV - Sprayed	5 1110	0	54,530	0	54,530	38,109	16,421	43.1%
Deicing Type I - Consortium	5 1111	0	695,000	0	695,000	808,985	-113,985	-14.1%
Deicing Type IV - Consortium	5 1112	0	155,800	0	155,800	172,270	-16,470	-10.6%
Catering	5 1120	0	135,000	0	135,000	135,681	-681	-0.5%
Oil	5 1125	0	1,500	0	1,500	851	649	76.3%
TKS (Deicing fluid)	5 1126	0	1,000	0	1,000	0	1,000	100.0%
Charts & Pilot Supplies	5 1130	0	3,000	0	3,000	2,319	681	29.4%
Subtotal		0	6,554,798	0	6,554,798	6,826,805	-272,007	-4.0%

Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Totals	MA Totals	ACAA Admin	Budget 2009	Projected 2008	2009 Over 2008 Projected	2009 Over 2008 Projected
BUILDINGS								
Alarm and PA Systems	5 2010	75,954	100	2,520	78,574	74,464	4,110	5.5%
Card Access Control	5 2012	57,159	100	0	57,259	17,749	39,510	222.6%
CCTV Repair	5 2013	21,145	100	0	21,245	17,953	3,292	18.3%
Key Access System	5 2014	5,000	100	0	5,100	2,033	3,067	150.8%
Baggage System	5 2020	15,000	0	0	15,000	18,393	-3,393	-18.4%
Electrical Repairs & Supplies	5 2031	128,500	8,500	1,000	138,000	192,421	-54,421	-28.3%
Elevator Repairs & Supplies	5 2032	100,000	100	2,000	102,100	101,737	363	0.4%
HVAC	5 2033	152,750	25,000	5,000	182,750	184,262	-1,512	-0.8%
Roof	5 2034	13,500	1,000	1,000	15,500	13,778	1,722	12.5%
Plumbing Repairs & Supplies	5 2035	38,000	1,500	500	40,000	39,887	113	0.3%
Automatic Door Repairs & Suppl	5 2036	8,000	2,000	0	10,000	3,955	6,045	152.9%
Pest Control	5 2037	4,676	750	562	5,988	5,984	4	0.1%
Fire Extinguishers	5 2040	3,674	0	0	3,674	3,674	0	0.0%
Fire Equipment Testing	5 2041	395	0	0	395	252	143	57.0%
US Customs	5 2050	9,000	0	0	9,000	15,583	-6,583	-42.2%
Control Tower	5 2051	300,000	0	0	300,000	332,472	-32,472	-9.8%
Storage Space Rental	5 2059	0	0	10,000	10,000	9,614	386	4.0%
Building Maintenance	5 2060	405,000	25,000	3,000	433,000	444,682	-11,682	-2.6%
Janitorial Supplies	5 2062	143,500	10,000	0	153,500	161,583	-8,083	-5.0%
Window Washing	5 2063	48,900	9,600	4,300	62,800	39,577	23,223	58.7%
ID Tags	5 2071	30,000	0	0	30,000	33,371	-3,371	-10.1%
Sign Expense	5 2080	5,000	500	0	5,500	5,491	9	0.2%
FIDS	5 2090	30,000	0	0	30,000	22,823	7,177	31.4%
Subtotal		1,595,153	84,350	29,882	1,709,385	1,741,738	-32,353	-1.9%
GROUNDS								
Landscaping	5 3010	4,350	500	0	4,850	2,592	2,258	87.1%
Fencing	5 3020	500	0	0	500	0	500	100.0%
Pavement Repairs	5 3030	10,500	100	0	10,600	7,259	3,341	46.0%
Utility Repairs	5 3035	500	0	0	500	0	500	100.0%
Sign Expense	5 3040	8,500	100	0	8,600	9,094	-494	-5.4%
Traffic Light Repairs and Materia	5 3041	1,000	0	0	1,000	1,619	-619	-38.2%
Catch Basin Maintenance	5 3045	3,000	0	0	3,000	596	2,404	403.1%
Snow Removal Supplies	5 3048	55,000	0	0	55,000	40,993	14,007	34.2%
Snow Removal Contract Services	5 3050	145,000	0	0	145,000	80,972	64,028	79.1%
NYS Police Hangar	5 3051	125,000	0	0	125,000	125,000	0	0.0%
Dump Fees - Landfill	5 3060	2,300	0	0	2,300	1,945	355	18.2%
Hazardous Waste Management	5 3070	3,200	2,500	0	5,700	3,699	2,001	54.1%
Wildlife Hazard Management	5 3071	6,000	0	0	6,000	12,645	-6,645	-52.5%
Oil/Water Disposal	5 3078	10,000	4,500	0	14,500	32,014	-17,514	-54.7%
Land Lease	5 3085	15,435	0	0	15,435	15,435	0	0.0%
T-Hanger Maintenance	5 3090	100,000	0	0	100,000	101,452	-1,452	-1.4%
Subtotal		490,285	7,700	0	497,985	435,315	62,670	14.4%
VEHICLES AND EQUIPMENT								
Gasoline	5 4010	55,000	13,000	0	68,000	79,381	-11,381	-14.3%
Diesel Fuel	5 4011	168,000	84,500	0	252,500	250,996	1,504	0.6%
CNG	5 4015	45,000	0	0	45,000	54,318	-9,318	-17.2%
Oil/Grease	5 4012	15,500	1,000	0	16,500	14,323	2,177	15.2%
Vehicle/Equipment Tires	5 4013	22,000	12,500	0	34,500	22,265	12,235	55.0%
Vehicle Repair and Maintenance	5 4021	75,000	2,000	0	77,000	64,519	12,481	19.3%
Veh Communication Equip. Repa	5 4022	19,000	1,000	0	20,000	20,931	-931	-4.4%
Sheriff Vehicle Repair and Maint	5 4023	2,500	0	0	2,500	1,807	693	38.4%
General Equip. Repair/Maintenan	5 4030	45,000	25,000	0	70,000	77,323	-7,323	-9.5%
Quality Control Testing Equipme	5 4031	0	2,000	0	2,000	3,448	-1,448	-42.0%
Heavy Equipment Maintenance	5 4040	40,000	40,000	0	80,000	80,814	-814	-1.0%
ARFF Equipment Maintenance	5 4045	18,000	0	0	18,000	6,758	11,242	166.3%
Snow Equipment Repair/Mainten	5 4050	60,000	0	0	60,000	62,698	-2,698	-4.3%
Mower Repair/Maintenance	5 4060	10,000	0	0	10,000	20,919	-10,919	-52.2%
Vehicle Shop Tools and Supplies	5 4070	40,000	3,500	0	43,500	43,628	-128	-0.3%
Fuel Truck Rental	5 4075	0	124,416	0	124,416	114,876	9,540	8.3%
Subtotal		615,000	308,916	0	923,916	919,004	4,912	0.5%
Total Materials and Supplies		3,739,713	6,955,764	29,882	10,725,359	10,775,414	-50,055	-0.5%

Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Totals	MA Totals	ACAA Admin	Budget 2009	Projected 2008	2009 Over 2008 Projected	2009 Over 2008 Projected
OFFICE								
Office Equipment Rental	5 5010	12,769	4,712	20,274	37,754	39,256	-1,502	-3.8%
Copy Machine Use	5 5011	1,200	100	5,000	6,300	5,242	1,058	20.2%
Office Equipment Service Agreement	5 5012	3,263	1,560	3,031	7,854	9,580	-1,726	-18.0%
Office Equipment Repairs	5 5013	400	150	500	1,050	761	289	37.9%
Computer System Supplies	5 5014	22,456	1,200	31,550	55,206	29,819	25,387	85.1%
Hardware/Software Maint Agreement	5 5015	59,209	8,385	26,456	94,050	81,669	12,381	15.2%
Computer Equipment	5 5016	3,350	650	2,800	6,800	12,595	-5,795	-46.0%
Office Furniture and Fixtures	5 5020	2,000	1,000	1,000	4,000	313	3,687	1179.3%
Printed Forms/Letterhead	5 5030	3,300	1,500	3,000	7,800	8,430	-630	-7.5%
Parking Ticket Stock	5 5031	12,000	0	0	12,000	9,062	2,938	32.4%
Printing Outside Services	5 5032	100	100	11,000	11,200	12,464	-1,264	-10.1%
Postage	5 5040	0	0	14,000	14,000	12,779	1,221	9.6%
Express Mail	5 5041	1,352	129	4,000	5,481	4,689	792	16.9%
Reference Materials	5 5050	650	0	6,000	6,650	5,105	1,545	30.3%
Office Supplies	5 5060	10,650	4,000	17,000	31,650	34,736	-3,086	-8.9%
Payroll Services	5 5070	28,000	9,000	3,000	40,000	42,544	-2,544	-6.0%
Subtotal		160,699	32,486	148,611	341,795	309,044	32,751	10.6%
ADMINISTRATIVE								
Dues and Subscriptions	6 6000	2,170	12,856	30,000	45,026	50,150	-5,124	-10.2%
Airport Membership (ACI)	6 6001	0	0	15,000	15,000	14,893	107	0.7%
AAAE	6 6002	0	0	600	600	675	-75	-11.2%
GFOA	6 6003	0	0	500	500	410	90	22.0%
NEAE	6 6004	0	0	100	100	0	100	100.0%
NYS Bar Association	6 6005	0	0	300	300	330	-30	-9.1%
NY Airport Managers Association	6 6006	0	0	5,000	5,000	5,000	0	0.0%
Albany Chamber of Commerce	6 6007	0	0	3,970	3,970	622	3,348	538.5%
Center for Economic Growth	6 6008	0	0	2,500	2,500	2,500	0	0.0%
AvPorts/MA Training & Travel	6 6010	46,755	12,500	0	59,255	35,464	23,791	67.1%
Authority Travel and Education	6 6011	0	0	500	500	0	500	100.0%
Mgmt. Travel and Education	6 6012	0	0	15,000	15,000	14,873	127	0.9%
Functions/Refreshments	6 6013	0	3,400	14,000	17,400	14,099	3,301	23.4%
Outside Functions	6 6014	0	0	2,000	2,000	1,433	567	39.5%
Incentives	6 6015	0	40,000	0	40,000	38,242	1,758	4.6%
Tuition Reimbursement	6 6020	0	0	5,000	5,000	4,507	493	10.9%
Advertising/Public Meetings	6 6030	1,670	5,000	9,000	15,670	24,628	-8,958	-36.4%
Economic Development	6 6031	10,000	10,000	1,000	21,000	27,842	-6,842	-24.6%
License and Permits	6 6040	1,806	0	0	1,806	1,806	0	0.0%
Property Taxes	6 6050	35,000	0	0	35,000	47,545	-12,545	-26.4%
Credit Card Service Charges	6 6060	166,000	167,000	9,000	342,000	342,079	-79	0.0%
EZPass Fees	6 6061	85,000	0	0	85,000	84,393	607	0.7%
A/R Write Offs	6 6065	0	0	0	0	-55,306	55,306	0.0%
County Indirect	6 6095	0	0	11,000	11,000	11,000	0	0.0%
Subtotal		348,401	250,756	124,470	723,627	667,185	56,442	8.5%
TOTAL OPERATIONS		19,651,391	9,949,593	4,179,550	33,780,534	33,954,127	-173,594	-0.5%
Non-Capital Equipment	8 3000	120,609	15,000	0	135,609	115,605	20,004	17.3%
Total Expenses		19,772,000	9,964,593	4,179,550	33,916,143	34,069,732	-153,589	-0.5%

5) AVPORT'S COST CENTER STRUCTURE

The Authority has contracted with Maquire Aviation North America 2 Inc. (d/b/a AvPorts) to manage the day-to-day operations and maintenance of the Airport. Under AvPorts, there are five direct cost centers: Airfield, Terminal, Loading Bridges, Parking, and Landside and five indirect cost centers: ARFF, Operations, Security, Vehicles and Equipment Maintenance, and AvPorts Administration. Included in this section for each cost center there is a brief description with responsibilities, the goals and objectives with activities and the results to be achieved for 2008, the 2009 goals and objectives with the activities and results to be achieved, and the summary of expenses by category for each department with the department's employee count. Also included are the expenditures by line item, the schedule of salaries and benefits, and the organizational chart.

A summary of AvPorts operating expenses by cost center is summarized in the following table.

	Audited 2007	Projected 2008	Budget 2009
Airfield	\$ 3,004,888	\$ 2,654,782	\$ 2,905,475
Terminal	5,807,084	5,521,166	5,511,268
Loading Bridges	272,532	291,755	287,973
Parking	3,102,957	3,208,334	3,235,509
Landside Development	1,483,503	1,330,351	1,144,916
ARFF	1,466,961	1,415,161	1,399,654
Operations	861,142	771,342	796,605
Security	2,490,443	2,386,115	2,349,477
Vehicle/Equipment	1,113,464	1,123,799	1,158,968
AvPorts Administration	968,619	952,404	982,155
TOTAL OPERATING EXPENSES	\$ 20,571,593	\$ 19,655,209	\$ 19,772,000



AIRFIELD This cost center includes the salaries and benefits for the airfield maintenance workers and the direct costs associated with the maintenance and repairs of all areas inside the Air Operations Area (AOA). This cost center is responsible for all areas within the AOA including the runways, taxiways and ramp areas. Also included in this cost center are the expenses for the glycol containment system and all maintenance and repairs for airside buildings including the airfield/vehicle maintenance facility.

Airfield Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Number of vehicle accidents on Airfield over \$1,000	2	1	1
Airport remained open 24 hours for all airline operations	100%	100%	100%
Electrical work-orders	New measurement for 2008	383	500
SPEDES permit sanctions	0	0	0
Gallons of deicing aircraft storm water fluid collected	New measurement for 2008	28,283,456	25,000,000
Pounds of Biochemical Oxygen Demand in the collected storm water removed	New measurement for 2008	2%	3%
Employees with CDL licenses	New measurement for 2008	9	11
Liquid potassium acetate used on runways (avg gallons per snow/ice event)	New measurement for 2008	3,600	4,000
Airfield lighting usage (KWH)	235,626	235,507	236,000
Overtime/Personnel Services (%)	16%	14%	12%

2008 Strategic Plan Results for Airfield

Goals	Objectives	Activities	Results to be Achieved
Improved snow removal	Lowered maintenance costs while operating at higher efficiency	<ul style="list-style-type: none"> Scheduled workers for 12-hour shifts during storms Assigned specially trained employees to specific areas Used more sand whenever possible to reduce the usage of potassium Purchased new friction tester Updated snow emergency plan Cleaned obscured airfield lighting where there were not any closures 	<ul style="list-style-type: none"> Reduced overtime by 2% Airport remained open 100% for all airline operations; there was no impact on the airlines Reduced potassium use by an average of 16% per ice event Maintained a safe runway; there were not any incidents nor accidents Protected life and property
Promoted Safety Program	Provided safe work place	<ul style="list-style-type: none"> Supplied proper safety equipment Educated staff on safety through training and meetings Provided confined space training Provided employees with proper training and drive time to pass CDL certification 	<ul style="list-style-type: none"> Reduced employee accidents by 16% Nine employees received their CDL licenses
Maintained a satisfactory record on controlling effluent deicing fluid	Complied with New York Encon State Safety regulations	<ul style="list-style-type: none"> Operated according to Best Practice Standards 	<ul style="list-style-type: none"> Operated at zero Encon sanctions and fines

2009 Strategic Goals for Airfield

Goals	Objectives	Activities	Results to be Achieved
Improve snow removal	Monitor maintenance costs while operating efficiently	<ul style="list-style-type: none"> Schedule workers for 12-hour shifts during storms Assign specially trained employees to specific areas Clean obscured airfield lighting 	<ul style="list-style-type: none"> Airport remains open 100% for all airline operations Maintain a safe runway Protect life and property
Improve the effectiveness of wastewater treatment	Monitor the percentage of biochemical oxygen demand (BOD) over storm water collected (the higher the percentage the better)	<ul style="list-style-type: none"> Use BOD as a gauge to test the effectiveness of waste water treatment 	<ul style="list-style-type: none"> Improve wastewater treatment
Promote Safety	Provide safe work place	<ul style="list-style-type: none"> Supply proper safety equipment Educate staff on safety through training and meetings Provide employees with proper training and drive time to pass CDL certification 	<ul style="list-style-type: none"> Reduce Occupational Safety and Health Administration (OSHA) reportable accidents by 10% Eleven employees will have their CDL licenses
Maintain a satisfactory record on controlling effluent deicing fluid	Comply with New York Encon State Safety regulations	<ul style="list-style-type: none"> Operate according to Best Practice Standards 	<ul style="list-style-type: none"> Operate at zero Encon sanctions and fines

Summary of Expenses for Airfield

	2007 <u>Audited</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 1,012,798	\$ 1,078,872	\$ 1,005,515	\$ 1,034,684
Employee Benefits	353,983	457,744	374,348	358,974
Utilities & Communications	211,873	218,700	223,359	224,800
Purchased Services	200,446	181,775	185,052	179,933
Material & Supplies	1,195,021	851,876	879,252	1,092,800
Office	3,190	4,924	1,972	4,139
Administration	27,577	7,475	(22,751)	10,145
Non-capital Equipment & Facilities	-	-	8,036	-
Total	<u>\$ 3,004,888</u>	<u>\$ 2,801,367</u>	<u>\$ 2,654,782</u>	<u>\$ 2,905,475</u>
Employee Count	24.5	26.5	23.5	26.5



TERMINAL This department includes the salaries and benefits for the terminal maintenance and custodial staff. This department also includes all the direct costs associated with the daily maintenance and repairs of the terminal building. The expenditures include utilities, communication systems, window washing, elevator service, HVAC, electrical, plumbing, baggage systems, cleaning supplies, and the contracted services for the carpet, slate and terrazzo floor maintenance for the terminal facility.

Terminal Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
HVAC Equipment in operation	99.9%	100%	100%
Work Orders Completed	4,173	3,713	3,383
	New measurement for 2008		
Survey: cleanliness of the terminal		80%	80%
Average # of days a work order remains open	4.8	4.3	4.5
Plumbing Equipment in operation	100%	100%	100%
Terminal Maintenance direct cost per square foot	\$19.96	\$19.02	\$18.99
Terminal electrical usage (KWH): 79 Building	1,801,280	1,736,064	1,776,230
Terminal electrical usage (KWH): 98 Building	11,880,703	12,234,463	11,800,000
Overtime/Personnel Services (%)	7%	6%	6%

2008 Strategic Plan Results for Terminal

Goals	Objectives	Activities	Results to be Achieved
Provided terminal maintenance by maintaining cost efficiency, open communication, well maintained equipment, and monitoring outside contractors for the traveling public, tenants, and employees	Maintained cost effectiveness for HVAC, plumbing, and building maintenance	<ul style="list-style-type: none"> Worked with the purchasing agent to minimize costs in supplies, equipment and services Performed a preventative maintenance program Monitored work performed by outside contractors Compared the cost of outside contractors to the option of performing duties in-house Monitored electricity usage by observing actual usage stated on invoices 	<ul style="list-style-type: none"> Reduction of 7% in purchased services Reduction of 21% for materials and supplies Reduced work orders by 11% Ensured quality of work performed by contactors Verified actual hours worked by contractors Utilized outside services for plumbing repairs creating a savings of \$36,117 by not filling in the position of a Sewer and drain technician Utilized outside services for HVAC repairs creating a savings of \$89,912 by eliminating two HVAC positions There was not a decrease in energy usage due to construction in the terminal
	Maintained an attractive, clean and maintained terminal	<ul style="list-style-type: none"> Conducted a daily walk through of all areas Conducted a survey 	<ul style="list-style-type: none"> Achieved a well maintained and clean environment Achieved an 80% favorable survey response

	Improved Staff efficiency	<ul style="list-style-type: none"> • Developed improved work assignments • Contracted HVAC and plumbing repair to Burniche Piping Inc. • Issued daily assignments to leads 	<ul style="list-style-type: none"> • Improved work accountability by continuing the work inspection program • Reduced overtime by 1%
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2009 Strategic Goals for Terminal

Goals	Objectives	Activities	Results to be Achieved
Provide terminal maintenance by maintaining cost efficiency, open communication, well maintained equipment, and monitoring outside contractors for the traveling public, tenants, and employees	Maintain cost effectiveness for HVAC, plumbing, and building maintenance	<ul style="list-style-type: none"> • Work with the purchasing agent to reduce costs in supplies and equipment • Perform a preventative maintenance program • Monitored work performed by outside contractors • Compare the cost of outside contractors to the option of performing duties in-house • Monitor electricity usage by observing actual usage stated on invoices 	<ul style="list-style-type: none"> • Minimize the costs of purchased services • Minimize the costs of materials and supplies • Reduce work orders by 9% • Ensured quality of work performed by contactors • Verified actual hours worked by contractors • Minimize costs of repairs and maintenance • Lower energy waste by 3%
	Maintain an attractive, clean and maintained terminal	<ul style="list-style-type: none"> • Conduct a daily walk through of all areas • Conduct a survey 	<ul style="list-style-type: none"> • Achieve a well maintained and clean environment • Achieve an 80% favorable survey response
	Improve Staff efficiency	<ul style="list-style-type: none"> • Develop improved work assignments 	<ul style="list-style-type: none"> • Improve work accountability by continuing the work inspection program
		<ul style="list-style-type: none"> • Contract HVAC and plumbing repair to an outside company • Issue daily assignments to leads 	<ul style="list-style-type: none"> • Maintain overtime at budget levels

Summary of Expenses for Terminal

	2007 Actual	2008 Budget	2008 Projected	2009 Budget
Personal Services	\$ 1,105,171	\$ 1,071,663	\$ 993,373	\$ 1,049,082
Employee Benefits	414,825	451,904	417,497	408,358
Utilities & Communications	2,015,825	1,993,937	2,161,012	2,031,302
Purchased Services	1,310,807	1,313,700	1,214,423	1,256,907
Material & Supplies	904,095	713,764	716,289	733,500
Office	10,350	14,600	10,787	17,719
Administration	10,583	3,000	(10,517)	800
Non-capital Equipment & Facilities	35,428	20,000	18,304	13,600
Total	\$ 5,807,084	\$ 5,582,569	\$ 5,521,166	\$ 5,511,268
Employee Count	35	37	33	36



LOADING BRIDGES This cost center includes the maintenance expenses and related debt service payments associated with 15 loading bridges. Revenues are collected in amounts sufficient to offset any expenses the Authority incurs.

Loading Bridge Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Direct Cost per Loading Bridge	\$18,169	\$19,450	\$19,198
Training Sessions Provided to Airline Personnel	3	6	4
Over-the-Wing (OTW) Loading Bridge total operations	New measurement for 2008	4,136	5,096
OTW Loading Bridge Maintenance calls	New measurement for 2008	317	285
OTW Loading Bridge out of service	New measurement for 2008	10%	0%
Overtime/Personnel Services (%)	18%	21%	14%

2008 Strategic Plan Results for Loading Bridges

Goals	Objectives	Activities	Results to be Achieved
Maintained and serviced the loading bridges with minimum downtime	Performed annual preventative maintenance program (PM)	<ul style="list-style-type: none"> Continued Jet Bridge PM program (evening inspection program) Scheduled a new sequence for loading bridge PM's Manufacturer sent technician from FMT Sweden to repair OTW loading bridges Replaced sensors and measured location of planes as they came in 	<ul style="list-style-type: none"> Unable to complete all PM's per schedule due to sensor failures on OTW loading bridges There were 317 maintenance calls OTW loading bridges were out of service 10% of total operations Improved OTW bridge availability
	Continued on-site training to airline personnel	<ul style="list-style-type: none"> Provided training as requested to airline personnel 	<ul style="list-style-type: none"> Trained airline personnel to correctly operate the loading bridges

2009 Strategic Goals for Loading Bridges

Goal	Objectives	Activities	Results to be Achieved
Maintain and service the loading bridges with minimum downtime	Perform annual preventative maintenance program (PM)	<ul style="list-style-type: none"> Continue Jet Bridge PM program (evening inspection program) Schedule a new sequence for loading bridge PM's Continue to monitor OTW loading bridges Improve maintenance coordination for Over the Wing (OTW) bridges 	<ul style="list-style-type: none"> Complete loading bridge PM's per schedule No disruptions or delays to airline operations Reduce maintenance calls by 10% for OTW bridges Zero down time for OTW loading bridges Improve OTW loading bridge availability Reduce overtime 7%
	Continue on-site training to airline personnel	<ul style="list-style-type: none"> Provide training as requested to airline personnel 	<ul style="list-style-type: none"> Trained airline personnel to correctly operate the loading bridges

Summary of Expenses for Loading Bridges

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 64,593	\$ 63,118	\$ 67,850	\$ 70,017
Employee Benefits	19,390	29,659	23,179	28,456
Utilities & Communications	65,000	65,000	65,000	65,000
Purchased Services	-	-	-	-
Material & Supplies	123,549	87,500	135,725	124,500
Office	-	-	-	-
Administration	-	-	-	-
Non-capital Equipment & Facilities	-	-	-	-
Total	\$272,532	\$245,277	\$291,755	\$287,973
Employee Count	2	2	2	2



PARKING This cost center is used to account for all the cost necessary to maintain the parking garage, the parking lots, and the shuttle buses used between the terminal and economy parking lot. This cost center also includes the salaries and benefits for the parking cashiers, maintenance workers, shuttle bus drivers and detailer, utilities, parking lot equipment maintenance and repair, parking ticket stock, maintenance of the shuttle buses, and snow removal services.

Parking Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Express parking transactions	175,157	172,550	176,400
Cashier parking transactions	661,063	616,728	646,581
Cashier parking transaction errors	242	209	198
	New measurement for 2008		
Shuttle Bus Survey		94%	80%
OSHA recordable accidents	6	5	4
Parking electrical usage (KWH)	435,193	443,333	435,000
Average over/short per 1,000 transactions	-\$1.78	-\$2.10	-\$1.99
Overtime/Personnel Services (%)	14%	8%	8%

2008 Strategic Plan Results for Parking

Goals	Objectives	Activities	Results to be Achieved
Promote express parking machines (automated credit card and EZ-Pass plus payments)	Enhanced the use of express parking machines	<ul style="list-style-type: none"> Created a display near baggage claim area to educate customers how to use express parking machines Used ambassadors to distribute flyers to customers describing the check out process for express parking 	<ul style="list-style-type: none"> Increased the awareness of express parking Educated customers how to use express park parking
Provided safe parking	Improved parking safety	<ul style="list-style-type: none"> Provided better lighting Provided better Signage Provided better pavement markings 	<ul style="list-style-type: none"> Lighting and signage still a work in process for 2009 Completed pavement markings Zero accidents
Provided quality customer service	Be courteous and responsive to all customers	<ul style="list-style-type: none"> Created shuttle bus customer survey and implemented Developed customer service program Developed customer training program for parking employees 	<ul style="list-style-type: none"> Received 94% positive response on parking survey Provided a quality and consistent customer experience during the parking transaction process
Provided an efficient parking operation	Reduced costs for snow removal	<ul style="list-style-type: none"> Removed guardrail in key parking lot to prevent having to tow snow away Kept most snow removal in-house 	<ul style="list-style-type: none"> Reduced the usage of snow contractual services 70%

2009 Strategic Goals for Parking

Goals	Objectives	Activities	Results to be Achieved
Promote express parking machines (automated credit card and EZ-Pass plus payments)	Enhance the use of express parking machines	<ul style="list-style-type: none"> Educate customers the process of using express parking machines by using the display near baggage claim area Use ambassadors to distribute flyers to customers describing the check out process for express parking 	<ul style="list-style-type: none"> Achieve customer satisfaction for express parking Maintain positive survey results by 80% Increase express parking by 10%
Provide safe parking	Improve parking safety	<ul style="list-style-type: none"> Designate an employee as Safety Supervisor to oversee parking Improve lighting Improve signage Improve pavement markings 	<ul style="list-style-type: none"> Reduce risk of customer/vehicle contact to zero Reduce OSHA recordable accidents to 0
Provide quality customer service	Be courteous and responsive to all customers	<ul style="list-style-type: none"> Train employees to meet the demands of customers with patience and confidence Monitor employee's work performance 	<ul style="list-style-type: none"> Achieve quality customer satisfaction Maintain positive survey results by 80% Reduce parking transaction errors by 5% Reduce over/short per 1,000 transactions 5%

Cost Reduction	Use available resources to become cost effective	<ul style="list-style-type: none"> • Install automated gates at the end of long term parking • Reposition guardrails in short term parking • Continue to remove snow in-house 	<ul style="list-style-type: none"> • Maintain employee overtime at budget level • Minimize the cost of snow removal (new snow removal contract has a minimum)
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Summary of Expenses for Parking

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 1,263,412	\$1,360,284	\$1,302,919	\$1,366,970
Employee Benefits	444,907	583,251	475,223	502,358
Utilities & Communications	436,923	431,950	655,547	502,100
Purchased Services	50,236	56,595	49,745	49,925
Material & Supplies	611,424	493,187	423,403	471,187
Office	45,238	54,780	47,718	65,159
Administration	250,817	246,370	253,780	255,810
Non-capital Equipment & Facilities	-	5,000	-	22,000
Total	\$ 3,102,957	\$ 3,231,417	\$3,208,334	\$3,235,509
Employee Count	46.5	49	46	48.5



LANDSIDE This cost center is used to account for expenses of the buildings and properties located outside the Air Operations Area (AOA). This cost center includes the costs to maintain those buildings and properties plus any Authority's responsibilities under lease agreements with tenants.

Landside Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Number of tenants	47	61	61
Landside building rental (Sq ft)	218,248	342,367	342,367
Landside land rental (acres)	50	52	52
Tenant complaints	5	2	0

2008 Strategic Plan Results for Landside

Goals	Objectives	Activities	Results to be Achieved
Maintained properties	Maintained properties to appropriate safety, operational, and appearance levels	<ul style="list-style-type: none"> Inspected properties on timely basis Scheduled preventative maintenance Conducted monthly inspections of all buildings Performed timely response to emergency conditions 	<ul style="list-style-type: none"> Reduced tenant complaints 60% Reduced materials and supplies 21% Reduced tenant complaints 60%
Maintained good tenant relationships	Developed good communication channels to anticipate tenant needs	<ul style="list-style-type: none"> Held annual tenant meeting to inform tenant community of airport activity and exchange information 	<ul style="list-style-type: none"> Reinforced airport community spirit Anticipated tenant concerns
		<ul style="list-style-type: none"> Creating tenant survey to identify achievements and concerns 	<ul style="list-style-type: none"> Work in progress

2009 Strategic Goals for Landside

Goals	Objectives	Activities	Results to be Achieved
Maintain properties	Maintain properties to appropriate safety, operational, and appearance levels	<ul style="list-style-type: none"> Inspect properties on timely basis Schedule preventative maintenance Conduct monthly inspections of all buildings Timely response to emergency conditions 	<ul style="list-style-type: none"> Maintain good tenant relationships Reduce materials and supplies 8% Reduce tenant complaints 100%
Maintain good tenant relationships	Develop good communication channels to anticipate tenant needs	<ul style="list-style-type: none"> Hold annual tenant meeting to advise tenant community of airport activity and exchange information Conduct tenant survey 	<ul style="list-style-type: none"> Reinforce airport community spirit Anticipate tenant concerns Expect 80% positive response on survey results

Summary of Expenses for Landside

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Utilities & Communications	\$ 291,488	\$ 293,000	\$ 411,220	\$ 299,922
Purchased Services	50,811	63,152	78,788	54,324
Material & Supplies*	978,184	635,748	777,059	711,470
Office	-	3,000	3,000	3,400
Administration	159,955	33,000	60,283	45,000
Non-capital Equipment & Facilities	3,065	-	-	30,800
Total*	\$1,483,503	\$1,027,900	\$1,330,351	\$1,144,916
Employee Count*	2.5	2.5	2.5	2.5

**Two custodial workers maintain the Control Tower and .5 custodial worker maintains the ACAA building. Their salaries and benefits are allocated to the direct expense*



AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) This cost center includes the salaries and benefits for the ARFF employees, all the expenses for ARFF supplies, the maintenance expenses associated with the ARFF operations which includes HVAC, electrical, building maintenance, and the repair and maintenance of the ARFF vehicles and equipment.

ARFF Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Annual Dispatch Calls	652	520	600
Tours conducted by ARFF	43	34	40
Automated External Defibrillation (AED) classes conducted	27	8	10
Fire Extinguishers inspected/serviced	5,332	6,404	5,488
NYS Fire Fighter training (training hours)	2,000	2,000	2,000
OSHA required fire training (training hours)	160	160	160
NYS EMT training (training hours)	480	480	480
FAA ARFF training (training hours)	520	520	520
Building code inspections	127	127	127
Overtime/Personnel Services (%)	23%	16%	18%

2008 Strategic Plan Results for ARFF

Goals	Objectives	Activities	Results to be Achieved
New fire vehicles	Met NFPA/FAA requirements	<ul style="list-style-type: none"> Purchased 3,000 gallon ARFF vehicle 	<ul style="list-style-type: none"> Reduced repair and maintenance costs 75% Updated firefighting capabilities
Airfield critical area project	Identified potential hazards and recommended safety solutions	<ul style="list-style-type: none"> Reviewed and analyzed all airport hazardous areas 	<ul style="list-style-type: none"> Submitted results to ACAA
Fire Prevention/Safety	Provided training, inspections and services	<ul style="list-style-type: none"> Actively participated in Airport safety program Purchased fire extinguisher training simulator 	<ul style="list-style-type: none"> Improved safety at the Airport for tenants, customers and employees by conducting safety briefings Provided better training to employees and tenants

2009 Strategic Goals for ARFF

Goals	Objectives	Activities	Results to be Achieved
Life Safety	Provide trained employees with life saving equipment	<ul style="list-style-type: none"> Train employees in the use of AEDs Purchase one new Automated External Defibrillations (AEDs) to place in remote locations Place Public Access Defibrillators cabinets online allowing FD to know when a unit is removed from its location Send employees for Fire Fighter training 	<ul style="list-style-type: none"> Provide trained employees with life saving equipment Preserve life Meet state Fire Fighter requirement Trained employees
Fire Alarm system	Improve the current fire alarm system and expand its capabilities	<ul style="list-style-type: none"> Use our present fiber optic system to make upgrades to the fire alarm system 	<ul style="list-style-type: none"> Increase fire alarm reporting capacity Provide better reporting Capabilities to enter pertinent information into the system specific to a particular room Preserve life
Airfield critical area project	Identify potential hazards and recommend safety solutions	<ul style="list-style-type: none"> Provide training to employees on safety by water Improve safe access for ARFF vehicles Purchase water safety devices 	<ul style="list-style-type: none"> Improve awareness to Airport employees of critical wet areas Better access for ARFF vehicles in wet areas Allow safe area for Airport employees working in areas adjacent to water Protect employees from water hazardous areas Gain better access to hazardous areas

Summary of Expenses for ARFF

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 969,279	\$ 778,131	\$ 934,625	\$ 876,182
Employee Benefits	326,711	330,803	345,730	341,356
Utilities & Communications	47,335	49,000	47,732	47,950
Purchased Services	2,687	2,768	2,679	2,679
Material & Supplies	85,643	95,278	57,471	77,952
Office	7,058	7,985	5,201	6,584
Administration	21,381	19,992	21,724	16,951
Non-capital Equipment & Facilities	6,867	9,175	-	30,000
Total	\$ 1,466,961	\$ 1,293,133	\$ 1,415,161	\$ 1,399,654
Employee Count	20	20	20	20



OPERATIONS The Operations cost center is the command center for the overall day-to-day operations of the airport. This cost center classification includes the salaries and benefits for the staff responsible for controlling the daily operations of the airport.

Operations Performance Measurements			
	2007 Final	2008 Projected	2008 Budget
Work Orders (Facility) Building Maintenance calls	4,176	3,757	4,000
Work Orders in (139) aeronautical areas	936	702	850
Notice to airmen (NOTAMS)	433	724	450
Snow condition notices (SNOTAMS)	423	194	350
Bird Strikes	18	37	18
Property Damage Reports	170	127	100
Bodily Injury Reports	257	246	230
FAA 139 Inspection Discrepancies	23	26	0
Overtime/Personnel Services (%)	8%	6%	8%

2008 Strategic Plan Results for Operations

Goals	Objectives	Activities	Results to be Achieved
Continue to operate a safe and efficient facility for our tenants and traveling public	Improved department safety	<ul style="list-style-type: none"> Established a department "clean program" 	<ul style="list-style-type: none"> Reduced employee accidents to zero
	Minimized the impact of airport-based wildlife on air carriers	<ul style="list-style-type: none"> Contracted with USDA to update assessment 	<ul style="list-style-type: none"> USDA in process of conducting Wildlife Hazard Assessment (Completed May 2009)
	Revised the Airport Emergency Plan	<ul style="list-style-type: none"> Worked closely with ACAA, Airport management, and various agencies to revise the plan Tested the effectiveness of the emergency plan Conducted a tabletop exercise to the emergency plan 	<ul style="list-style-type: none"> Revised and finalized plan
	Increased aircraft safety during snow removal	<ul style="list-style-type: none"> Replaced the SAAB friction tester computer system Improved reporting of airfield condition 	<ul style="list-style-type: none"> Increased aircraft safety by enhanced reporting of airfield conditions

2009 Strategic Goals for Operations

Goals	Objectives	Activities	Results to be Achieved
Continue to operate a safe and efficient facility for our tenants and traveling public	Improve department safety	<ul style="list-style-type: none"> Continue a department "clean program" 	<ul style="list-style-type: none"> Maintain accidents to zero
	Minimize the impact of airport-based wildlife on air carriers	<ul style="list-style-type: none"> Contracted with USDA to update assessment Work in conjunction with USDA to assist with wildlife mitigation techniques 	<ul style="list-style-type: none"> Revised hazard management plan for wildlife Reduce bird strikes by 50% Preserve life
	Revise the Airport Emergency Plan	<ul style="list-style-type: none"> Work closely with ACAA, Airport management, and various agencies to revise the plan Test the effectiveness of the emergency plan Conduct a full scale exercise of the emergency plan Increase awareness of the plan 	<ul style="list-style-type: none"> Improve emergency effectiveness by eliminating unnecessary and out-of-date practices Improve emergency response
	Revise the terminal evacuation plan	<ul style="list-style-type: none"> Work closely with ACAA, Airport Management and various agencies to revise plan 	<ul style="list-style-type: none"> Expand the plan beyond a fire emergency to include other incidents which would require the evacuation of the Airport Main Terminal

Summary of Expenses for Operations

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 586,151	\$ 601,688	\$ 531,205	\$ 550,738
Employee Benefits	205,301	259,871	190,396	188,565
Utilities & Communications	52,909	50,480	40,060	41,380
Purchased Services	-	-	-	-
Material & Supplies	-	-	-	-
Office	9,981	14,243	9,329	11,322
Administration	6,800	4,650	352	4,600
Non-capital Equipment & Facilities	-	9,000	-	-
Total	\$ 861,142	\$ 939,932	\$ 771,342	\$ 796,605
Employee Count	12	16	13	16



SECURITY This cost center classification includes the salaries and benefits for the Curbside Monitors, the costs affiliated with employee security checks and badging, security equipment, and the fees incurred to have the Albany County Sheriffs provide protective services on Airport premises.

Security Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Security Trainees	758	672	516
Driver Trainees	408	359	267
Finger Printing	967	750	537
Badges Issued	1,056	743	752
Revalidations*	15	991	1,600
Escort Required Badges Issued	4,590	3,586	3,500
Non Secured Access Badges Issued	45	0	100
Business Center Security Passes	2,352	2,850	2,200
Curbside Accidents	0	0	0
Curbside Security - Overtime/Personnel Services (%)	7%	6%	6%

*Revalidations of badges are performed every other year.

2008 Strategic Plan Results for Security

Goals	Objectives	Activities	Results to be Achieved
Continued to operate a secure facility for our tenants and traveling public	Tested the effectiveness of the security plan	<ul style="list-style-type: none"> Conducted a security table top 	<ul style="list-style-type: none"> Table top Completed October 29, 2008
	Improved customer service for fingerprinting and badge issuance	<ul style="list-style-type: none"> Established an appointment based time schedule Increased hours available for badge issuance 	<ul style="list-style-type: none"> Utilized staff more efficiently Reduced overtime 1% Improved customer experience in processing security badge applications
	Decreased class times for security training	<ul style="list-style-type: none"> Developed a power point presentation 	<ul style="list-style-type: none"> Security class training reduced 15 minutes
	Increased the reliability of the digital video recording system	<ul style="list-style-type: none"> Monitored the status of the digital video recording system Monitored the reliability of the digital video recording system 	<ul style="list-style-type: none"> Ensured availability of the system to ensure compliance with the Airport Security Plan Determined cost efficient steps to enhance or replace the digital video recording system
	Replaced the video matrix switch	<ul style="list-style-type: none"> Purchased new switch Expanded from 96 cameras to 192 cameras 	<ul style="list-style-type: none"> Improved reliability of video matrix Improved on security Improved functionality

2009 Strategic Goals for Security

Goals	Objectives	Activities	Results to be Achieved
Continue to operate a secure facility for our tenants and traveling public; meet or exceed Transportation Security Agency (TSA) requirements	Test the effectiveness of the security plan	<ul style="list-style-type: none"> Conduct a security table top Participate in monthly meetings with TSA 	<ul style="list-style-type: none"> Promote security awareness Increase public safety
	Increase the reliability of the card access control computer system	<ul style="list-style-type: none"> Procure service support agreement 	<ul style="list-style-type: none"> Ensure the availability of the system to ensure compliance with the Airport Security Program and TSAs
	Increase reliability of security door hardware	<ul style="list-style-type: none"> Establish a bench stock of hardware to meet five hardware failures 	<ul style="list-style-type: none"> Eliminate excessive down time for five responses
	Decrease class times for security training	<ul style="list-style-type: none"> Procure a computer based training (CBT) program for security 	<ul style="list-style-type: none"> Maximize the employee training time with a standardized training process to meet Federal requirements
	Increase the reliability of the digital video recording system	<ul style="list-style-type: none"> Replace the video recording system 	<ul style="list-style-type: none"> Ensure availability of the system to ensure compliance with the Airport Security Plan
	Increase the reliability of the Airport badge printer	<ul style="list-style-type: none"> Purchase new badge printer 	<ul style="list-style-type: none"> Ensure there are not any interruptions with the badging process

Summary of Expenses for Security

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 286,189	\$ 321,650	\$ 288,008	\$ 290,708
Employee Benefits	88,813	92,811	70,327	68,218
Utilities & Communications	20,185	19,000	20,489	19,000
Purchased Services	1,907,783	1,920,120	1,920,120	1,823,404
Material & Supplies	167,539	119,000	71,106	113,304
Office	4,944	46,043	8,250	13,135
Administration	475	-	110	3,000
Non-capital Equipment & Facilities	14,515	71,130	7,705	18,709
Total	\$2,490,443	\$2,589,753	\$2,386,115	\$2,349,477
Employee Count	11	13	12	13



VEHICLES AND EQUIPMENT This cost center includes the salaries and benefits for the vehicle maintenance employees responsible for the maintenance and repairs of all airport vehicles and heavy equipment including snow removal equipment (snow blowers, brooms and plows), heavy equipment (loaders, dump trucks, fuel trucks), road vehicles (pick up trucks, shuttle buses, and vans), general equipment (paint machines, cement mixers and generators) and mowing equipment.

Vehicle Maintenance Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Heavy Equipment (Units)	61	61	61
Light Vehicles (Units)	47	47	47
Light Equipment (Units)	233	233	233
Average Age of ARFF Fleet (yrs)	14	11	11
Average Age of Shuttle Buses (yrs)	6	6	6
Average Age of Fuel Trucks (yrs)	5	5	6
Average Age of other large vehicles	13	14	15
Average Age of Pick-ups	6	7	8
Shuttle Bus (Not less than 6 operational)	New measurement for 2008	5	6
Fuel Truck (Not less than 7 operational)	New measurement for 2008	7	7
Technicians trained	28	11	2
Overtime/Personnel Services (%)	16%	12%	7%

2008 Strategic Plan Results for Vehicles and Equipment

Goals	Objectives	Activities	Results to be Achieved
Maintained ACAA owned fleet	Minimized down time and repairs on fuel trucks and deicer trucks	<ul style="list-style-type: none"> Received fuel truck factory training Received deicer truck factory training 	<ul style="list-style-type: none"> Provided not less than seven operational fuel trucks (goal maintained) Provided not less than two operational deicer trucks (goal maintained) Provided zero downtime to provide on-time service to customers
	Minimized shuttle bus down time	<ul style="list-style-type: none"> Received air conditioner training 	<ul style="list-style-type: none"> Provided not less than four shuttle buses (goal maintained)
	Maintained snow fleet	<ul style="list-style-type: none"> Purchased new snow blower 	<ul style="list-style-type: none"> Maintained an average age of ten
	Maintained ARFF fleet	<ul style="list-style-type: none"> Received factory training on various systems Purchased two vehicles; E-8 and E-2 	<ul style="list-style-type: none"> Maintained FAA Index Maintained an average age of eleven
	Improve work efficiency	<ul style="list-style-type: none"> Installed All Data Maintenance Program Offered welding training for two employees Provided confined space training 	<ul style="list-style-type: none"> Initiated a vehicle maintenance program (ongoing for 2009) Provided in-house welding repairs Safe employees

2009 Strategic Goals for Vehicles and Equipment

Goals	Objectives	Activities	Results to be Achieved
Maintain ACAA owned fleet	Minimize down time and repairs on fuel trucks and deicer trucks	<ul style="list-style-type: none"> Set up trucks on a preventive maintenance schedule 	<ul style="list-style-type: none"> Provide not less than seven operational fuel trucks Provide not less than two operational deicer trucks Provide zero downtime to provide on-time service to customers
	Minimize shuttle bus down time	<ul style="list-style-type: none"> Purchase new buses 	<ul style="list-style-type: none"> Provide not less than six shuttle buses
	Maintain snow fleet	<ul style="list-style-type: none"> Purchase new snow removal equipment 	<ul style="list-style-type: none"> Maintain an average age of ten years
	Maintain ARFF fleet	<ul style="list-style-type: none"> Get factory training on various systems and new equipment 	<ul style="list-style-type: none"> Maintain FAA Index Maintain an average age of eleven years
	Improve work efficiency	<ul style="list-style-type: none"> Utilize All Data Maintenance Program Set up preventive maintenance program 	<ul style="list-style-type: none"> Allocate cost per vehicle Manage preventative maintenance Create estimates and repair orders with ease
		<ul style="list-style-type: none"> Offer welding training for two employees 	<ul style="list-style-type: none"> Provide in-house welding repairs Show a savings by providing in-house repairs

Summary of Expenses for Vehicles and Equipment

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 443,985	\$ 492,827	\$ 390,783	\$ 452,494
Employee Benefits	175,233	251,407	166,932	168,743
Utilities & Communications	40,936	47,550	45,459	45,350
Purchased Services	66,063	68,045	66,861	66,861
Material & Supplies	383,978	352,200	428,502	415,000
Office	843	2,400	633	1,920
Administration	2,426	13,400	387	8,600
Non-capital Equipment & Facilities	-	-	24,242	-
Total	\$ 1,113,464	\$ 1,227,829	\$ 1,123,799	\$ 1,158,968
Employee Count	10	12	10	12



ADMINISTRATION – AVPORTS This cost center category includes the salaries and benefits for the AvPorts administrators and includes the office and administration expenses needed to support the AvPorts operations.

AvPort's Administration Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
AvPort's total full time employment equivalents	167.0	165.5	180
Employee participation in Incentive Program	41.5	117.5	100.0
Budgetary needs met	yes	yes	yes
	New measurement for 2008		
Saving/revenue producing ideas	10	10	10
Total AvPorts' property damage reports	52	26	35
Administration Overtime/Personnel Services (%)	6%	2%	0%
Employee turnover	18%	18%	12%
Total AvPort's Overtime	13%	10%	9%

2008 Strategic Plan Results for AvPorts Administration

Goals	Objectives	Activities	Results to be Achieved
Improved staff efficiency	Reduced overtime	<ul style="list-style-type: none"> Instituted housekeeping plans in all departments Implemented a reward lottery for unused sick days Managers developed revenue producing and/or cost saving ideas 	<ul style="list-style-type: none"> Reduced available sick day use by 5% Reduced overtime 3% Ten revenue producing and/or cost saving ideas submitted to ACAA
Improved safety	Reduced accidents	<ul style="list-style-type: none"> Instituted recognition program for accident-free work Instituted accident posting in all departments Implemented Safety Recognition and Encouragement Program 	<ul style="list-style-type: none"> Hours lost resulting from accidents reduced by 20% Reduced vehicle accidents over \$500 to four Reduced property damage reports by 50%
Team Albany	Recognized employees	<ul style="list-style-type: none"> Implemented Good Work Award Program Implemented Airport Super Star Award Program 	<ul style="list-style-type: none"> Recognized an employee's good work effort Employees recognized each other's good work

2009 Strategic Goals for AvPorts Administration

Goals	Objectives	Activities	Results to be Achieved
Improve staff efficiency	Reduce overtime	<ul style="list-style-type: none"> Continue reward lottery for unused sick days Continue with the housekeeping plans in all departments 	<ul style="list-style-type: none"> Reduce available sick day use by 5% Reduce overtime 1%
Improve safety	Reduce accidents	<ul style="list-style-type: none"> Institute Safety Management System (SMS) Improve Safety Program Continue the Safety Encouragement and Recognition Program 	<ul style="list-style-type: none"> Implement SMS Program Reduce vehicle accidents by 5% Reduce all accidents by 5% Reduced property damage reports by 10%
Team Albany	Recognize employees	<ul style="list-style-type: none"> Continue recognition programs and reevaluate programs Produce an employee newsletter 	<ul style="list-style-type: none"> Recognize an employee's good work effort Better informed employees

Summary of Expenses for AvPorts' Administration

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 277,104	\$ 31,735	\$ 264,260	\$ 288,256
Employee Benefits	71,254	(36,138) *	77,893	80,402
Utilities & Communications	572	600	572	550
Purchased Services	584,626	559,845	566,631	566,631
Material & Supplies	-	-	-	-
Office	31,756	41,557	37,554	37,321
Administration	3,307	5,050	5,495	3,495
Non-capital Equipment & Facilities	-	-	-	5,500
Total	<u>\$ 968,619</u>	<u>\$ 602,649</u>	<u>\$ 952,404</u>	<u>\$ 982,155</u>
Employee Count	3.5	3.5	3.5	3.5

**The negative amount is for vacancy savings. For 2009 vacancy savings was allocated by department; 2008 it was not.*



Albany County Airport Authority AvPorts' 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Direct Cost Centers					Indirect Cost Centers				Admin	2009 Budget	2008 Projected
		Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment	AvPorts Admin	AvPorts Totals	AvPorts Totals
		10	20	21	30	32	ARFF	Operations	Security	50	59		
PERSONNEL SERVICES													
Salaries	1 1000	998,383	1,023,160	60,305	1,274,064		716,117	549,313	300,202	466,265	288,256	5,676,065	5,206,648
Overtime (1.5)	1 2010	110,000	65,000	8,000	100,349		135,000	43,945	19,488	27,976		509,758	494,735
Overtime (2.0)	1 2020	25,000	3,000	1,712	10,876		25,064	3,781	500	6,627		76,560	77,156
Projected Vacancy Savings	1 2090	-98,699	-42,078		-18,319			-46,301	-29,482	-48,374	0	-283,254	
Subtotal		1,034,684	1,049,082	70,017	1,366,970	0	876,182	550,738	290,708	452,494	288,256	5,979,130	5,778,538
EMPLOYEE BENEFITS													
Social Security	2 1000	83,123	79,548	4,982	105,786		61,083	45,804	24,535	37,988	20,351	463,200	477,738
Health-Active	2 2000	267,942	312,346	21,164	321,818		234,730	137,426	33,045	128,630	31,635	1,488,737	1,351,233
Medical Exams	2 4000						2,400				14,000	16,400	16,114
Uniforms & Laundry	2 5000	10,500	11,200	600	16,300				5,500	6,500		50,600	53,597
Uniform Purchases	2 5005	2,500	1,500	100	3,000		8,000	500	500	600		16,700	13,852
NYS Disability Insurance/Life Insu	2 6010	2,000	3,000	200	5,000		2,000	1,200	1,600	2,100	1,200	18,300	-17,545
Unemployment Insurance	2 6020	4,000	6,000	450	9,000		3,500	2,700	3,800	2,500	700	32,650	23,482
Workers Compensation	2 6030	16,020	16,764	960	20,460		11,400	8,952	4,836	7,560	4,416	91,368	167,934
Retirement Plans	2 9000	13,626	14,405	0	22,395		18,243	8,015	2,680	3,159	8,100	90,623	95,121
Projected Vacancy Savings	2 9090	-40,737	-36,405		-1,401			-16,032	-8,278	-20,294	0	-123,147	
Subtotal		358,974	408,358	28,456	502,358	0	341,356	188,565	68,218	168,743	80,402	2,145,430	2,141,526
UTILITIES & COMMUNICATIONS													
Electric	3 1000	223,000	1,463,915	65,000	500,000	177,172	30,000			8,700		2,467,787	2,822,903
Natural Gas	3 3000		380,000			100,000	17,000			36,500		533,500	575,551
Sewer	3 4000	1,000	50,000			4,200						55,200	55,587
Water	3 5000	450	57,000		350	14,000						71,800	68,359
Telephone Charges - Local	3 6010	250	250		1,700	4,500	900	6,200		100	350	14,250	14,030
Telephone Charges - Long Distance	3 6011	100	100		50	50	50	300		50	200	900	628
Telephone-Sheriff	3 6012								4,500			4,500	3,997
Payphones-Annual& Monthly Serv	3 6017		73,000									73,000	72,598
Payphones-Monthly Usage	3 6018		2,500									2,500	1,975
Telephone Cellular	3 6030							31,000				31,000	30,304
Radio Communications	3 6035							1,080	14,500			15,580	17,572
Paging Services	3 6040							2,800				2,800	2,409
Cable Television	3 6060		4,537									4,537	4,537
Subtotal		224,800	2,031,302	65,000	502,100	299,922	47,950	41,380	19,000	45,350	550	3,277,354	3,670,450
PURCHASED SERVICES													
Insurance													
Airport Liability	4 2010										130,631	130,631	130,631
Automotive	4 2020									66,861		66,861	66,861
Property Insurance	4 2060	11,212	55,358		35,045	25,676	2,679					129,970	129,969
Insurance Claims	4 2095	500	500		1,000							2,000	1,570
Subtotal		11,712	55,858	0	36,045	25,676	2,679	0	0	66,861	130,631	329,461	329,032
Outside Services													
Public Safety	4 4000								1,823,404			1,823,404	1,920,120
Perimeter Security	4 4005	150,521										150,521	150,521
Armored Car Services	4 4010				7,500							7,500	7,444
Janitorial Services	4 5000	10,200	576,860		5,880	10,148						603,088	603,088
Refuse Removal Services	4 5010	7,000	65,000									72,000	74,065
Artistic Exhibits	4 6012		80,000									80,000	96,906
Departure	4 6013		353,536									353,536	282,435
Passenger Information Booth	4 6020		123,153									123,153	130,240
Special Studies	4 7000		0									0	200
GIS Services	4 7010	500	500		500	13,500						15,000	37,099
Subtotal		168,221	1,199,049	0	13,880	23,648	0	0	1,823,404	0	0	3,228,202	3,302,119
Professional Services													
Architectural	4 9010		2,000		0							2,000	13,313
Engineering Services	4 9020	0			0	0			0			0	-765
Professional Management	4 9040									436,000		436,000	436,000
Code Enforcement	4 9060				5,000							5,000	4,600
Subtotal		0	2,000	0	0	5,000	0	0	0	0	436,000	443,000	453,147
Total Purchased Services		179,933	1,256,907	0	49,925	54,324	2,679	0	1,823,404	66,861	566,631	4,000,664	4,084,298
MATERIALS AND SUPPLIES													
Airfield													
Fencing	5 1010	10,000										10,000	14,335
Airfield Lighting System	5 1011	60,000										60,000	46,029
Airfield Maintenance Materials	5 1013	1,000										1,000	1,225
Pavement Repairs	5 1014	5,000										5,000	3,992
Apron Maintenance	5 1015	10,000										10,000	0
Runway Painting	5 1016	15,000										15,000	41,924
Airfield Shop Supplies	5 1017	8,000										8,000	6,409
Airfield Shop Tools	5 1018	2,000										2,000	2,467
Snow Removal Supplies	5 1019	483,700										483,700	171,513
Rubber Removal	5 1020	25,000										25,000	35,240

Albany County Airport Authority AvPorts' 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Direct Cost Centers					Indirect Cost Centers			Vehicles & Equipment	Admin AvPorts Admin	2009 Budget AvPorts Totals	2008 Projected AvPorts Totals
		Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS						
		10	20	21	30	32	ARFF	Operations	Security				
						42	41	43	50	59			
ARFF													
EMS Supplies	5 1030						5,200					5,200	4,801
ARFF Supplies	5 1031						20,000					20,000	26,597
Hazardous Materials Supplies	5 1032						500					500	0
Foam	5 1033						12,375					12,375	
Glycol													
Glycol Disposal (BOD)	5 1051	10,000										10,000	58,583
Waste Water Conveyance	5 1052	7,500										7,500	0
Electricity & Gas	5 1053	153,000										153,000	150,441
Sewer District Charges	5 1054	5,000										5,000	5,000
Water District Chemical Analysis	5 1055	6,000										6,000	7,933
System Maintenance & Repairs	5 1057	200,000										200,000	276,063
Subtotal		1,001,200	0	0	0	0	38,075	0	0	0	0	1,039,275	852,553
BUILDINGS													
Alarm and PA Systems	5 2010		50,000		11,000	10,000	4,954					75,954	71,731
Card Access Control	5 2012								57,159			57,159	17,749
CCTV Repair	5 2013								21,145			21,145	17,953
Key Access System	5 2014								5,000			5,000	2,033
Baggage System	5 2020		15,000									15,000	18,393
Electrical Repairs & Supplies	5 2031	2,500	50,000	20,000	35,000	20,000	1,000					128,500	165,560
Elevator Repairs & Supplies	5 2032		70,000		30,000							100,000	101,737
HVAC	5 2033	3,500	115,000	2,000	1,000	30,000	1,250					152,750	144,394
Roof	5 2034	1,000	4,000		1,000	7,000	500					13,500	12,680
Plumbing Repairs & Supplies	5 2035	2,000	30,000		1,000	4,000	1,000					38,000	38,581
Automatic Door Repairs & Supplies	5 2036	0	8,000		0	0	0					8,000	3,955
Pest Control	5 2037	300	2,600		252	1,020	504					4,676	4,704
Fire Extinguishers	5 2040						3,674					3,674	3,674
Fire Equipment Testing	5 2041						395					395	252
US Customs	5 2050	9,000										9,000	15,583
Control Tower	5 2051					300,000						300,000	332,472
Building Maintenance	5 2060	3,000	185,000	100,000	40,000	75,000	2,000					405,000	403,247
Janitorial Supplies	5 2062	500	140,000				3,000					143,500	152,072
Window Washing	5 2063		28,400		20,500							48,900	29,877
ID Tags	5 2071								30,000	0		30,000	33,371
Sign Expense	5 2080		4,000		500	500						5,000	5,417
FIDS	5 2090		30,000									30,000	22,823
Subtotal		21,800	732,000	122,000	140,252	447,520	18,277	0	113,304	0	0	1,595,153	1,598,257
GROUNDS													
Landscaping	5 3010	1,000	1,500		1,000	750	100					4,350	2,095
Fencing	5 3020				0	500						500	0
Pavement Repairs	5 3030	0			10,000	500						10,500	7,023
Utility Repairs	5 3035					500						500	0
Sign Expense	5 3040	0			1,500	7,000						8,500	9,094
Traffic Light Repairs and Materials	5 3041					1,000						1,000	1,619
Catch Basin Maintenance	5 3045					3,000						3,000	596
Snow Removal Supplies	5 3048				50,000	5,000						55,000	40,993
Snow Removal Contract Services	5 3050	60,000			75,000	10,000						145,000	80,972
NYS Police Hangar	5 3051					125,000						125,000	125,000
Dump Fees - Landfill	5 3060	1,800				500						2,300	1,945
Hazardous Waste Management	5 3070	1,000				200	1,000		1,000			3,200	2,433
Wildlife Hazard Management	5 3071	6,000										6,000	12,645
Oil/Water Disposal	5 3078					10,000						10,000	9,131
Land Lease	5 3085				15,435							15,435	15,435
T-Hanger Maintenance	5 3090					100,000						100,000	101,452
Subtotal		69,800	1,500	0	152,935	263,950	1,100	0	0	1,000	0	490,285	410,433
VEHICLES AND EQUIPMENT													
Gasoline	5 4010				30,000				25,000			55,000	66,986
Diesel Fuel	5 4011				33,000				135,000			168,000	166,331
CNG	5 4015				45,000				0			45,000	54,318
Oil/Grease	5 4012			500	0				15,000			15,500	14,323
Vehicle/Equipment Tires	5 4013			2,000	5,000		2,500		12,500			22,000	17,814
Vehicle Repair and Maintenance	5 4021				45,000				30,000			75,000	63,268
Veh Communication Equip. Repairs	5 4022				5,000				14,000			19,000	20,846
Sheriff Vehicle Repair and Maintenan	5 4023								2,500			2,500	1,807
General Equip. Repair/Maintenance	5 4030				15,000				30,000			45,000	52,347
Heavy Equipment Maintenance	5 4040								40,000			40,000	37,232
ARFF Equipment Maintenance	5 4045						18,000					18,000	6,758
Snow Equipment Repair/Maintenan	5 4050								60,000			60,000	62,698
Mower Repair/Maintenance	5 4060								10,000			10,000	20,919
Vehicle Shop Tools and Supplies	5 4070			0					40,000			40,000	41,918
Subtotal		0	0	2,500	178,000	0	20,500	0	414,000	0	0	615,000	627,564
Total Materials and Supplies		1,092,800	733,500	124,500	471,187	711,470	77,952	0	113,304	415,000	0	3,739,713	3,488,806

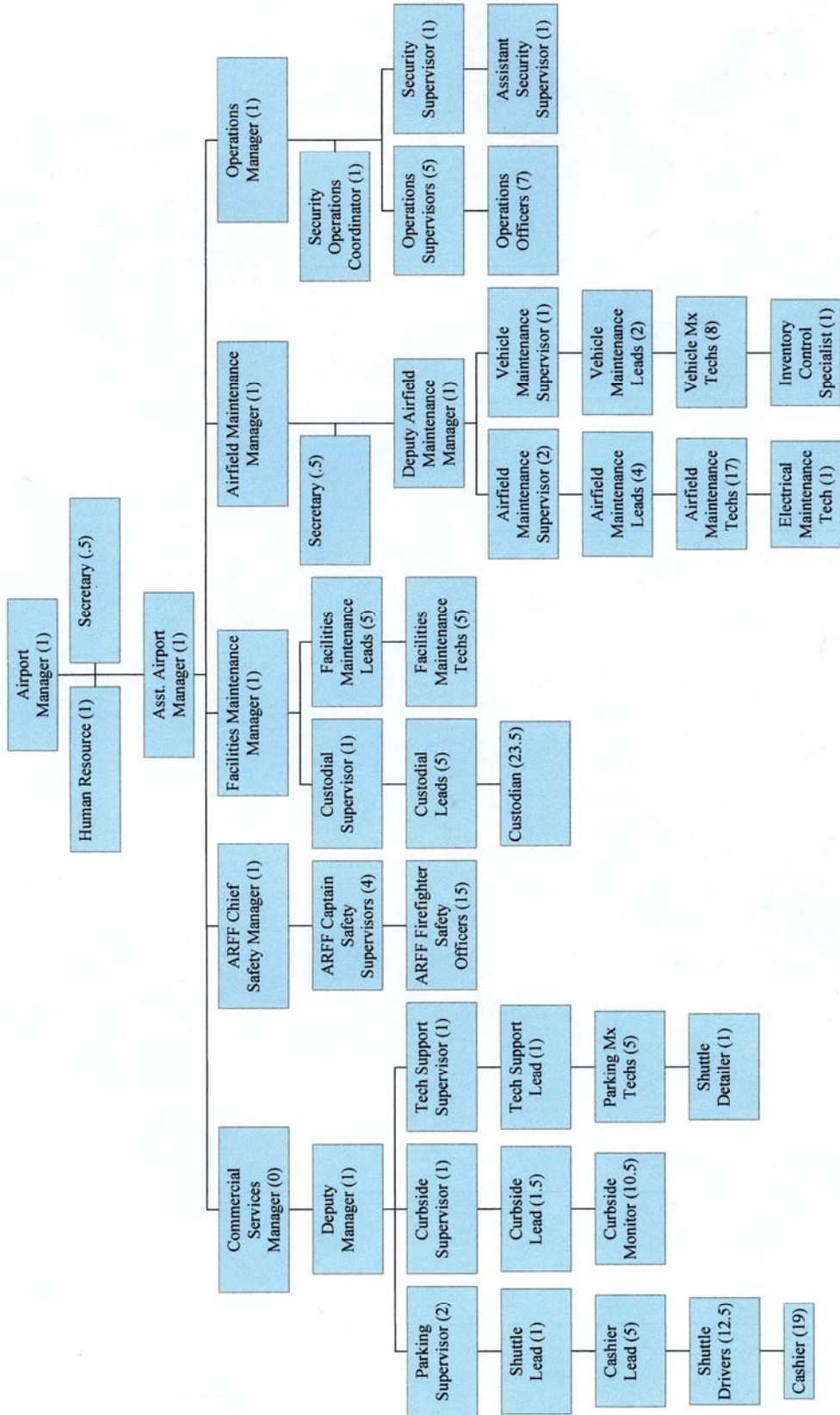
Albany County Airport Authority AvPorts' 2009 Expenditures by Line Item

DESCRIPTION	ACCT	AvPorts Direct Cost Centers					Indirect Cost Centers				Admin AvPorts Admin 59	2009 Budget AvPorts Totals	2008 Projected AvPorts Totals
		Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment			
		10	20	21	30	32	ARFF 42	Operations 41	Security 43	50			
OFFICE													
Office Equipment Rental	5 5010	1,000	500		1,000		2,601	4,632		36	3,000	12,769	11,681
Copy Machine Use	5 5011				0			1,200				1,200	1,655
Office Equipment Service Agreeme	5 5012	789	222		559		175	490		309	719	3,263	3,263
Office Equipment Repairs	5 5013						100	100		100	100	400	0
Computer System Supplies	5 5014	750	5,800		2,400	3,400	800	2,500	5,206	800	800	22,456	6,622
Hardware/Software Maint Agreeme	5 5015		9,447		41,100		1,308		7,179	175		59,209	42,504
Computer Equipment	5 5016	750	750		1,100	0	0	750	0	0	0	3,350	6,456
Office Furniture and Fixtures	5 5020				1,500			500	0		0	2,000	0
Printed Forms/Letterhead	5 5030	0			2,000		150	150	150	100	750	3,300	2,560
Parking Ticket Stock	5 5031				12,000							12,000	9,062
Printing Outside Services	5 5032								0		100	100	0
Express Mail	5 5041										1,352	1,352	1,239
Reference Materials	5 5050	100					450		100			650	577
Office Supplies	5 5060	750	1,000		3,500		1,000	1,000	500	400	2,500	10,650	10,986
Payroll Services	5 5070										28,000	28,000	27,837
Subtotal		4,139	17,719	0	65,159	3,400	6,584	11,322	13,135	1,920	37,321	160,699	124,442
ADMINISTRATIVE													
Dues and Subscriptions	6 6000				570		1,500	100				2,170	1,865
AvPorts/MA Training & Travel	6 6010	8,339	800		4,240		15,451	4,500	3,000	8,600	1,825	46,755	28,873
Functions/Refreshments	6 6013										0	0	110
Advertising/Public Meetings	6 6030										1,670	1,670	1,669
Economic Development	6 6031					10,000						10,000	12,738
License and Permits	6 6040	1,806										1,806	1,806
Property Taxes	6 6050					35,000						35,000	47,545
Credit Card Service Charges	6 6060				166,000							166,000	165,298
EZPass Fees	6 6061				85,000							85,000	84,393
A/R Write Offs	6 6065											0	-35,434
Subtotal		10,145	800	0	255,810	45,000	16,951	4,600	3,000	8,600	3,495	348,401	308,863
TOTAL OPERATIONS		2,905,475	5,497,668	287,973	3,213,509	1,114,116	1,369,654	796,605	2,330,768	1,158,968	976,655	19,651,391	19,596,923
Non-Capital Equipment	8 3000	0	13,600	0	22,000	30,800	30,000	0	18,709	0	5,500	120,609	58,287
Total Expenses		2,905,475	5,511,268	287,973	3,235,509	1,144,916	1,399,654	796,605	2,349,477	1,158,968	982,155	19,772,000	19,655,209

Albany County Airport Authority 2009 Operating Budget

Albany County Airport Authority Albany International Airport 2009 Adopted Budget										
SCHEDULE OF SALARIES AND BENEFITS FOR AVPORTS										
SUMMARY OF AUTHORIZED POSITIONS:										
Department	2007 Audited OF FTE POSITIONS			2008 Budget OF FTE POSITIONS			2009 Budget OF FTE POSITIONS			FTE Count As of Sept 2008
	Add	Transfer	2007 Count	Add	Transfer	2008 Count	Add	Transfer	2009 Count	
Airfield										
Maintenance Manager			1.0			1.0			1.0	1.0
Deputy Maintenance Manager			1.0			1.0			1.0	1.0
Airport Maintenance Supervisor			1.0			1.0			1.0	1.0
Airport Maintenance Lead-Airfield			1.0	1.0		2.0			2.0	2.0
Electrical Superintendent	-1.0		0.0	1.0		1.0			1.0	0.0
Electrician	1.0		1.0			1.0			1.0	1.0
Airport Maintenance Tech-Electrical			1.0			1.0			1.0	1.0
Airport Maintenance Lead-Grounds			1.0			1.0			1.0	1.0
Airport Maint Tech Lead-Glycol			1.0			1.0			1.0	1.0
Airport Maint Tech-Glycol	1.0		3.0			3.0			3.0	3.0
Airport Maint Tech Airfield	-1.0		13.0			13.0			13.0	11.0
Secretary		-0.5	0.5			0.5			0.5	0.5
Terminal										
Facilities Manager			1.0			1.0			1.0	1.0
Facilities Maint Lead			3.0			3.0			3.0	3.0
Custodial Supervisor			1.0			1.0			1.0	1.0
Custodial Lead			5.0			5.0			5.0	5.0
Custodial Worker		-0.5	18.0	1.0		19.0			19.0	17.0
Floor Care Technician	1.0		1.0			1.0			1.0	1.0
Airport Custodial Technician	-1.0		1.0			1.0			1.0	1.0
Facility Maint Lead-HVAC			1.0			1.0			1.0	1.0
Facilities Maint Tec-HVAC	-2.0		0.0			0.0			0.0	0.0
Facilities Maint Tech-Sewer Drain			1.0			1.0	-1.0		0.0	0.0
Facilities Maint Technician	-1.0		3.0			3.0			3.0	3.0
Facility Maint Worker			0.0	1.0		1.0			1.0	0.0
Loading Bridges										
Facilities Maint Lead-Loading Bridge	1.0		2.0			2.0			2.0	2.0
Parking										
Deputy, Commercial Services			1.0			1.0			1.0	1.0
Parking Supervisor			2.0			2.0			2.0	2.0
Tech Support Spvr, Commercial Services			1.0			1.0			1.0	1.0
Training & Staff Develop. Coordinator			0.0	1.0		1.0	-1.0		0.0	0.0
Lead Cashier			5.0			5.0			5.0	5.0
Shuttle Operator Lead			1.0			1.0			1.0	1.0
Shuttle Detailer			1.0			1.0			1.0	0.0
Shuttle Operator, Full Time	-1.0		8.0	1.0		9.0			9.0	9.0
Shuttle Operator, Part Time - FTE	2.5		4.5	-1.5		3.0	0.5		3.5	3.0
Cashier, Full Time			14.0			14.0			14.0	14.0
Cashier, Part Time - FTE			3.0	2.0		5.0			5.0	4.0
Lead Parking Maint Tech	1.0		2.0			2.0		-1.0	1.0	1.0
Parking Maint Technician			4.0			4.0		1.0	5.0	5.0
Security										
Curbside Supervisor			1.0			1.0			1.0	1.0
Curbside Monitor Lead	-1.5		0.5	1.0		1.5			1.5	0.5
Curbside Monitors		-5.0	5.0	1.0		6.0			6.0	6.0
Curbside Monitors, Part Time - FTE	-0.5	5.0	4.5			4.5			4.5	4.5
Landside										
Tower/Custodial			2.0			2.0			2.0	2.0
Admin Bldg/Custodial		0.5	0.5			0.5			0.5	0.5
ARFF										
Chief/Safety Manager			1.0			1.0			1.0	1.0
Captains/Safety Supervisor			4.0			4.0			4.0	4.0
Firefighters/Safety Officer	1.0		15.0			15.0			15.0	15.0
Operations										
Airport Operations Manager			1.0			1.0			1.0	0.0
Airport Security Supervisor			1.0			1.0			1.0	1.0
Assistant Airport Security Supervisor			1.0			1.0			1.0	1.0
Airport Operations Supervisor			5.0			5.0			5.0	5.0
Airport Operations Officer	-2.0		3.0	4.0		7.0			7.0	5.0
Receptionist			1.0			1.0			1.0	1.0
Vehicles & Equipment										
Vehicle Maint. Supervisor	-1.0		0.0	1.0		1.0			1.0	0.0
Airport Maint Lead-Vehicle Maint			2.0			2.0			2.0	2.0
Inventory Control Specialist			1.0			1.0			1.0	1.0
Airport Maint Tech-Vehicle Maint			7.0	1.0		8.0			8.0	7.0
Administration		0.5	3.5			3.5			3.5	3.5
Total AvPorts Positions	-3.5	0.0	167.0	14.5	0.0	181.5	-1.5	0.0	180.0	165.5
SUMMARY BY SALARIES & BENEFITS:										
AvPorts	2007 Audited			2008 Budget			2009 Budget			# of Additions/ Transfers
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	
Airfield	1,012,798	353,983	1,366,781	1,078,872	457,744	1,536,616	1,034,684	358,974	1,393,658	0.0
Terminal	1,105,171	414,825	1,519,996	1,071,663	451,904	1,523,567	1,049,082	408,358	1,457,440	-1.0
Loading Bridges	64,593	19,390	83,983	63,118	29,659	92,777	70,017	28,456	98,473	0.0
Parking	1,263,412	444,907	1,708,319	1,360,284	583,251	1,943,535	1,366,970	502,358	1,869,328	-0.5
ARFF	969,279	326,711	1,295,990	778,131	330,803	1,108,934	876,182	341,356	1,217,538	0.0
Operations	586,151	205,301	791,452	601,688	259,871	861,559	550,738	188,565	739,303	0.0
Security	286,189	88,813	375,002	321,650	92,811	414,462	290,708	68,218	358,925	0.0
Vehicles & Equipment	443,985	175,233	619,218	492,827	251,407	744,234	452,494	168,743	621,237	0.0
Administration	277,104	71,254	348,358	31,735	-36,137	-4,402	288,256	80,402	368,658	0.0
Total AvPorts Salaries & Benefits	6,008,682	2,100,417	8,109,099	5,799,969	2,421,313	8,221,282	5,979,130	2,145,430	8,124,560	-1.5

AvPORTS Organizational Chart



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6) Million Air – Fixed Base Operator

The Authority contracted with Go Albany, Inc. (d/b/a Million Air) to manage the daily operations of the Fixed Based Operation (FBO). The Authority in 2005 had elected to assume the direct management responsibility for the FBO. Million Air's operating agreement commenced on Oct 1, 2005. Million Air's projected operations for 2009 are summarized in the following table.

Albany County Airport Authority FBO Operations Summary For the budget year 2009					
	Commercial Fueling 60	GA & Facilities 61	Admin 69	2009 Total	Projected 2008
Revenues					
Retail Fuel					
Jet A Fuel Sales	\$ -	\$ 4,950,000	\$ -	\$ 4,950,000	\$ 5,676,000
AvGas Fuel Sales	-	589,000	-	589,000	612,560
Auto & Diesel Fuel Sales	-	382,608	-	382,608	371,464
Retail Fuel Sales	-	5,921,608	-	5,921,608	6,660,024
Into-Plane Fees	895,317	-	-	895,317	869,240
Fuel Farm Fees	491,396	-	-	491,396	470,031
Landing Fees	-	178,303	-	178,303	173,110
Parking Fees	-	99,801	-	99,801	96,894
Commercial AvGas	884,928	-	-	884,928	258,104
Deicing	1,335,940	-	-	1,335,940	1,472,090
Properties	-	236,638	-	236,638	229,746
FBO Services (Catering, etc)	-	204,978	-	204,978	199,007
Total Revenues	3,607,581	6,641,328	-	10,248,908	10,428,245
Cost of Sales ()					
Fuel Cost - Jet A	-	3,630,000	-	3,630,000	4,356,000
Fuel Volume Discounts	-	177,000	-	177,000	177,475
Fuel Cost - AvGas	-	465,000	-	465,000	488,560
Fuel Cost - Auto & Diesel	-	290,000	-	290,000	287,653
Fuel Cost	-	4,562,000	-	4,562,000	5,309,687
Fuel Cost - Avgas Commercial	832,128	-	-	832,128	242,704
Deicing Type I - Sprayed	114,840	-	-	114,840	116,199
Deicing Type IV - Sprayed	54,530	-	-	54,530	38,109
Deicing Type I - Consortium	695,000	-	-	695,000	808,985
Deicing Type IV - Consortium	155,800	-	-	155,800	172,270
Deicing Cost	1,020,170	-	-	1,020,170	1,135,563
Catering	-	140,500	-	140,500	138,851
Total Cost of Sales	1,852,298	4,702,500	-	6,554,798	6,826,805
Gross Operating Revenue	1,755,283	1,938,828	-	3,694,110	3,601,440
Expenses ()					
Personal Services					
Salaries	353,856	472,236	473,869	1,299,961	1,157,531
Overtime	75,000	85,000	15,000	175,000	252,163
Total Personal Services	428,856	557,236	488,869	1,474,961	1,409,694
Employee Benefits	150,912	196,149	111,948	459,009	368,855
Utilities & Communications	47,825	143,008	1,450	192,283	191,536
Purchased Services	118,200	140,234	325,900	584,334	625,569
Material & Supplies					
Buildings	1,000	83,350	-	84,350	109,536
Grounds	7,000	700	-	7,700	24,882
Vehicles	199,332	109,584	-	308,916	291,440
Total Material & Supplies	207,332	193,634	-	400,966	425,858
Administration	2,750	231,606	48,886	283,242	257,217
Non-Capital Equipment	-	15,000	-	15,000	17,500
Total Expenses	955,875	1,476,867	977,053	3,409,795	3,296,229
FBO Net Direct Revenue	\$ 799,408	\$ 461,960	\$ (977,053)	\$ 284,316	\$ 305,211
Allocation of Indirect Cost Centers					
ARFF	\$ 41,990	\$ 41,990	\$ -	\$ 83,979	\$ 56,606
Operations	39,830	39,830	-	79,660	30,854
Security	23,495	23,495	-	46,990	47,722
Vehicles & Equipment	57,948	34,769	-	92,717	89,904
AvPorts Administration	51,792	74,830	-	126,623	127,965
FBO Administration	399,642	577,411	(977,053)	-	-
ACAA Administration	283,166	409,123	-	692,288	720,113
Total Allocation	897,863	1,201,447	(977,053)	1,122,258	1,073,165
Debt Service					
Depreciation - Capital Assets	148,300	86,451	-	234,751	234,751
FBO Net Results	\$ (246,755)	\$ (825,938)	\$ -	\$ (1,072,693)	\$ (1,002,706)

Under Million Air (MA) there are two direct cost centers: MA commercial and MA general aviation and one indirect cost center: MA Administration. Included for each cost center there is a brief description with responsibilities, performance measurements, the goals and objectives with activities and the results achieved for 2008, the 2009 goals and objectives with the activities and the results to be achieved, and the summary of expenses by category for each department with the department's employee count. Also included in this section are the expenditures by line item, the schedule of salaries and benefits, and the organizational chart.



MA COMMERCIAL This cost center classification includes the salaries and benefits for the employees who service the commercial airlines, all the expenses incurred by the fuel farm, expenses incurred by the fuel trucks and other vehicles used for the commercial airlines, and the cost incurred by the fuel, glycol, gas and diesel for resale to the commercial airlines.

Commercial Aviation Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Number of accidents/incidents	0	1	0
Number of airline delays counted against MA	2	2	0
Into-plane gallons pumped	22,317,200	21,151,099	21,151,099
Deicing gallons pumped	164,985	216,693	160,000
Workers' compensation cases	0	0	0
Employees who have completed Safety Programs	8.5	10.0	11.0
Quality control audits at the Fuel Farm (less the better)	0	15	0
Completed monthly training programs	12	12	12
Monthly survey of airlines	100%	100%	100%
Overtime/Personnel Services (%)	24%	25%	17%

2008 Strategic Plan Results for MA Commercial

Goals	Objectives	Activities	Results to be Achieved
Promoted Albany International Airport as a leader in on-time scheduled departures	Provided efficient and timely airline fueling	<ul style="list-style-type: none"> Operated an Equipment Preventative Maintenance Program Offered continuous Airline Training 	<ul style="list-style-type: none"> Maintained minimum delays Sustained safe and professional aircraft servicing Increased efficiency
Promoted a high comfort level to the airline community by providing high-grade fuel quality and service at Albany International Airport	Provided exceptional quality control and was responsive to the Airline's needs	<ul style="list-style-type: none"> Provided Fuel Farm Technician Training Built better relationships with the Airlines through communication and support Adhere to all fuel quality control guidelines 	<ul style="list-style-type: none"> Quality Control Audits with 30 findings Safe and professional aircraft servicing Quality product delivered to airline customers at all times

Promoted a safe and efficient environment at Albany International Airport	Provided the Airlines with an Incident Free environment	<ul style="list-style-type: none"> Conducted NATA (National Air Transportation Association) Safety 1st training Conducted monthly safety committee meetings 	<ul style="list-style-type: none"> Minimized risk of delays or cancellations due to aircraft damage Provided a safe work environment with 0 incidents
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2009 Strategic Goals for MA Commercial

Goals	Objectives	Activities	Results to be Achieved
Promote Albany International Airport as a leader in on-time scheduled departures	Provide efficient and timely airline fueling	<ul style="list-style-type: none"> Operate an Equipment Preventative Maintenance Program Offer continuous Airline Training Monitor airline schedules and adjust manpower schedules accordingly 	<ul style="list-style-type: none"> Reduce Airline fuel delays to zero Sustain safe and professional aircraft servicing Increase efficiency Decrease overtime 8%
Promote a high comfort level to the airline community by providing high-grade fuel quality and service at Albany International Airport	Provide exceptional quality control and be responsive to the Airline's needs	<ul style="list-style-type: none"> Provide recurrent Fuel Farm Technician Training Audit policies and procedures on a regular basis Build better relationships with the Airlines through communication and support 	<ul style="list-style-type: none"> Trained Employees Quality Control Audits with zero findings Safe and professional aircraft servicing with zero fuel delays
Promote a safe and efficient environment at Albany International Airport	Provide the Airlines with an Incident Free environment	<ul style="list-style-type: none"> Conduct NATA (National Air Transportation Association) Safety 1st training Conduct monthly safety committee meetings Supervisor on duty for all airline operations supporting and auditing fueling and safety procedures 	<ul style="list-style-type: none"> Maintain delays due to aircraft damage at zero Safe work environment

Summary of Expenses for MA Commercial 2009

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	\$ 444,113	\$ 367,750	\$ 436,738	\$ 428,856
Employee Benefits	100,808	118,933	114,288	150,912
Utilities & Communications	44,812	50,025	47,802	47,825
Purchased Services	118,322	142,117	117,647	118,200
Material & Supplies	1,078,746	732,292	1,585,718	2,059,630
Office	-	-	-	-
Administration	-	100	(19,872)	2,750
Non-capital Equipment & Facilities	10,245	-	-	-
Total	\$ 1,797,046	\$ 1,411,217	\$ 2,282,320	\$ 2,808,173
Employee Count	8.5	11.5	10.0	11.0



MA GENERAL AVIATION This cost center classification includes the salaries and benefits for the employees who service the general aviation community, all the expenses incurred for the FBO building and hangars such as electric, telephone and general maintenance, the aviation fuel, diesel, oil, deicing fluid, and catering for the general aviation community, the vehicles used for general aviation aircraft and customers, the credit card fees produced from general aviation sales, and all other related expenses incurred on behalf of the general aviation community.

General Aviation Performance Measurements			
	2007 Audited	2008 Projected	2009 Budget
AvGas fuel sales (gallons)	158,999	124,000	124,000
Jet A fuel sales (gallons)	1,058,498	1,100,000	1,100,000
Number of international flights	634	678	712
General Aviation Aircraft customer transactions	10,386	9,737	10,000
Employees who completed the NATA Safety 1st Program	16	16	16
Employees who completed all Safety Programs	16	16	16
Property Accidents	0	1	0
Quarterly reports from monthly safety meetings	100%	100%	100%
Top 20 customers survey	19	13	20
Overtime/Personnel Services (%)	24%	22%	15%

2008 Strategic Plan Results for General Aviation

Goals	Objectives	Activities	Results to be Achieved
Promoted Million Air and the Albany International Airport as the Gateway to the Capital District	Increased general aviation at the Albany International Airport	<ul style="list-style-type: none"> Supplied Five Star Service to the general aviation community Provided line service training 	<ul style="list-style-type: none"> Increased fuel gallons sold by 1%
Ensured security to the general aviation public without customer inconvenience	Implemented the required security programs	<ul style="list-style-type: none"> Monitored the needs of the general aviation public Emphasized on the customer's needs while implementing the required security programs 	<ul style="list-style-type: none"> 100% Secure Aviation Terminal Zero property accidents
Increased market share of international flights	Established Albany International Airport as an international tech stop	<ul style="list-style-type: none"> Partnered with professional flight operation companies who provide international flight plans 	<ul style="list-style-type: none"> Increased International flights by 7%
Provided service and facilities to enhance customer usage	Provided clean, safe and secure hangar facilities for the corporate and general aviation	<ul style="list-style-type: none"> Performed weekly and daily inspections of the hangar facilities Maintained the cleanliness of the hangar facilities Hangar facility was available to show to perspective clients at a moments notice 	<ul style="list-style-type: none"> Increased general aviation tenant rentals by 8%

2009 Strategic Goals for MA General Aviation

Goals	Objectives	Activities	Results to be Achieved
Promote Million Air and the Albany International Airport as the Gateway to the Capital District	Increase General Aviation at the Albany International Airport	<ul style="list-style-type: none"> Supply Five Star Service to the general aviation community Provide continuous professional line service training Provide continuous customer service standards training Utilize Million Air CSI informational software programs Network with all Million Air locations 	<ul style="list-style-type: none"> 100% satisfaction to the general aviation public Reduce negative customer comments to zero Trained professional employees Increase general aviation transactions by 3%
Ensure security to the general aviation public without customer inconvenience	Implement the required security programs	<ul style="list-style-type: none"> Monitor the needs of the general aviation public Emphasis on the customer's needs while implementing the required security programs 	<ul style="list-style-type: none"> 100% Secure Aviation Terminal Zero property accidents

Increase market share of international flights	Establish Albany International Airport as an international tech stop	<ul style="list-style-type: none"> Partnered with professional flight operation companies who provide international flight plans 	<ul style="list-style-type: none"> Increase International flights by 5%
Provide service and facilities to enhance customer usage	Provide clean, safe and secure hangar facilities for the corporate and general aviation	<ul style="list-style-type: none"> Perform weekly and daily inspections of the hangar facilities Maintain the cleanliness of the hangar facilities Have hangar facility available to show perspective clients at a moments notice 	<ul style="list-style-type: none"> Increase hangar and tie down rental by 20% Safe secure hangar facilities

Summary of Expenses for MA General Aviation 2009

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	591,165	563,280	554,519	557,236
Employee Benefits	149,411	173,033	154,622	196,149
Utilities & Communications	126,698	126,407	142,610	143,008
Purchased Services	175,244	162,109	182,022	140,234
Material & Supplies	4,361,005	4,180,483	5,666,946	4,896,134
Office	2,512	2,300	631	1,600
Administration	184,157	180,256	225,869	230,006
Non-capital Equipment & Facilities	0	12,500	17,500	15,000
Total	\$5,590,192	\$5,400,368	\$6,944,719	\$6,179,367
Employee Count	16.0	18.0	16.0	16.0



MA ADMINISTRATION This cost center classification includes the salaries and benefits for the employees who manage operations for the FBO, train the employees, customer service representatives, telephone charges, and costs incurred for public relations, office supplies and administrative expenses.

Million Air's Administrative Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
Million Air's total full time employment equivalents	32	37	38
Total Million Air overtime	19%	18%	12%
Employee turnover annum	26%	35%	10%
Workers' compensation cases	0	1	0
Number of customers gained	-1%	-7%	3%
Number of positive customer comments	38	40	50
Overtime/Personnel Services (%)	7%	5%	3%

2008 Projected Strategic Plan Results for MA Administration

Goals	Objectives	Activities	Results to be Achieved
Promoted Million Air and the Albany International Airport as the Gateway to the Capital District	Increased industry awareness of general aviation growth opportunities at Albany International Airport	<ul style="list-style-type: none"> Networked with our exiting customers as well as meet with potential new customers informing them of the Airport's opportunities 	<ul style="list-style-type: none"> Work in progress to increase general aviation customers
Provided proficient and efficient operations	Reviewed current administrative and operational procedures to insure the best practices are in place	<ul style="list-style-type: none"> Reviewed FTE's and employee schedules on a weekly basis Revised scheduling according to operational necessity Tracked monthly expenses Implemented spending controls Implemented new organizational and management structure 	<ul style="list-style-type: none"> Reduced total overtime 1% Created efficient general aviation and airline operations Reduced unnecessary costs Scheduled member of management on duty seven days a week to insure compliance to policies and procedures

2009 Strategic Goals for MA Administration

Goals	Objectives	Activities	Results to be Achieved
Promote Million Air and the Albany International Airport as the Gateway to the Capital District	Increase General Aviation services and related based services at the Albany International Airport	<ul style="list-style-type: none"> Target specific general aviation companies to establish a presence at Albany International Airport 	<ul style="list-style-type: none"> Increase availability of services provided to general aviation customers at Albany International Airport Increase general aviation revenues for Albany International Airport 3%

Promote awareness to the general aviation industry of Albany International Airport's potential	Increase potential growth opportunities both short and long-term for the Albany International Airport	<ul style="list-style-type: none"> • Implement new marketing strategies • Utilize Million Air's business relationships • Network with Million Air chain 	<ul style="list-style-type: none"> • New general aviation related businesses located at Albany International Airport • Increase new customer transactions 3% • Increase hangar and tie down rentals by 3%
Provide proficient and efficient operations to airlines and general aviation customers at Albany International Airport	Develop an efficient management and administrative business plan which would yield potential revenue with low expenses to Albany International Airport	<ul style="list-style-type: none"> • Monitor and adjust manpower according to operational necessity • Review and track expenses on a weekly basis • Implement cost control procedures • Monitor and adjust operational and administrative procedures as needed 	<ul style="list-style-type: none"> • Reduce total Million Air overtime 6% • Create efficient general aviation and airline operations • Maintain operations within budget guidelines • High quality, efficient operations

Summary of Expenses for MA Administration 2009

	2007 <u>Actual</u>	2008 <u>Budget</u>	2008 <u>Projected</u>	2009 <u>Budget</u>
Personal Services	331,803	343,375	418,436	488,869
Employee Benefits	54,162	73,434	99,945	111,948
Utilities & Communications	1,327	2,400	1,124	1,450
Purchased Services	338,306	331,417	325,900	325,900
Material & Supplies	0	0	0	0
Office	21,090	21,416	27,226	30,886
Administration	24,944	14,500	23,365	18,000
Non-capital Equipment & Facilities	0	0	0	0
Total	\$771,632	\$786,542	\$895,996	\$977,053
 Employee Count	 7.5	 8.5	 11.0	 11.0



**Albany County Airport Authority
Million Air's 2009 Expenditures by Line Item**

DESCRIPTION	ACCT	MA Cost Centers			2009 Budget	2008 Projected	
		MA	MA	MA	MA	MA	
		Comm	GA & Fac	Admin	Totals	Totals	
		60	61	69			
PERSONNEL SERVICES							
Salaries	1	1000	353,856	472,236	473,869	1,299,961	1,157,531
Overtime (1.5)	1	2010	75,000	85,000	15,000	175,000	252,163
Subtotal			428,856	557,236	488,869	1,474,961	1,409,694
EMPLOYEE BENEFITS							
Social Security	2	1000	29,053	38,767	37,073	104,893	106,609
Health-Active	2	2000	89,575	110,473	50,297	250,345	167,359
Medical Exams	2	4000			1,000	1,000	0
Uniforms & Laundry	2	5000	3,800	7,000	1,336	12,136	12,184
Uniform Purchases	2	5005	3,000	6,000	3,000	12,000	11,848
NYS Disability Insurance/Life Insur	2	6010	1,137	1,620	1,128	3,885	1,259
Unemployment Insurance	2	6020	4,637	6,744	4,637	16,018	17,613
Workers Compensation	2	6030	8,317	10,342	5,477	24,136	29,242
Retirement Plans	2	9000	11,393	15,203	8,000	34,596	22,740
Subtotal			150,912	196,149	111,948	459,009	368,855
UTILITIES & COMMUNICATIONS							
Electric	3	1000	45,000	83,000		128,000	127,863
Natural Gas	3	3000	2,300	59,000		61,300	61,049
Water	3	5000	400	0		400	452
Telephone Charges - Local	3	6010	75	0	850	925	808
Telephone Charges - Long Distance	3	6011	50	0	350	400	357
Telephone Parts & Repairs	3	6020			250	250	0
Cable Television	3	6060		1,008		1,008	1,008
Subtotal			47,825	143,008	1,450	192,283	191,536
PURCHASED SERVICES							
Insurance							
Airport Liability	4	2010	0		183,900	183,900	183,900
Environmental Liability	4	2041	36,700			36,700	36,700
Property Insurance	4	2060	42,700	10,714		53,415	53,415
Subtotal			79,400	10,714	183,900	274,015	274,015
Outside Services							
Refuse Removal Services	4	5010		4,000		4,000	4,081
Public Relations	4	6010			42,000	42,000	42,000
GIS Services	4	7010				0	975
Subtotal			0	4,000	42,000	46,000	47,056
Professional Services							
Inspection	4	9030	800	520		1,320	1,280
Professional Management	4	9040	38,000	125,000	100,000	263,000	303,219
Subtotal			38,800	125,520	100,000	264,320	304,499
Total Purchased Services			118,200	140,234	325,900	584,334	625,569
MATERIALS AND SUPPLIES							
FBO							
Fuel Cost - Jet	5	1101		3,630,000		3,630,000	4,356,000
Fuel Discounts - Jet A	5	1102		177,000		177,000	177,475
Fuel Cost - Avgas	5	1103		465,000		465,000	488,560
Fuel Cost - Auto	5	1105		105,000		105,000	104,443
Fuel Cost Diesel	5	1107		185,000		185,000	183,210
Fuel Cost - Avgas Commercial	5	1108	832,128			832,128	242,704
Deicing Type I - Sprayed	5	1109	114,840			114,840	116,199
Deicing Type IV - Sprayed	5	1110	54,530			54,530	38,109
Deicing Type I - Consortium	5	1111	695,000			695,000	808,985
Deicing Type IV - Consortium	5	1112	155,800			155,800	172,270
Catering	5	1120		135,000		135,000	135,681
Oil	5	1125		1,500		1,500	851
TKS (Deicing fluid)	5	1126		1,000		1,000	0
Other	5	1130		3,000		3,000	2,319
Subtotal			1,852,298	4,702,500	0	6,554,798	6,826,805

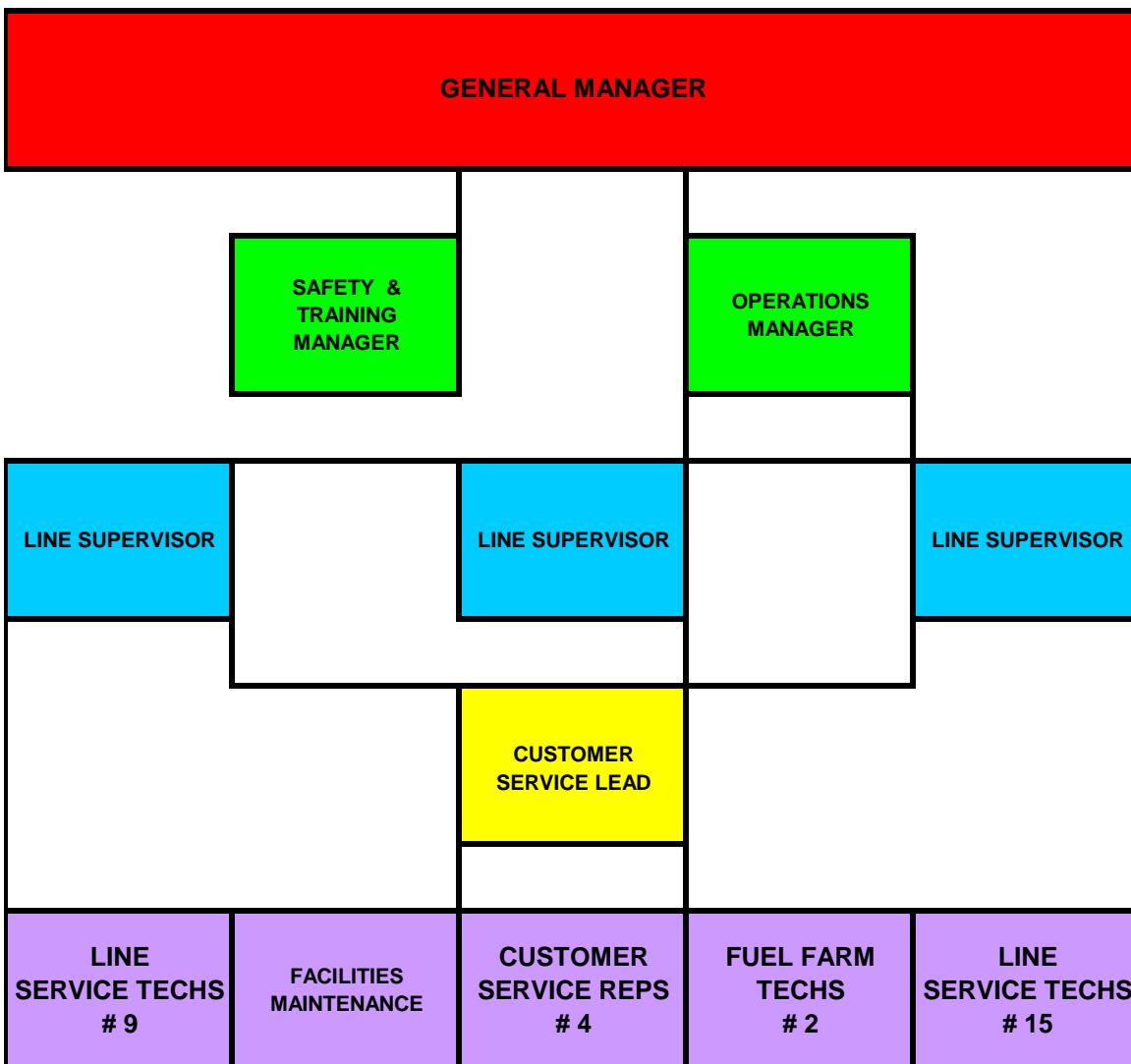
Albany County Airport Authority
Million Air's 2009 Expenditures by Line Item

DESCRIPTION	ACCT	MA Cost Centers			2009 Budget MA Totals	2008 Projected MA Totals
		MA	MA	MA		
		Comm	GA & Fac	Admin		
		60	61	69		
BUILDINGS						
Alarm and PA Systems	5 2010		100		100	213
Card Access Control	5 2012		100		100	0
CCTV Repair	5 2013		100		100	0
Key Access System	5 2014		100		100	0
Baggage System	5 2020				0	
Electrical Repairs & Supplies	5 2031	500	8,000		8,500	22,737
Elevator Repairs & Supplies	5 2032		100		100	0
HVAC	5 2033		25,000		25,000	31,702
Roof	5 2034		1,000		1,000	0
Plumbing Repairs & Supplies	5 2035	500	1,000		1,500	1,109
Automatic Door Repairs & Supplies	5 2036		2,000		2,000	0
Pest Control	5 2037		750		750	744
Building Maintenance	5 2060		25,000		25,000	38,646
Janitorial Supplies	5 2062		10,000		10,000	9,511
Window Washing	5 2063		9,600		9,600	4,800
Sign Expense	5 2080		500		500	73
FIDS	5 2090				0	
Subtotal		1,000	83,350	0	84,350	109,536
GROUPS						
Landscaping	5 3010		500		500	497
Pavement Repairs	5 3030		100		100	236
Sign Expense	5 3040		100		100	0
Hazardous Waste Management	5 3070	2,500			2,500	1,266
Oil/Water Disposal	5 3078	4,500			4,500	22,883
Subtotal		7,000	700	0	7,700	24,882
VEHICLES AND EQUIPMENT						
Gasoline	5 4010	6,500	6,500		13,000	12,395
Diesel Fuel	5 4011	42,000	42,500		84,500	84,665
Oil/Grease	5 4012	500	500		1,000	0
Vehicle/Equipment Tires	5 4013	10,000	2,500		12,500	4,450
Vehicle Repair and Maintenance	5 4021	1,000	1,000		2,000	1,250
Veh Communication Equip. Repairs	5 4022	1,000			1,000	85
General Equip. Repair/Maintenance	5 4030	15,000	10,000		25,000	24,977
Quality Control Testing Equipment	5 4031	2,000			2,000	3,448
Heavy Equipment Maintenance	5 4040	30,000	10,000		40,000	43,583
Vehicle Shop Tools and Supplies	5 4070	3,000	500		3,500	1,710
Fuel Truck Rental	5 4075	88,332	36,084		124,416	114,876
Subtotal		199,332	109,584	0	308,916	291,440
Total Materials and Supplies		2,059,630	4,896,134	0	6,955,764	7,252,664
OFFICE						
Office Equipment Rental	5 5010		600	4,112	4,712	3,742
Copy Machine Use	5 5011			100	100	0
Office Equipment Service Agreeme	5 5012			1,560	1,560	1,560
Office Equipment Repairs	5 5013			150	150	0
Computer System Supplies	5 5014			1,200	1,200	1,150
Hardware/Software Maint Agreeme	5 5015			8,385	8,385	6,765
Computer Equipment	5 5016			650	650	850
Office Furniture and Fixtures	5 5020		1,000		1,000	0
Printed Forms/Letterhead	5 5030			1,500	1,500	793
Printing Outside Services	5 5032			100	100	7
Express Mail	5 5041			129	129	72
Office Supplies	5 5060			4,000	4,000	3,808
Payroll Services	5 5070			9,000	9,000	9,110
Subtotal		0	1,600	30,886	32,486	27,857

**Albany County Airport Authority
Million Air's 2009 Expenditures by Line Item**

DESCRIPTION	ACCT	MA Cost Centers			2009 Budget MA Totals	2008 Projected MA Totals
		MA	MA	MA		
		Comm	GA & Fac	Admin		
		60	61	69		
ADMINISTRATIVE						
Dues and Subscriptions	6 6000		6,856	6,000	12,856	14,634
AvPorts/MA Training & Travel	6 6010	2,750	3,750	6,000	12,500	6,591
Functions/Refreshments	6 6013		2,400	1,000	3,400	0
Incentives	6 6015		40,000		40,000	38,242
Advertising/Public Meetings	6 6030			5,000	5,000	9,291
Economic Development	6 6031		10,000	0	10,000	13,246
Credit Card Service Charges	6 6060		167,000		167,000	167,228
A/R Write Offs	6 6065				0	-19,872
Subtotal		2,750	230,006	18,000	250,756	229,360
TOTAL OPERATIONS		2,808,173	6,164,367	977,053	9,949,593	10,105,535
Non-Capital Equipment	8 3000	0	15,000	0	15,000	17,500
Total Expenses		2,808,173	6,179,367	977,053	9,964,593	10,123,035

Albany County Airport Authority Albany International Airport 2009 Adopted Budget										
SCHEDULE OF SALARIES AND BENEFITS FOR MILLION AIR										
Department	2007 Audited OF FTE POSITIONS			2008 Budget OF FTE POSITIONS			2009 Budget OF FTE POSITIONS			FTE Count As of Sept 2008
	Add	Transfer	2007 Count	Add	Transfer	2008 Count	Add	Transfer	2009 Count	
Commercial										
Line Service Supervisor	-1.0		0.0	1.0		1.0		-1.0	0.0	0.0
Fuel Farm Technician			2.0	1.0		3.0	-1.0		2.0	2.0
Ground Service Fueler	0.5		0.5			0.5	-0.5		0.0	0.0
Line Service Technician	-1.0		6.0	1.0		7.0	2.0		9.0	8.0
General Aviation										
Line Service Technician	-1.0		15.0	2.0		17.0		-2.0	15.0	15.0
Facilities Maintenance			1.0			1.0			1.0	1.0
Administration										
General Manager			1.0			1.0			1.0	1.0
Operations Manager			1.0			1.0			1.0	1.0
Training Supervisor			1.0			1.0			1.0	1.0
Operations Supervisor			0.0			0.0		3.0	3.0	3.0
Customer Service Representative	0.5		4.5	1.0		5.5	-0.5		5.0	5.0
Total Million Air	-2.0	0.0	32.0	6.0	0.0	38.0	0.0	0.0	38.0	37.0
SUMMARY BY SALARIES & BENEFITS:	2007 Audited			2008 Budget			2009 Budget			# of Additions/ Transfers
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	
Commercial	444,113	100,808	544,921	367,750	118,933	486,683	428,856	150,912	579,768	-0.5
General Aviation	591,165	149,411	740,576	563,280	173,033	736,313	557,236	196,149	753,385	-2.0
Administration	331,803	54,162	385,965	343,375	73,434	416,809	488,869	111,948	600,817	2.5
Total MILLION AIR Salaries & Benefits	1,367,081	304,381	1,671,462	1,274,405	365,400	1,639,805	1,474,961	459,009	1,933,970	0.0



7) ALBANY COUNTY AIRPORT AUTHORITY (ACAA) -ADMINISTRATION

The ACAA administration cost center is used to account for the salaries and benefits for the Airport Authority's administration and financial staff. Also included in this category are insurance, professional services and all office and administration expenses needed for the Authority.

ACAA Performance Measurements			
	2007 Final	2008 Projected	2009 Budget
ACAA's total full time employment equivalents	38.5	33.0	34.5
Community meetings	35	7	12
Aviation conferences/meetings	15	17	15
Open Accounts Receivable/Total Operating Revenues	4.0%	5.0%	5.00%
Open Accounts Payable/Total Operating Expenses	3.7%	3.5%	3.5%
SPDES Permit	yes	yes	yes
FAA: Part 139 Operation Compliance	yes	yes	yes
Part 77 Airspace Compliance	yes	yes	yes
Part 150 Noise Program	yes	yes	yes
Part 121 Air Cargo Carriers	yes	yes	yes
Update maps & charts of Airport	yes	yes	yes
Landside building rent increase from previous year	5.3%	12.6%	-12.2%
T Hangar rent increase from previous year	30.0%	29.4%	31.5%
Tie Down rent increase from previous year	15.3%	-18.3%	6.0%
Landside land rent increase from previous year	66.8%	58.5%	12.6%
DBE Participation for construction/engineer contractors	9%	11%	11%
Minority Representation in the Workforce-Concessions			
Creative Host Services	18.4%	18.4%	N/A
Coffee Beanery	45.5%	43.9%	N/A
HMS Host	N/A	N/A	13.0%
McDonalds	64.7%	52.0%	50.0%
Villa Fresh Italian Kitchen/Green Leafs	53.3%	41.4%	50.0%
Paradies	23.3%	21.3%	20.0%
Ambassador Program-hours volunteered	13,931	13,019	13,000
Ambassador assistance - landside	2,409	6,044	5,000
Ambassador assistance - airside	18,845	24,228	20,000
Foreign Currency Transactions	2,902	2,810	3,000
Business Center Visitors	3,825	3,187	3,500

2008 Strategic Plan Results for ACAA – Administration

Goals	Objectives	Activities	Results to be Achieved
<p>Ensured the continued growth, development and viability of the Albany International Airport including all financial, legal, planning and engineering requirements and public awareness, economic development and concession and customer service enhancements, plus provide daily oversight of the Airport Management and FBO Management contracts</p>	<p>Executive Established all policies for operating and maintaining the Airport</p> <p>Preserved and enhanced good working relationships with the public, affected communities, regulatory agencies and airlines</p> <p>Attracted additional and expanded air service options</p> <p>Enhanced financial position through economic development opportunities</p>	<ul style="list-style-type: none"> • Reviewed and evaluated current policies and procedures • Attended meetings with community groups from the public and private sectors • Participated in aviation related conferences • Met with airlines and FAA to promote new and enhanced services • Directed daily activities of the Airport • Expanded infrastructure and net worth of Airport 	<ul style="list-style-type: none"> • Improved operating efficiencies and overall customer satisfaction • Increased public awareness of Airport's mission and operations • Additional air service to Fort Lauderdale by Southwest Airlines • Increased air service by US Airways • New airline service provided by Cape Air • Growth in private and corporate general aviation and storage and maintenance operations for private aircraft; Million Air's revenue in private went up 17% • Increased net worth 5% of Airport
	<p>Financial Maximized all sources of revenue and maintained competitive rates and charges while maintaining daily control of all purchasing and expenditure functions</p>	<ul style="list-style-type: none"> • Procurement of all goods and services at the lowest price possible taking advantage of state contracts where applicable • Properly recorded and collected all revenues 	<ul style="list-style-type: none"> • Decreased one full time and one part time administrative staff positions (savings includes salary plus benefits) • Reduced Sheriff Department by two positions, net cost of increases • Decreased travel expenses • Decrease in Airport Art Department budget • Reduced subscriptions and association fees • Reduced Visitor Center expense • Utilization of waste oil to heat maintenance facility • Savings from new hydrogen fuel maintenance vehicle • All revenues were properly recorded • Staff vigorously pursued all collectable revenue

		<ul style="list-style-type: none"> • Followed the fuel market to time the purchases of Jet A and AvGas for FBO operation to be at the lowest possible price • Continued to provide all employees and departments the understanding of Authority's financial objectives • Installed property management software to maintain database of lease agreements 	<ul style="list-style-type: none"> • Fuel purchases were closely timed to capture the lowest possible market price thus maximized the Authority's margin • Increased awareness of Authority financial objectives by reviewing actual to budget comparisons with department heads • Increased accountability for lease agreements; terminal space of 290,285 sq ft • Began implementation of property management software financial information
	<p>Legal To ensure compliance with all applicable laws, rules and regulations</p>	<ul style="list-style-type: none"> • Promoted continuing professional education to remain current with applicable laws, rules and regulations 	<ul style="list-style-type: none"> • Legal compliance with all applicable laws, rules and regulations • Minimized lawsuits
	<p>Planning and Engineering Preserved and enhanced aeronautical safety, capacity and environmental quality through implementation of the current Capital Improvement Plan to assure optimal use of Airport infrastructure in compliance with Federal Aviation Regulations, Codes and related statutes</p>	<ul style="list-style-type: none"> • Provided project management oversight for new and ongoing design and construction projects as approved by funding and regulatory agencies and Airport Authority Board in the Capital Improvement Program • Provided management oversight for regulatory compliance activities including but not limited to NEPA/ SEQR/ SPDES/ Hazardous Material/Petroleum Bulk Storage/Fire Prevention and Building Code and SWPP storm-water management permits to support project specific and Airport-wide compliance 	<ul style="list-style-type: none"> • Initiated new Airport Improvement Program/Capital Improvement Plan design and construction in conformance with Federal and State guidance • Prepared project closeout certification reports for completed AIP/CIP projects • See Capital History section 9 for more information on capital projects • Updated Airport Layout Plan, Airport Property Map, Airport OC-10 obstruction chart, and geographic information system • Established modified Airport-wide SPDES Permit to reflect new airfield and glycol threshold limits • Renewed Federal Aviation regulation Part 139 Certification Renewal
	<p>Public Affairs Educated and informed the public of the Authority's mission and the goals for the Airport; increased public awareness of air service options available at the Airport</p>	<ul style="list-style-type: none"> • Developed advertising campaign to increase enplanements • Promoted Clear Registered Traveler Program • Developed Airline Assistance Program to assist airlines and passengers during unanticipated delays 	<ul style="list-style-type: none"> • Maintained high level of passenger traffic • Increased Clear participation by business and leisure travelers • Delayed and diverted passengers received assistance

		<ul style="list-style-type: none"> •Promoted economic development 	<ul style="list-style-type: none"> • Hosted Tech Valley Summit, hosted national and international media for week long introduction of 2009 Mercedes-Benz vehicles
	<p>Economic Development Developed plans and identified opportunities for growth of Airport facilities and services to meet future air traffic and user demands</p>	<ul style="list-style-type: none"> •Conducted outreach locally, nationally and internationally to identify and then pursue projects for new development •Maintained, developed and leased properties to provide affordable rental rates sufficient to recover costs and provide a reasonable financial return to the Airport 	<ul style="list-style-type: none"> • Increased awareness and revenue of landside properties <ul style="list-style-type: none"> ❖ Building rent 12.6% ❖ T Hangar rent 29.4% ❖ Tie Down rent -18.3%% ❖ Land rent 58.5% • Generated new interest from companies in a location at the Airport • Leased building occupancy was 342,367 sq ft • Leased land rental was 52 acres • Announced location of Honda Jet East at Albany • Completed construction of 20 additional T-hangars • Held 2008 Travel solutions seminar at Million Air • Targeted general aircraft traffic during Saratoga horse racing season
	<p>Concessions and Customer Service Improved the customer experience through providing new expanded services</p>	<ul style="list-style-type: none"> • Concessions <ul style="list-style-type: none"> ❖ Issued RFP for food and beverage concession ❖ Concessionaire reinstated break fast menu ❖ Developed favorable timeline to explore personal care services ❖ Developed favorable timeline to explore entertainment options • Customer Service <ul style="list-style-type: none"> ❖ Created comment cards ❖ Enhanced Ambassador Program Community tours ❖ Rewrite ambassador handbook and tour guide handbook 	<ul style="list-style-type: none"> • Selected new concessionaire as a result of RFP • RFP for flower machine services created • Enhanced customer's experience • Reviewed findings of research • Made concessions area more pleasing to the public • Improved and enhanced public opinion and community relations • More organized, trained, efficient ambassadors • Ambassadors performing office activities

		<ul style="list-style-type: none"> • Marketing <ul style="list-style-type: none"> ❖ Promoted Foreign Currency Exchange ❖ Promoted Wi-Fi ❖ Perused advertising possibilities on Airport website ❖ Promoted Airport concessions on website 	<ul style="list-style-type: none"> • Increased awareness and revenue <ul style="list-style-type: none"> ❖ Foreign currency exchange (4% 0) ❖ Wireless (44.8%) ❖ Advertising (9.8%) ❖ Total concessions (3.06%) • New foreign currency cards created • Free Wi-Fi pilot project plan created • Alternative advertising opportunities pursued
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2009 Strategic Goals

Goals	Objectives	Activities	Results to be Achieved
<p>Ensure the continued growth, development and viability of the Albany International Airport including all financial, legal, planning and engineering requirements and public awareness, economic development and concession and customer service enhancements, plus provide daily oversight of the Airport Management and FBO management contracts</p>	<p>Executive Establish all policies for operating and maintaining the Airport Preserve and enhance good working relationships with the public, affected communities, regulatory agencies and airlines Attract additional and expanded air service options</p>	<ul style="list-style-type: none"> • Review and evaluate current policies and procedures • Attend meetings with community groups from the public and private sectors • Participate in aviation related conferences • Meet with airlines and FAA to promote new and enhanced services • Direct daily activities of the Airport • Expand infrastructure and net worth of Airport 	<ul style="list-style-type: none"> • Improve operating efficiencies and maintain overall customer satisfaction • Increase public awareness of Airport’s mission and operations • Growth in enplanements, service and destinations from the commercial airlines • Growth in private and corporate general aviation and storage and maintenance operations for private aircraft • Increase net worth of Airport
	<p>Enhance financial position through economic development opportunities</p>	<ul style="list-style-type: none"> • Procure all goods and services at the lowest price possible taking advantage of state contracts where applicable • Properly record and vigorously collect all revenues • Monitor the fuel market purchase of Jet A and AvGas for FBO operation at the lowest possible price 	<ul style="list-style-type: none"> • Reduce Expenses • Increase revenue collections • Reduce prices paid for fuel increasing Authority’s profit margin
	<p>Financial Maximize all sources of revenue and maintain competitive rates and charges while maintaining daily control of all purchasing and expenditure functions</p>		

		<ul style="list-style-type: none"> • Ensure all employees and departments understand the Authority's financial objectives 	<ul style="list-style-type: none"> • Increase staff awareness of Authority financial objectives
	<p>Legal To ensure compliance with all applicable laws, rules and regulations</p>	<ul style="list-style-type: none"> • Promote continuing professional education to remain current with applicable laws, rules and regulations 	<ul style="list-style-type: none"> • Legal compliance with all applicable laws, rules and regulations • Minimize lawsuits
	<p>Planning and Engineering Preserve and enhance aeronautical safety, capacity and environmental quality through implementation of the current Capital Improvement Plan to assure optimal use of Airport infrastructure in compliance with Federal Aviation Regulations, Codes and related statutes</p>	<ul style="list-style-type: none"> • Provide project management oversight for new and ongoing design and construction projects as approved by funding and regulatory agencies and Airport Authority Board in the Capital Improvement Program • Provide management oversight for regulatory compliance activities including but not limited to NEPA/ SEQR/ SPDES/ Hazardous Material/Petroleum Bulk Storage/Fire Prevention and Building Code and SWPP storm-water management permits to support project specific and Airport-wide compliance 	<ul style="list-style-type: none"> • Administer five-year Airport Improvement Program/Capital Improvement Plan design and construction in conformance with Federal and State guidance • Project closeout certification reports for completed AIP/CIP projects • See Capital History Section 9 for more information on capital projects • Updated Airport Layout Plan, Airport Property Map, Airport OC-10 obstruction chart, and geographic information system • Monitor compliances with 2009 modified Airport-wide SPDES Permit to reflect new airfield and glycol threshold limits • Renewed Federal Aviation regulation Part 139 Certification Renewal
	<p>Public Affairs Educate and inform the public of the Authority's mission and the goals for the Airport; increased public awareness of air service options available at the Airport</p>	<ul style="list-style-type: none"> • Meet with media management to inform them of the goals and mission of the Airport • Broaden advertising efforts to expand passenger base • Maintain contact and relationship with airline administration to further airline's mission and improve customer service • Implement Airline Incentive Program to expand route structure and non-stop destinations • Provide media and public support of airlines and airport tenants 	<ul style="list-style-type: none"> • Informed public • Increase enplanements • Increase airlines and flights • Advance economic development of Airport

	<p>Economic Development Develop plans and identify opportunities for growth of Airport facilities and services to meet future air traffic and user demands</p>	<ul style="list-style-type: none"> • Conduct outreach locally, nationally and internationally to identify and then pursue projects for new development • Maintain, develop and lease properties to provide competitive rental rates sufficient to recover costs and provide a reasonable financial return to the Airport 	<ul style="list-style-type: none"> • Generate interest of companies in a location at the Airport • Increase tenants at the Airport • Increase tenant revenue at the Airport
	<p>Concessions and Customer Service Continuously improve the customer experience by providing new expanded services</p>	<ul style="list-style-type: none"> • Concessions <ul style="list-style-type: none"> ❖ Repurpose terminal space in baggage claim, concourse A, B and C to add square footage to concessions ❖ Revamp food and beverage segment of the concession's program ❖ Expand concession program to offer additional consumer choice ❖ Evaluate market for adding personal services and video gaming ❖ Increase rental car segment of concession's program • Customer Service <ul style="list-style-type: none"> ❖ Provide comment cards ❖ Enhance tour portion of the Ambassador program ❖ Update ambassador handbook and tour guide handbook • Marketing <ul style="list-style-type: none"> ❖ Promote foreign currency exchange ❖ Implement free Wi-Fi internet service ❖ Peruse advertising possibilities on Airport website ❖ Promote Airport concessions on website 	<ul style="list-style-type: none"> • Enhanced customer experience • Increased concession revenues • Review findings of research • Continue to enhance physical environment • Improve and enhance public opinion and community relations • Ambassadors are more trained, organized and efficient • Increase awareness of and maximize revenue from foreign currency exchange, advertising, and concessions

Summary of Expenses for ACAA

	2007	2008	2008	2009
	<u>Actual</u>	<u>Budget</u>	<u>Projected</u>	<u>Budget</u>
Personal Services	1,819,625	1,912,000	1,908,204	1,893,395
Employee Benefits	702,653	1,196,650	1,133,182	1,161,196
Utilities & Communications	181,672	198,773	198,517	193,889
Purchased Services	467,825	805,787	692,115	628,107
Material & Supplies	25,225	25,204	33,944	29,882
Office	137,813	150,005	156,746	148,611
Administration	-104,250 *	143,220	128,962	124,470
Non-capital Equipment & Facilities	13,895	26,000	39,818	0
Total	<u>\$3,244,458</u>	<u>\$4,457,639</u>	<u>\$4,291,488</u>	<u>\$4,179,550</u>
Employee Count	38.5	40	33	34.5

**The negative expenditure amount for Administration expenses in 2007 was caused by the reversal of an accrued cost contingency. It was reflected as a negative expenditure in the final airline rate settlement calculation to facilitate proper credit back to the signatory airlines through the same cost centers it was originally charged against.*



Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	2009 Budget ACAA Admin	2008 Projected ACAA Totals
		71	
PERSONNEL SERVICES			
Salaries	1 1000	1,890,895	1,906,965
Overtime (1.5)	1 2010	2,500	1,239
Subtotal		1,893,395	1,908,204
EMPLOYEE BENEFITS			
Social Security	2 1000	140,473	143,891
Health-Active	2 2000	386,076	392,219
Health-Retirees	2 2100	30,458	0
OPEB	2 2105	385,000	385,000
Health-Dental	2 2200	33,373	32,239
Health-Vision	2 2300	6,869	6,611
Health-Aflac	2 3000	9,720	12,654
Capital EAP Program	2 4010	1,309	1,309
Smoking Cessation Class	2 4015	350	0
NYS Disability Insurance/Life Insur	2 6010	1,707	0
Unemployment Insurance	2 6020	2,532	3,428
Workers Compensation	2 6030	8,509	12,597
Retirement Plans	2 9000	154,820	143,234
Subtotal		1,161,196	1,133,182
UTILITIES & COMMUNICATIONS			
Electric	3 1000	81,000	80,929
Natural Gas	3 3000	43,500	43,571
Telephone Charges - Local	3 6010	10,500	10,288
Telephone Charges - Long Distance	3 6011	1,100	957
Telephones-Monthly Service	3 6015	7,000	6,539
Telephones-Monthly Usage	3 6016	6,000	5,065
Telephone Parts & Repairs	3 6020	17,500	19,462
Telephone Cellular	3 6030		27
Internet Access	3 6032	20,500	20,500
Wireless	3 6033	6,600	6,600
ANTN Communications	3 6050	0	4,389
Cable Television	3 6060	189	189
Subtotal		193,889	198,517
PURCHASED SERVICES			
Accounting and Auditing			
Financial	4 1010	29,000	27,729
Rates and Charges	4 1020	2,500	2,940
Program Licenses	4 1030	0	100
Subtotal		31,500	30,769
Insurance			
Airport Liability	4 2010	313,016	313,016
Property Insurance	4 2060	1,448	1,448
Crime	4 2065	2,020	2,020
Public Officials Liability	4 2070	25,003	25,003
Fiduciary Liability	4 2090	1,134	1,134
Agent Fee	4 2093	30,000	30,000
Subtotal		372,622	372,622

Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	2009 Budget ACAA Admin	2008 Projected ACAA Totals
		71	
Outside Services			
Legal	4 3000	50,000	52,139
Public Relations	4 6010	76,985	93,488
Advertising	4 6015	50,000	47,218
Special Studies	4 7000	12,000	15,963
Subtotal		188,985	208,809
Professional Services			
Architectural	4 9010	0	1,245
Consultant	4 9015	20,000	61,773
Engineering Services	4 9020	5,000	6,898
Code Enforcement	4 9060	10,000	10,000
Subtotal		35,000	79,916
Total Purchased Services		628,107	692,115
MATERIALS AND SUPPLIES			
BUILDINGS			
Alarm and PA Systems	5 2010	2,520	2,520
Electrical Repairs & Supplies	5 2031	1,000	4,124
Elevator Repairs & Supplies	5 2032	2,000	0
HVAC	5 2033	5,000	8,166
Roof	5 2034	1,000	1,098
Plumbing Repairs & Supplies	5 2035	500	196
Pest Control	5 2037	562	536
Storage Space Rental	5 2059	10,000	9,614
Building Maintenance	5 2060	3,000	2,789
Window Washing	5 2063	4,300	4,900
Subtotal		29,882	33,944
Total Materials and Supplies		29,882	33,944
OFFICE			
Office Equipment Rental	5 5010	20,274	23,834
Copy Machine Use	5 5011	5,000	3,587
Office Equipment Service Agreeme	5 5012	3,031	4,757
Office Equipment Repairs	5 5013	500	761
Computer System Supplies	5 5014	31,550	22,047
Hardware/Software Maint Agreeme	5 5015	26,456	32,400
Computer Equipment	5 5016	2,800	5,289
Office Furniture and Fixtures	5 5020	1,000	313
Printed Forms/Letterhead	5 5030	3,000	5,077
Printing Outside Services	5 5032	11,000	12,457
Postage	5 5040	14,000	12,779
Express Mail	5 5041	4,000	3,378
Reference Materials	5 5050	6,000	4,529
Office Supplies	5 5060	17,000	19,941
Payroll Services	5 5070	3,000	5,597
Subtotal		148,611	156,746

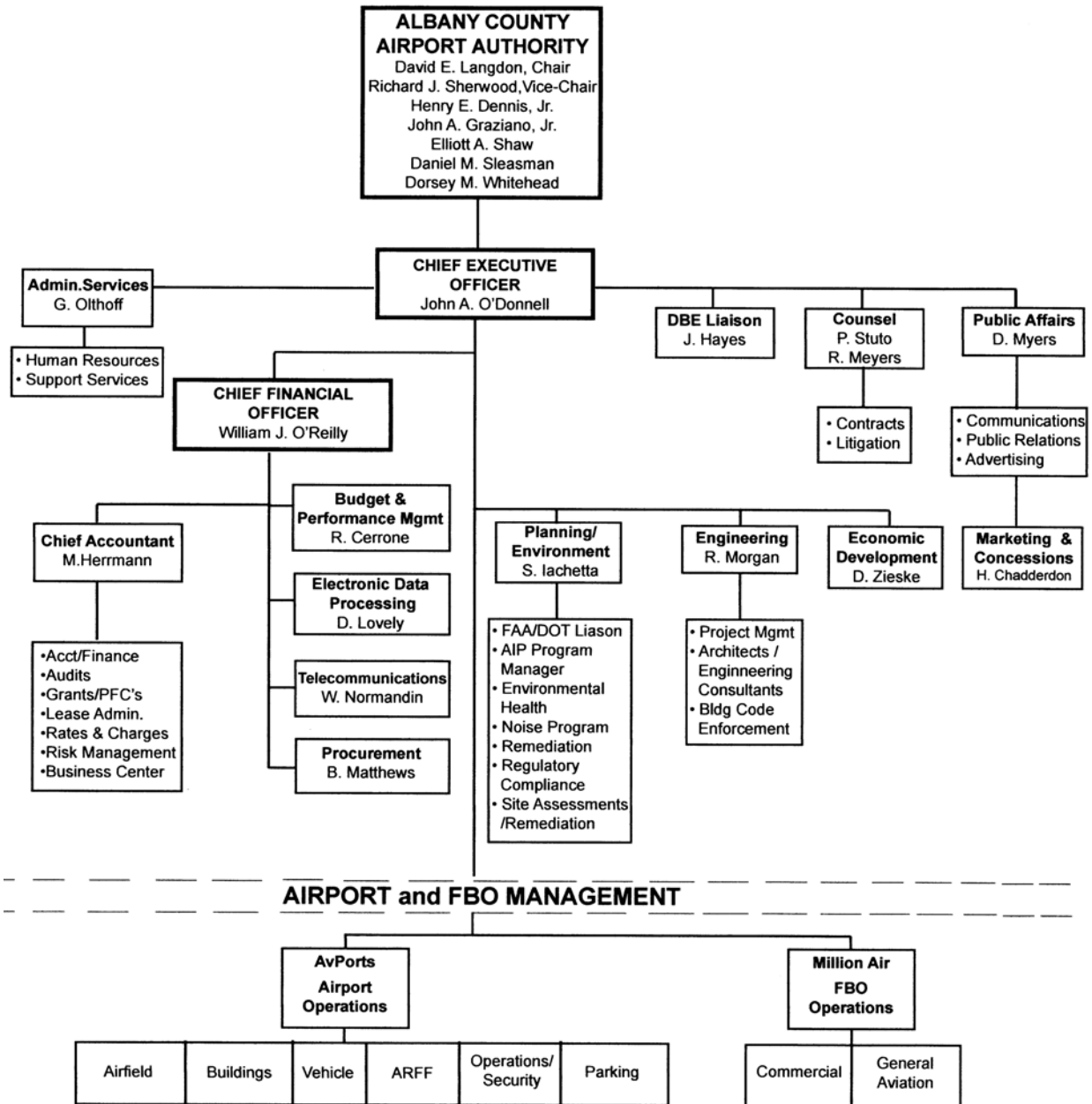
Albany County Airport Authority 2009 Expenditures by Line Item

DESCRIPTION	ACCT	2009 Budget ACAA Admin	2008 Projected ACAA Totals
		71	
ADMINISTRATIVE			
Dues and Subscriptions	6 6000	30,000	33,650
Airport Membership (ACI)	6 6001	15,000	14,893
AAAE	6 6002	600	675
GFOA	6 6003	500	410
NEAE	6 6004	100	0
NYS Bar Association	6 6005	300	330
NY Airport Managers Association	6 6006	5,000	5,000
Albany Chamber of Commerce	6 6007	3,970	622
Center for Economic Growth	6 6008	2,500	2,500
Authority Travel and Education	6 6011	500	0
Mgmt. Travel and Education	6 6012	15,000	14,873
Functions/Refreshments	6 6013	14,000	13,989
Outside Functions	6 6014	2,000	1,433
Tuition Reimbursement	6 6020	5,000	4,507
Advertising/Public Meetings	6 6030	9,000	13,668
Economic Development	6 6031	1,000	1,858
Credit Card Service Charges	6 6060	9,000	9,553
County Indirect	6 6095	11,000	11,000
Subtotal		124,470	128,962
TOTAL OPERATIONS		4,179,550	4,251,670
Non-Capital Equipment	8 3000	0	39,818
Total Expenses		4,179,550	4,291,488

Albany County Airport Authority Albany International Airport 2009 Adopted Budget											
SCHEDULE OF SALARIES AND BENEFITS FOR AUTHORITY											
Department	2007 Audited OF FIE POSITIONS			2008 Budget OF FIE POSITIONS			2009 Budget OF FIE POSITIONS			FTE Count As of Sept 2008	
	Add	Transfer	2007 Count	Add	Transfer	2008 Count	Add	Transfer	2009 Count		
Artistic Exhibit			1.0			1.0			1.0	1.0	
Museum Shop	-0.5		4.5			5.0	-0.5		4.5	3.5	
Administration	-1.0		33.0			34.0	-5.0		29.0	28.5	
Total Authority Positions	-1.5	0.0	38.5	0.0	0.0	40.0	-5.5	0.0	34.5	33.0	
SUMMARY BY SALARIES & BENEFITS:											# of Additions/ Transfers
2007 Audited			2008 Budget			2009 Budget					
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total		
Administration	1,780,164	1,087,444	2,867,608	1,912,000	1,196,650	3,108,650	1,893,395	1,161,196	3,054,591	0.0	
Total AUTHORITY Salaries & Benefits	1,780,164	1,087,444	2,867,608	1,912,000	1,196,650	3,108,650	1,893,395	1,161,196	3,054,591	0.0	

ALBANY INTERNATIONAL AIRPORT ORGANIZATIONAL CHART

As of January 1, 2009



8) INDEBTEDNESS

DEBT POLICY

The actual amount of debt the Authority may have outstanding at any one time is limited by the following:

- The Authority's legal debt limit (\$285 million).
- The Authority's Master Bond Resolution which permits new borrowings only if the Authority's net revenues equal 125% of Maximum Annual Debt Service on all debt outstanding and the proposed debt to be issued.
- The maintenance of investment grade debt ratings from major debt rating agencies. These agencies generally suggest that the total debt outstanding should be limited to \$100 per enplaned passenger.
- The willingness of investors in the bond market to purchase the Authority's indebtedness.
- Any negotiated bond sales are subject to the approval of the Comptroller of the State of New York and the Comptroller of the County of Albany.

The Authority also adopted a Derivatives Policy and a Variable Rte Debt Policy as summarized below.

Derivatives Policy

The Authority adopted a Derivatives Policy which allows for the use of Derivative Financial products for capital financing. The Derivatives Policy prohibits the use of Derivative Financial products for either investment or speculation. The Derivatives Policy recognizes derivatives as non-traditional financial products, including but not limited to, floating to fixed rate swaps, swaptions, caps, floors, collars and municipal warrants. The Derivatives Policy requires:

- that transaction entered into under the policy must be for a market transaction for which competing good faith quotations may be obtained at the discretion of the Authority and with the advice and recommendation of the Authority's swap advisor, and other financial professionals;
- that transactions should produce material economic benefit believed to not otherwise be attainable under the current existing market conditions, or existing conventional debt structures, and improve the flexibility of debt management strategies;
- employ a structure that will attempt to minimize any additional floating rate basis risk, tax law risk or credit risk to the Authority and justify the acceptance of these risks for a particular transaction, based on the additional benefits to the Authority; and
- limits the total amount of derivative financial product transactions so as not to exceed thirty-three percent (33%) of the total authorized debt limit of the Authority (currently \$285 million).

Variable Rate Debt Policy

The Authority adopted a Variable Rate Debt Policy which allows for the use of variable rate debt within prescribed limitations. The Variable Rate Debt Policy recognizes permanent and interim uses of variable rate debt. Interim use of variable rate debt may occur during the construction phase of a project for which the Authority intends to obtain permanent financing at the conclusion of the construction phase. The Variable Rate Debt Policy provides that:

- "Permanent Variable Rate Debt Exposure" includes variable rate debt which the Authority does not intend to be refinanced by a long-term fixed rate debt;

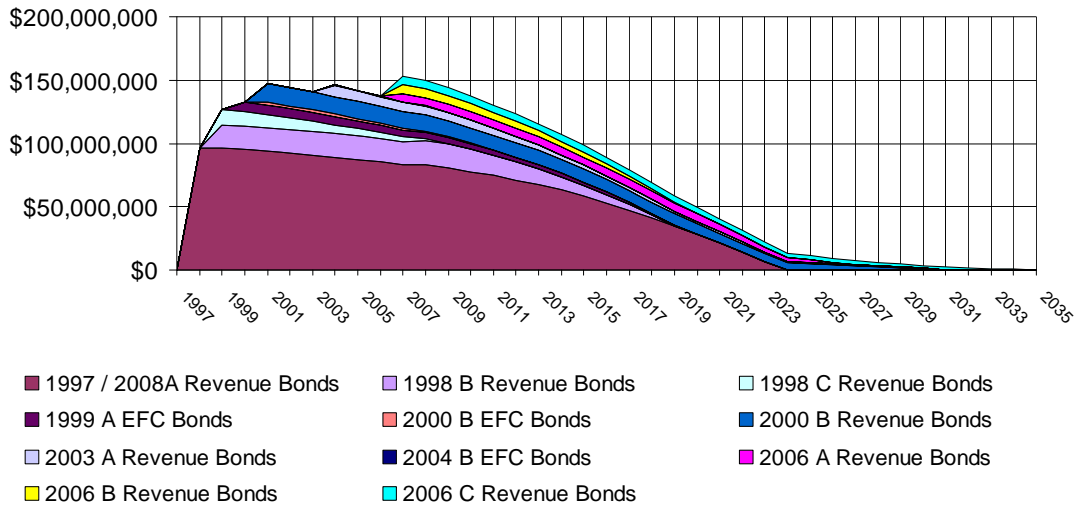
- “Net Permanent Variable Rate Debt Exposure” exposure is permanent variable rate debt that is not offset by the cash, cash equivalent and short-term investment assets of the Authority;
- permanent variable rate debt excludes, with some exceptions, variable debt that has been synthetically changed to fixed rate debt by the use of a financial derivative hedge product with a fixed-payer interest rate swap;
- net permanent variable rate debt, excluding synthetic fixed rate transactions, should not generally exceed twenty percent (20%) of the Authority’s outstanding indebtedness.

The Authority’s policy is to manage its current and future debt service requirements to be in compliance with all bond covenants, while prudently meeting the capital needs of the Airport and to continue the pursuit of higher underlying ratings from the rating agencies.

DEBT LIMIT

The Authority’s debt limit was increased from \$175 million to \$285 million during 2004 by State legislation enacted (Chapter 500), amending the Albany County Airport Authority Act, Title 32 of Article 8, of the New York State Public Authorities Law. The Authority has historically only issued debt to fund major capital improvement projects in excess of \$50,000

The following graph displays the total outstanding Authority debt at the beginning of each year from 1997 through 2035:



Year	Debt Outstanding (In Millions)	Year	Debt Outstanding (In Millions)	Year	Debt Outstanding (In Millions)
1997	\$0.0	2007	\$153.0	2027	\$7.1
1998	\$96.3	2008	\$147.5	2028	\$5.9
1999	\$127.0	2009	\$145.3	2029	\$4.7
2000	\$132.9	2010	\$138.7	2030	\$3.4
2001	\$147.1	2011	\$131.5	2031	\$2.1
2002	\$143.9	2012	\$124.4	2032	\$1.7
2003	\$140.6	2013	\$117.0	2033	\$1.2
2004	\$146.2	2014	\$108.5	2034	\$0.7
2005	\$141.9	2015	\$99.8	2035	\$0.4
2006	\$151.5	2016	\$90.4		

Debt Service per Enplaned Passenger

	Audited 2007	Budget 2008	Projected 2008	Budget 2009
Debt Outstanding	\$155,029,925	\$147,482,000	\$149,882,000	\$144,005,000
Enplaned Passengers	1,440,385	1,457,000	1,393,537	1,362,125
Debt Service per Enplaned Passenger	\$108	\$101	\$108	\$106

MASTER BOND RESOLUTION

The Authority in 1995, as amended in 1997, established procedures for selection of underwriters for the sale of the Authority's bonds and for certain other matters. These procedures allow for public competitive sale, public negotiated sale or private negotiated sale of debt based upon a determination of the Chief Financial Officer and the recommendation of the Authority Chair.

In 1997 the Authority adopted a Master Bond Resolution which authorizes the issuance of Airport Revenue Bonds; prescribing the limitations on and the conditions of issuance and the form of any bonds to be issued. Two key provisions provide for an additional bonds test before the Authority issues any new debt and a covenant to maintain 125% debt service coverage of net revenues, as defined.

DEBT OUTSTANDING

At the beginning of 2009, it is anticipated there will be \$144,005,000 of debt outstanding issued directly by the Authority, excluding the debt issued by Albany County. Principal payments of \$6,628,000 are due and payable during 2009. The chart below exhibits for each issue the original issue amounts, the debt to be outstanding as of December 31, 2008, the principal payments due in 2009, the interest due in 2009, the amortization of bond related receipts and expenditures that were deferred into interest costs in 2009 and the amount in debt service reserve funds.

Series	Original Issue Amount	Outstanding 12-31-08	Principal Payments Due in 2009	Interest Due in 2009 net of EFC Interest Subsidy	2009 Amortization of Items deferred into Interest Cost**	Total Payments Due in 2009	Available Debt Service Reserve Funds
1997 Airport Revenue Bond	\$ 96,305,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1998 B&C Airport Revenue Bonds	30,695,000	19,105,000	1,535,000	912,040	(10,867)	2,436,173	2,447,415
1999 EFC Revenue Bonds	7,895,303	4,815,000	363,000	97,945	9,745	470,690	442,237
2000 A EFC Revenue Bonds	2,374,936	720,000	235,000	23,650	4,911	263,561	237,494
2000 B Airport Revenue Bonds	14,500,000	12,425,000	320,000	638,138	(8,138)	950,000	926,700
2003 Airport Revenue Bonds	8,885,000	6,465,000	520,000	229,343	(4,784)	744,559	514,100
2004 EFC Revenue Bonds	388,316	210,000	35,000	2,970	987	38,958	38,831
2006 A&B Airport Revenue Bonds	14,230,000	13,330,000	480,000	620,087	(677)	1,099,410	1,128,600
2006 C Airport Revenue Bonds	6,330,000	6,205,000	130,000	272,263	1,872	404,135	404,263
2008 A Airport Refunding Bonds*	83,200,000	80,730,000	3,010,000	4,310,982	87,709	7,408,691	8,232,976
	\$ 264,803,555	\$144,005,000	\$ 6,628,000	\$ 7,107,418	\$ 80,758	\$ 13,816,177	\$ 14,372,616

* Before applying available PFC funds (see page 8-19)

**Net of EFC interest subsidy and amortization of 2005 Swaption payment

***Items deferred into interest costs include bond issue costs and bond premiums and discounts

SWAPTION

The Authority entered into a forward starting swaption agreement in March 2005 with Deutsche Bank AG New York based on a notional amount of \$84.9 million as a synthetic refunding of its \$80.8 million outstanding Series 1997 General Airport Revenue Bonds. The Authority received an upfront payment of \$5,330,000 from the bank, which was used to acquire land to expand remote parking capacity and to purchase the Airport's fixed-based operator's on-airport assets.

The 2005 swaption gave the Bank the option to terminate the swaption on or prior to December 15, 2007, the initial call date for the Series 1997 Bonds. Prior to that date, the Authority and the Bank negotiated an extension to February 1, 2008. The swaption was not terminated by the Bank; therefore the swaption became effective as of that date. The Authority will pay fixed interest rates of 4.56% to the Bank which in turn will pay the Authority floating rates at 70% of LIBOR that are expected to match the Authority's payments on the variable rate refunding Series 2008A Airport Revenue Bonds. The value of the \$5.3 million upfront payment to the Authority is reflected in the synthetic fixed interest rate payment the Authority agreed to pay to the counterparty which is above the rate the Authority could have obtained had it not received the upfront payment.

DEBT ISSUED BY THE COUNTY:

The following are County of Albany General Obligation (GO) Bonds, which the Authority is obligated to reimburse the County for various Airport projects financed by the County before the Authority was created. These payments are not included in the Authority's debt limit.

1993 Drainage System:

Principal paid annually on October 1, in payments ranging from \$276,100 in 2009 to \$81,180 in 2014 with interest at 5.0% due semi-annually on April 1 and October 1; less amortization of discount, bond issue costs and accretion of capital appreciation.

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	5.00%	\$ 276,100	\$ 55,005	\$ 331,105
2010	5.00%	278,847	41,200	320,047
2011	5.00%	273,731	27,258	300,989
2012	5.00%	271,422	13,571	284,993
2013	-	93,074	192,088	285,162
2014	-	81,180	181,665	262,845
Debt outstanding		<u>\$ 1,274,354</u>	<u>\$ 510,787</u>	<u>\$ 1,785,141</u>

2002 Refunding:

Principal paid annually on June 1, in payments ranging from \$725,000 in 2009 to \$410,000 in 2013 with interest at 1.2% to 5.0% due semiannually on June 1 and December 1; less amortization of deferred refunding.

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	3.76%	\$ 725,000	\$ 105,518	\$ 830,518
2010	4.00%	685,000	80,843	765,843
2011	3.97%	670,000	56,795	726,795
2012	1.20%	655,000	32,618	687,618
2013	5.00%	410,000	10,250	420,250
Debt outstanding		<u>\$ 3,145,000</u>	<u>\$ 286,024</u>	<u>\$ 3,431,024</u>

DEBT ISSUED BY THE AUTHORITY:

\$18,455,000
1998 “B” General Airport Revenue Bonds (GARB)

Date: November 15, 1998

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par November 15, 2008)

Rating w/insurance: Moody’s: Aa3
 Standard & Poor’s: AAA
 Fitch’s: AAA

Purpose The bonds were issued to finance the construction of a 1,900 space parking garage.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	4.80%	\$ 885,000	\$ 882,790	\$ 1,767,790
2010	4.90%	1,605,000	840,310	2,445,310
2011	5.00%	1,685,000	761,665	2,446,665
2012	4.70%	1,770,000	677,415	2,447,415
2013	4.75%	1,850,000	594,225	2,444,225
2014	4.75%	1,940,000	506,350	2,446,350
2015	4.75%	2,030,000	414,200	2,444,200
2016	4.75%	2,125,000	317,775	2,442,775
2017	4.75%	2,230,000	216,838	2,446,838
2018	4.75%	2,335,000	110,912	2,445,912
Debt Outstanding		<u>\$ 18,455,000</u>	<u>\$ 5,322,480</u>	<u>\$ 23,777,480</u>

\$12,240,000
1998 “C” General Airport Revenue Bonds (GARB)

Date: November 15, 1998

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par November 15, 2008)

Rating w/insurance: Moody’s: Aa3
 Standard & Poor’s: AAA
 Fitch’s: AAA

Purpose The bonds were issued to finance the construction of a 50,500 square foot air cargo building.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	4.50%	\$ 650,000	\$ 29,250	\$ 679,250
Debt outstanding		<u>\$ 650,000</u>	<u>\$ 29,250</u>	<u>\$ 679,250</u>

\$7,895,303**1999 New York State Environmental Facilities Corporation (EFC)****Date:** July 29, 1999**Payable:** Principal is paid annually on October 15 with interest paid semiannual each April 15 and October 15. (Callable at par July 29, 2009)**Rating** N/A**Purpose** The bonds were issued to finance the construction of a new glycol wastewater treatment system.**Security:** The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.**Debt Service through Maturity:**

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Int Subsidy</u>	<u>Total</u>
2009	4.94%	\$ 363,000	\$ 255,239	\$ (157,294)	\$ 460,945
2010	5.03%	368,000	236,584	(143,791)	460,793
2011	5.13%	374,000	217,506	(130,161)	461,345
2012	5.19%	385,000	197,951	(116,403)	466,548
2013	5.25%	390,000	177,731	(102,392)	465,339
2014	5.29%	396,000	157,124	(88,254)	464,870
2015	5.34%	401,000	136,139	(73,990)	463,149
2016	5.37%	412,000	114,778	(59,598)	467,180
2017	5.41%	418,000	92,787	(44,952)	465,835
2018	5.42%	429,000	70,406	(30,180)	469,226
2019	5.43%	879,000	47,433	(15,154)	911,279
Debt outstanding		<u>\$ 4,815,000</u>	<u>\$ 1,703,678</u>	<u>\$ (962,169)</u>	<u>\$ 5,556,509</u>

\$2,374,936

2000 “A” New York State Environmental Facilities Corporation (EFC)

Date: July 27, 2000

Payable: Principal is paid annually on July 15 with interest paid semiannual each January 15 and July 15. (Callable at par July 27, 2010)

Rating N/A

Purpose The bonds were issued to finance the construction of a new glycol polishing filtration system.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Int Subsidy</u>	<u>Total</u>
2009	5.04%	\$ 235,000	\$ 36,493	\$ (12,843)	\$ 258,650
2010	5.08%	485,000	24,648	(6,555)	503,093
Debt outstanding		<u>\$ 720,000</u>	<u>\$ 61,141</u>	<u>\$ (19,398)</u>	<u>\$ 761,743</u>

\$14,500,000
2000 "B" General Airport Revenue Bonds (GARB)

Date: December 1, 2000

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par December 1, 2010)

Rating Moody's: A3
 Underlying rating Standard & Poor's: BBB
 Fitch's: A-

Purpose The bonds were issued to finance the construction of a New York State Police Executive Hangar.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	5.00%	\$ 320,000	\$ 638,138	\$ 958,138
2010	5.00%	340,000	622,138	962,138
2011	4.50%	355,000	605,138	960,138
2012	5.00%	370,000	589,163	959,163
2013	4.75%	390,000	570,663	960,663
2014	5.00%	410,000	552,138	962,138
2015	5.00%	430,000	531,638	961,638
2016	5.00%	450,000	510,138	960,138
2017	5.00%	475,000	487,638	962,638
2018	5.00%	495,000	463,888	958,888
2019	5.13%	520,000	439,138	959,138
2020	5.13%	550,000	412,488	962,488
2021	5.25%	575,000	384,300	959,300
2022	5.25%	605,000	354,113	959,113
2023	5.25%	640,000	322,350	962,350
2024	5.25%	670,000	288,750	958,750
2025	5.25%	705,000	253,575	958,575
2026	5.25%	745,000	216,563	961,563
2027	5.25%	780,000	177,450	957,450
2028	5.25%	825,000	136,500	961,500
2029	5.25%	865,000	93,188	958,188
2030	5.25%	910,000	47,767	957,767
Debt outstanding		<u>\$12,425,000</u>	<u>\$8,696,862</u>	<u>\$21,121,862</u>

\$8,885,000**2003 "A" General Airport Revenue Bonds (GARB)****Date:** May 15, 2003**Payable:** Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par May 15, 2013)**Rating**
w/insurance
Moody's: Aa3
Standard & Poor's: AAA
Fitch's: AAA**Purpose**
The bonds were issued to finance various land, hangars, and equipment acquisitions, apron and runway expansions, taxiway, runway and hangar rehabilitations, certain terminal expansion and leasehold improvements.**Security:** The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.**Debt Service through Maturity:**

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	3.25%	\$ 520,000	\$ 229,343	\$ 749,343
2010	3.38%	535,000	212,444	747,444
2011	3.50%	555,000	194,388	749,388
2012	3.00%	570,000	174,963	744,963
2013	3.00%	585,000	157,863	742,863
2014	3.13%	335,000	140,313	475,313
2015	3.25%	335,000	129,844	464,844
2016	3.38%	345,000	118,956	463,956
2017	3.50%	365,000	107,313	472,313
2018	3.50%	370,000	94,537	464,537
2019	4.13%	155,000	81,587	236,587
2020	4.13%	165,000	75,194	240,194
2021	4.13%	165,000	68,387	233,387
2022	4.13%	175,000	61,581	236,581
2023	4.13%	185,000	54,362	239,362
2024	4.13%	90,000	46,731	136,731
2025	4.13%	95,000	43,019	138,019
2026	4.25%	100,000	39,100	139,100
2027	4.25%	105,000	34,850	139,850
2028	4.25%	110,000	30,387	140,387
2029	4.25%	110,000	25,712	135,712
2030	4.25%	115,000	21,037	136,037
2031	4.25%	120,000	16,150	136,150
2032	4.25%	125,000	11,050	136,050
2032	4.25%	135,000	5,737	140,737
Debt outstanding		<u>\$ 6,465,000</u>	<u>\$ 2,174,848</u>	<u>\$ 8,639,848</u>

\$388,316**2004 "B" New York State Environmental Facilities Corporation****Date:** March 4, 2004**Payable:** Principal is paid annually on December 15 with interest paid semiannual each May 15 and December 15. (Callable at par March 4, 2014)**Rating** N/A**Purpose** The bonds were issued to finance the construction of certain water and sewer system improvements in the Airport's Industrial Park.**Security:** The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.**Debt Service through Maturity:**

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Int Subsidy</u>	<u>Total</u>
2009	1.43%	\$ 35,000	\$ 6,311	\$ (3,341)	\$ 37,970
2010	2.73%	35,000	5,462	(2,673)	37,789
2011	2.96%	35,000	4,508	(2,004)	37,504
2012	3.18%	35,000	3,474	(1,336)	37,138
2013	3.38%	70,000	2,362	(668)	71,694
Debt outstanding		<u>\$ 210,000</u>	<u>\$ 22,117</u>	<u>\$ (10,022)</u>	<u>\$ 222,095</u>

\$6,315,000
2006 "A" General Airport Revenue Bonds

Date: June 15, 2006

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par June 15, 2016)

Rating Moody's: Aa3
w/insurance Standard & Poor's: AAA
Fitch's: AAA

Purpose The bonds were issued to finance certain property acquisitions, parking expansions and to purchase equipment used in the operation of the Airport.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	5.00%	\$ -	\$ 290,650	\$ 290,650
2010	5.00%	-	290,650	290,650
2011	5.00%	-	290,650	290,650
2012	5.00%	-	290,650	290,650
2013	5.00%	-	290,650	290,650
2014	5.00%	-	290,650	290,650
2015	5.00%	-	290,650	290,650
2016	5.00%	-	290,650	290,650
2017	5.00%	-	290,650	290,650
2018	5.00%	-	290,650	290,650
2019	5.00%	-	290,650	290,650
2020	5.00%	500,000	290,650	790,650
2021	5.00%	860,000	265,650	1,125,650
2022	5.00%	905,000	222,650	1,127,650
2023	4.25%	950,000	177,400	1,127,400
2024	4.25%	990,000	137,025	1,127,025
2025	4.50%	1,030,000	94,950	1,124,950
2026	4.50%	1,080,000	48,600	1,128,600
Debt outstanding		<u>\$ 6,315,000</u>	<u>\$4,434,075</u>	<u>\$10,749,075</u>

\$7,915,000
2006 “B” General Airport Revenue Bonds (GARB)

Date: June 15, 2006

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par June 15, 2016)

Rating Moody’s: Aa3
w/insurance Standard & Poor’s: AAA
Fitch’s: AAA

Purpose The bonds were issued to finance certain terminal renovations, general aviation hangar renovations, construction of additional general aviation T-hangars, fuel farm upgrades and equipment for use by Airport management contractors.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	4.50%	\$ 480,000	\$ 329,437	\$ 809,437
2010	4.50%	505,000	307,837	812,837
2011	4.50%	525,000	285,112	810,112
2012	4.75%	550,000	261,488	811,488
2013	4.75%	575,000	235,363	810,363
2014	4.75%	605,000	208,050	813,050
2015	4.75%	635,000	179,312	814,312
2016	4.75%	660,000	149,150	809,150
2017	4.75%	695,000	117,800	812,800
2018	4.75%	725,000	84,787	809,787
2019	4.75%	760,000	50,350	810,350
2020	4.75%	300,000	14,250	314,250
Debt outstanding		<u>\$ 7,015,000</u>	<u>\$ 2,222,936</u>	<u>\$ 9,237,936</u>

\$6,330,000
2006 "C" General Airport Revenue Bonds (GARB)

Date: December 13, 2006

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. (Callable at par December 13, 2016)

Rating Moody's: Aa3
w/insurance Fitch's: AAA

Purpose The bonds were issued to finance the construction of the Eclipse Aviation Service and Maintenance Facility.

Security: The bonds are secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>Interest Rates</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2009	4.00%	\$ 130,000	\$ 272,263	\$ 402,263
2010	4.00%	135,000	267,063	402,063
2011	4.00%	140,000	261,663	401,663
2012	4.00%	145,000	256,063	401,063
2013	4.00%	150,000	250,263	400,263
2014	4.00%	160,000	244,263	404,263
2015	4.00%	165,000	237,863	402,863
2016	4.00%	170,000	231,263	401,263
2017	4.00%	175,000	224,463	399,463
2018	4.00%	185,000	217,463	402,463
2019	4.13%	190,000	210,063	400,063
2020	4.13%	200,000	202,225	402,225
2021	4.25%	210,000	193,975	403,975
2022	4.25%	215,000	185,050	400,050
2023	4.25%	225,000	175,913	400,913
2024	4.25%	235,000	166,350	401,350
2025	4.25%	245,000	156,363	401,363
2026	4.25%	255,000	145,950	400,950
2027	4.25%	265,000	135,113	400,113
2028	4.25%	280,000	123,850	403,850
2029	4.50%	290,000	111,950	401,950
2030	4.50%	305,000	98,900	403,900
2031	4.50%	315,000	85,175	400,175
2032	5.00%	330,000	71,000	401,000
2033	5.00%	345,000	54,500	399,500
2034	5.00%	365,000	37,250	402,250
2035	5.00%	380,000	19,000	399,000
Debt outstanding		<u>\$ 6,205,000</u>	<u>\$ 4,635,257</u>	<u>\$ 10,840,257</u>

\$83,200,000
2008 "A" Airport Revenue Refunding Bonds (AMT)
(Variable Rate Demand Obligations)

Date: January 31, 2008

Payable: Principal is paid annually on December 15 with interest paid semiannual each June 15 and December 15. The bonds initially will bear interest at a weekly rate payable monthly on the first business day of each month. For inclusion in the 2009 budget it is assumed the variable rate interest payments of the variable rate bonds outstanding will equal the 70% of the one-month LIBOR rate payments to be received from the Bank. (Callable at par any time)

Rating Moody's: Aa3
W/Letter of Credit Fitch's: AA-

Purpose The bonds were issued to refund and defease the 1997 Airport Revenue Bonds on February 1, 2008.

Security: The bonds will be secured by the full faith and credit of the Authority and are payable from general Airport revenues without limitation.

Debt Service through Maturity:

<u>Fiscal Year</u>	<u>SWAP Rate</u>	<u>Principal</u>	<u>SWAP Interest (**)</u>	<u>Total (*)</u>
2009	4.56%	\$ 3,010,000	\$ 4,310,982	\$ 7,320,982
2010	4.56%	3,200,000	3,596,575	6,796,575
2011	4.56%	3,415,000	3,448,492	6,863,492
2012	4.56%	3,635,000	3,290,459	6,925,459
2013	4.56%	4,470,000	3,122,245	7,592,245
2014	4.56%	4,885,000	2,820,891	7,705,891
2015	4.56%	5,395,000	2,602,160	7,997,160
2016	4.56%	5,665,000	2,360,594	8,025,594
2017	4.56%	5,945,000	2,106,937	8,051,937
2018	4.56%	6,240,000	1,840,744	8,080,744
2019	4.56%	6,550,000	1,561,341	8,111,341
2020	4.56%	6,885,000	1,268,058	8,153,058
2021	4.56%	7,225,000	959,775	8,184,775
2022	4.56%	7,585,000	636,268	8,221,268
2023	4.56%	6,625,000	296,641	6,921,641
Debt outstanding		<u>\$ 80,730,000</u>	<u>\$ 34,222,162</u>	<u>\$ 114,952,162</u>

* Before applying available PFC funds (see page 8-19)

**2009 interest includes 29 basis points of projected variable rate basisleakage. Years 2010 through maturity don not include a provision for potential variable rate basis leakage

PASSENGER FACILITY CHARGES (PFC's)

PFC's are a surcharge collected by the airlines and forwarded to the Authority to pay for Airport capital projects approved by the Federal Aviation Administration. PFC's are applied to the Airport's debt service payments on Airport revenue bonds sold to finance these capital projects. The fee is \$3.00 per enplaned passenger beginning March 1, 1994, not to exceed \$40,726,364 and amended in 1996 to increase the amount of PFC's authorized for collections to \$116,888,308. The Authority predicts that it will collect PFC's from approximately 94.4% of its enplanements. The 2009 budgeted net amount is \$3,716,095 after a deduction of a \$0.11 per enplanement airline service charge and the addition of interest earnings of \$84,164 on PFC funds. As of December 31, 2008 it is projected the Airport will have collected approximately 91.3% cumulative through 2008 of the total authorized collections.

DEBT SERVICE COVERAGE

For 2009, debt service coverage is projected to be 1.25% of net revenues as defined. The following table is a schedule of debt service coverage for 2007 actual, 2008 adopted budget, 2008 projected, and 2009 budget.

Albany County Airport Authority 2009 Operating Budget

Albany County Airport Authority Albany International Airport 2009 Adopted Budget				
DEBT SERVICE COVERAGE CALCULATION (1)				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
NET REVENUES				
Revenues	\$43,206,183	\$43,483,497	\$45,452,097	\$46,968,792
Airline Revenue Sharing	(571,423)	(854,380)	(137,819)	(577,544)
	\$42,634,760	\$42,629,117	\$45,314,278	\$46,391,248
Interest Income (2)	1,225,878	931,730	735,000	735,000
Investment Received - Net Improvement Charges	276,300	276,300	276,300	368,400
Total Airport Revenues	\$44,136,938	\$43,837,147	\$46,325,578	\$47,494,648
LESS: Total Airport Expenses (GAAP)	(31,974,921)	(31,597,592)	(34,069,732)	(33,916,143)
LESS: Albany County G.O. Bonds Outstanding Reimbursable by the Authority	(1,263,510)	(1,207,739)	(1,207,739)	(1,161,623)
Airport Net Revenues (3)	\$10,898,507	\$11,031,816	\$11,048,107	\$12,416,882
DEBT SERVICE ON BONDS ISSUED UNDER THE MASTER RESOLUTION				
1997 Revenue Bond Debt Service	\$6,989,961	\$0	\$388,433	\$0
Less: PFC's Applied to 1997 Revenue Bond	(4,238,184)	0	0	0
1998 Series B & C Bond Debt Service	2,358,007	2,363,200	2,363,200	2,447,040
1999 EFC Revenue Bond	651,283	630,455	630,455	618,239
Less: 1999 NYS EFC Interest Subsidy	(188,258)	(174,600)	(174,600)	(157,294)
2000 B EFC Revenue Bond	276,551	277,978	277,978	271,493
Less: 2000 B NYS EFC Interest Subsidy	(25,319)	(18,996)	(18,996)	(12,843)
2000 B Revenue Bond	960,402	958,388	958,388	958,138
2003 A Revenue Bond	743,885	749,494	749,494	749,344
2004 B EFC Revenue Bonds Debt Service	46,064	42,054	42,054	41,311
Less: 2004 B NYS EFC Interest Subsidy	(4,716)	(4,009)	(4,009)	(3,341)
2006 A & B Revenue Bonds	1,099,763	1,100,788	1,100,788	1,100,088
2006 C Revenue Bonds	0	402,263	402,263	402,263
2008 A Refunding Bonds	0	6,199,986	6,139,120	7,320,982
Offset of Deferred Income	0	0	0	0
Less: PFC's Applied to 2008 A Revenue Bond	0	(3,938,381)	(4,167,236)	(3,765,192)
Net Debt Service on Bonds (4)	\$8,669,438	\$8,588,620	\$8,687,332	\$9,970,228
NET REVENUE COVERAGE ON BONDS ISSUED UNDER THE MASTER RESOLUTION (MUST BE > 1.25)	1.26	1.28	1.27	1.25
CLAIMS, CHARGES, OBLIGATIONS PAYABLE FROM NET REVENUES				
Deposits to the Operation and Maintenance Reserve	\$501,439	\$112,084	\$349,135	-\$25,598
Debt Service on Bonds Issued under the Master Resolution	8,669,438	8,588,620	8,687,332	9,970,228
Deposits to the Bond Reserve Fund	0	0	0	0
Debt Service for other indebtedness	0	0	0	0
Deposits to the Reserve Funds for other indebtedness	0	0	0	0
Deposits to the Renewal and Replacement Reserve	0	0	0	0
Net Claims, Charges and Obligations	\$9,170,877	\$8,700,704	\$9,036,468	\$9,944,630
NET REVENUE COVERAGE ON BONDS AND OTHER INDEBTEDNESS (MUST BE > 1.00)	1.19	1.27	1.22	1.25
1/ Additional Bonds test per Section 2.02 of Master Bond Resolution adopted January 6, 1997.				
2/ Less interest in the Construction and Development Funds.				
3/ Does not include or reflect the following:				
\$2,447,415 deposited in a Debt Service Reserve Fund from the proceeds of the 1998 Revenue Bonds				
\$442,237 deposited in a Debt Service Reserve Fund from the proceeds of the 1999 EFC Revenue Bonds				
\$237,494 deposited in a Debt Service Reserve Fund from the proceeds of the 2000 EFC Revenue Bonds				
\$926,700 deposited in a Debt Service Reserve Fund from the proceeds of the 2000B Revenue Bonds				
\$514,100 deposited in a Debt Service Reserve Fund from the proceeds of the 2003A Revenue Bonds				
\$38,831 deposited in a Debt Service Reserve Fund from the proceeds of the 2004 EFC Revenue Bonds				
\$1,128,600 deposited in a Debt Service Reserve Fund from the proceeds of the 2006 A & B Revenue Bonds				
\$404,263 deposited in a Debt Service Reserve Fund from the proceeds of the 2006C Revenue Bonds				
\$8,232,976 deposited in a Debt Service Reserve Fund from the proceeds of the 2008A Revenue Bonds				
4/ Exclusive of amortization of Bond Issue Costs				

The following table is a schedule of potential Passenger Facility Charges (PFC) available to apply toward the principal and interest payments due on the 2008A Airport Revenue Refunding Bonds.

Albany County Airport Authority Albany International Airport 2009 Adopted Budget CALCULATION OF PFC REVENUES				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
ENPLANEMENTS	1,440,385	1,457,000	1,393,537	1,362,125
PFC's charged	\$3.00	\$3.00	\$3.00	\$3.00
LESS: Carrier Compensation	(0.11)	(0.11)	(0.11)	(0.11)
Net PFC Revenue	\$2.89	\$2.89	\$2.89	\$2.89
% of PFCs collected on Enplanements	94.4%	94.2%	91.3%	94.4%
PFC Revenue	\$3,928,677	\$3,966,508	\$3,676,945	\$3,716,095
LESS: Applied Pay-As-You-Go	0	0	0	0
PFC's Available for Debt Service	\$3,928,677	\$3,966,508	\$3,676,945	\$3,716,095
PFC DEBT SERVICE FUND ACTIVITY				
BEGINNING BALANCE	\$4,238,184	\$3,938,381	\$4,167,236	\$3,765,192
PLUS: Deposit of PFC's	3,928,677	3,966,508	3,676,945	3,716,095
PLUS: Interest Earnings on PFC's	238,559	118,573	88,247	84,164
LESS: Applied Towards Debt Service	(4,238,184)	(3,938,381)	(4,167,236)	(3,765,192)
ENDING BALANCE	\$4,167,236	\$4,085,081	\$3,765,192	\$3,800,259
PFC's APPLIED TO DEBT SERVICE	\$4,238,184	\$3,938,381	\$4,167,236	\$3,765,192
Allocation of PFC's to Cost Centers				
Airfield	\$408,867	\$480,482	\$508,403	\$453,825
Control Tower				
Terminal	3,216,782	2,989,231	3,162,932	2,629,747
Loading Bridges	84,764	78,768	83,345	75,304
Landside	527,771	389,900	412,556	606,316
Total	\$4,238,184	\$3,938,381	\$4,167,236	\$3,765,192

SCHEDULES SHOWING ALLOCATION OF DEBT ISSUES TO COST CENTER FOR 2007 AUDITED, 2008 ADOPTED BUDGET, 2008 PROJECTED, AND 2009 BUDGET:

Albany County Airport Authority Albany International Airport 2009 Adopted Budget ALBANY COUNTY G.O. BONDS OUTSTANDING REIMBURSABLE BY THE AUTHORITY				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
PRINCIPAL				
1993 Drainage System - (Glycol Collection System)	\$274,616	\$273,016	\$273,016	\$276,100
1994 Consolidated Bond Issue	755,000	735,000	735,000	725,000
	<u>\$1,029,616</u>	<u>\$1,008,016</u>	<u>\$1,008,016</u>	<u>\$1,001,100</u>
INTEREST				
1993 Drainage System - (Glycol Collection System)	\$78,954	\$68,656	\$68,656	\$55,005
1994 Consolidated Bond Issue	154,941	131,068	131,068	105,518
	<u>\$233,894</u>	<u>\$199,723</u>	<u>\$199,723</u>	<u>\$160,523</u>
COMBINED P&I G.O. BONDS DEBT SERVICE				
1993 Drainage System - (Glycol Collection System)	\$353,569	\$341,671	\$341,671	\$331,105
1994 Consolidated Bond Issue	909,941	866,068	866,068	830,518
G.O. BONDS DEBT SERVICE	<u>\$1,263,510</u>	<u>\$1,207,739</u>	<u>\$1,207,739</u>	<u>\$1,161,623</u>
Amortization of Bond Issue Costs	<u>45,718</u>	<u>44,184</u>	<u>44,184</u>	<u>42,763</u>
TOTAL OF G.O. BONDS DEBT SERVICE	<u>\$1,309,228</u>	<u>\$1,251,923</u>	<u>\$1,251,923</u>	<u>\$1,204,386</u>
Allocation of G.O. Bonds Debt Service to Cost Centers				
Airfield	\$553,835	\$529,593	\$529,593	\$509,484
Terminal	601,842	575,499	575,499	553,647
Landside	153,551	146,831	146,831	141,255
Total	<u>\$1,309,228</u>	<u>\$1,251,923</u>	<u>\$1,251,923</u>	<u>\$1,204,386</u>

Albany County Airport Authority Albany International Airport 2009 Adopted Budget AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
1997 Revenue Bonds Debt Service*	\$6,989,961	\$0	\$388,433	\$0
Amortization of Bond Issue Costs	(27,501)	0	0	0
TOTAL 1997 REVENUE BONDS DEBT SERVICE	\$6,962,460	\$0	\$388,433	\$0
Allocation of 1997 Revenue Bonds Debt Service to Cost Centers				
Airfield	\$799,911	\$0	\$47,389	\$0
Control Tower				
Terminal	4,748,398	0	264,911	0
Loading Bridges	139,249	0	7,769	0
Landside	1,274,902	0	68,364	0
Total	\$6,962,460	\$0	\$388,433	\$0
*Bonds were refunded January 31, 2008				
2008A Revenue Refunding Bonds Debt Service	\$0	\$6,199,986	\$6,139,120	\$7,320,982
Amortization of Bond Issue Costs	0	(14,960)	90,393	87,709
TOTAL 2008A REVENUE BONDS DEBT SERVICE	\$0	\$6,185,026	\$6,229,513	\$7,408,691
Allocation of 2008A Refunding Bonds Debt Service to Cost Centers				
Airfield	\$0	\$754,573	\$716,599	\$852,243
Control Tower	0	0	0	0
Terminal	0	4,218,188	3,998,788	4,755,715
Loading Bridges	0	123,701	124,590	148,174
Landside	0	1,088,565	1,389,536	1,652,560
Total	\$0	\$6,185,026	\$6,229,513	\$7,408,691

Albany County Airport Authority Albany International Airport 2009 Adopted Budget AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
1998 B & C Revenue Bonds Debt Service	\$2,358,007	\$2,363,200	\$2,363,200	\$2,447,040
Amortization of Bond Issue Costs	17,875	18,682	18,682	(10,867)
TOTAL 1998 REVENUE BONDS DEBT SERVICE	\$2,375,882	\$2,381,882	\$2,381,882	\$2,436,173
Allocation of 1998 Revenue Bonds Debt Service to Cost Centers				
Airfield	\$0	\$0	\$0	\$0
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	2,375,882	2,381,882	2,381,882	2,436,173
Total	\$2,375,882	\$2,381,882	\$2,381,882	\$2,436,173
2000 B Revenue Bonds Debt Service	\$960,402	\$958,388	\$958,388	\$958,138
Amortization of Bond Issue Costs	6,166	(7,652)	(7,652)	(8,138)
TOTAL 2000 B REVENUE BONDS DEBT SERVICE	\$966,568	\$950,736	\$950,736	\$950,000
Allocation of 2000 B Revenue Bonds Debt Service to Cost Centers				
Airfield	\$0	\$0	\$0	\$0
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	966,568	950,736	950,736	950,000
Total	\$966,568	\$950,736	\$950,736	\$950,000

Albany County Airport Authority Albany International Airport 2009 Adopted Budget AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
2003 A Revenue Bonds Debt Service	\$743,885	\$749,494	\$749,494	\$749,344
Amortization of Bond Issue Costs	14,392	350	350	(4,784)
TOTAL 2003 A REVENUE BONDS DEBT SERVICE	\$758,277	\$749,844	\$749,844	\$744,560
Allocation of 2003 A Revenue Bonds Debt Service to Cost Centers				
Airfield	\$142,025	\$140,446	\$140,446	\$139,456
ARFF	69,610	68,836	68,836	68,351
Control Tower	0	0	0	0
Terminal	127,011	125,599	125,599	124,714
Loading Bridges	0	0	0	0
Landside	313,775	310,285	310,285	308,099
Parking	105,855	104,678	104,678	103,941
Total	\$758,277	\$749,844	\$749,844	\$744,560
2006 A & B Revenue Bonds Debt Service	\$1,099,763	\$1,100,788	\$1,100,788	\$1,100,088
Amortization of Bond Issue Costs	2,561	1,044	1,044	(677)
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$1,102,324	\$1,101,832	\$1,101,832	\$1,099,411
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers				
Airfield	\$269,848	\$269,728	\$269,728	\$269,135
FBO	272,416	272,294	272,294	271,696
Parking	210,337	210,243	210,243	209,781
Landside	269,062	268,942	268,942	268,351
Terminal	80,661	80,625	80,625	80,447
Total	\$1,102,324	\$1,101,832	\$1,101,832	\$1,099,411
2006 C Revenue Bonds Debt Service	\$0	\$402,263	\$402,263	\$402,263
Amortization of Bond Issue Costs	0	2,011	2,011	1,872
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$0	\$404,274	\$404,274	\$404,135
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers				
Landside	0	404,274	404,274	404,135
Total	\$0	\$404,274	\$404,274	\$404,135

Albany County Airport Authority Albany International Airport 2009 Adopted Budget NYS ENVIRONMENTAL FACILITIES CORPORATION (EFC) AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2007	Budget 2008	Projected 2008	Budget 2009
1999 EFC Revenue Bonds Debt Service	\$651,283	\$630,455	\$630,455	\$618,239
Amortization of Bond Issue Costs	10,603	10,141	10,141	9,745
Less: Interest Subsidy Earnings	(188,258)	(174,600)	(174,600)	(157,294)
TOTAL 1999 A EFC REVENUE BONDS DEBT SERVICE	\$473,628	\$465,996	\$465,996	\$470,690
Allocation of EFC Revenue Bonds Debt Service to Cost Centers				
Airfield	\$473,628	\$465,996	\$465,996	\$470,690
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	0	0	0	0
Total	\$473,628	\$465,996	\$465,996	\$470,690
2000 B EFC Revenue Bonds Debt Service	\$276,551	\$277,978	\$277,978	\$271,493
Amortization of Bond Issue Costs	5,828	5,420	5,420	4,911
Less: Interest Subsidy Earnings	(25,319)	(18,996)	(18,996)	(12,843)
TOTAL 2000 B EFC REVENUE BONDS DEBT SERVICE	\$257,060	\$264,402	\$264,402	\$263,561
Allocation of EFC Revenue Bonds Debt Service to Cost Centers				
Airfield	\$257,060	\$264,402	\$264,402	\$263,561
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	0	0	0	0
Total	\$257,060	\$264,402	\$264,402	\$263,561
2004 B EFC Revenue Bonds Debt Service	\$46,064	\$42,054	\$42,054	\$41,311
Amortization of Bond Issue Costs	2,036	1,075	1,075	987
Less: Interest Subsidy Earnings	(4,716)	(4,009)	(4,009)	(3,341)
TOTAL 2004 B EFC REVENUE BONDS DEBT SERVICE	\$43,383	\$39,121	\$39,121	\$38,957
Allocation of EFC Revenue Bonds Debt Service to Cost Centers				
Airfield	\$0	\$0	\$0	\$0
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	43,383	39,121	39,121	38,957
Total	\$43,383	\$39,121	\$39,121	\$38,957

9) CAPITAL HISTORY

HISTORY AIRPORT DEVELOPMENT

Albany Airport, *America's First Municipal Airport* consisted of an airfield developed in 1909 along the Hudson River on what is now known as Westerlo Island, in the southeastern portion of the City of Albany. At one time, the airport was named Quenton Roosevelt Field in memory of President Theodore Roosevelt's son Quenton, who was killed while flying in France in World War I.

The airport played an integral role in the early history of American aviation when Glen H. Curtiss flew from Albany to New York City on May 29, 1910. This achievement, which was the first sustained flight between two major American cities, opened the way to airmail and passenger flights, and thus the establishment of commercial aviation in this country. It is noteworthy that Charles Lindbergh landed his *Spirit of St. Louis* at Quenton Roosevelt Field on July 27, 1927 following his completion of the first nonstop solo flight from New York to Paris.

Shortly before Lindbergh's landing at Albany, plans were being considered to relocate the airfield to land owned by the Watervliet Shakers in what is now the Town of Colonie. Eventually, the Airport was moved to its current location and officially opened as Albany Municipal Airport on October 1, 1928, giving it the distinction of being America's first municipal airport.

Albany Municipal Airport was owned and operated by the City of Albany until 1960. At that time, the city determined that it could no longer afford to finance the airport, and ultimately sold the facility to Albany County for \$4,437,000. The County embarked on the construction of a terminal building in 1959. The terminal opened in 1962 and was regarded as the beginning of a new era for the airport.

Construction of a second terminal building, offering the first enclosed jet ways at the Airport, was started in 1979 and completed in 1982, as was the last of several runway extensions which lengthened the original 3,000 foot and 4,000 foot runways to 6,000 and 7,200 feet, respectively. The airport then was able to routinely handle large aircraft including 727s, 737s, and DC-9s. Through the years many presidents, either as candidates or in office, have visited Albany Airport. These include Franklin D. Roosevelt, Richard Nixon, and John F. Kennedy. In November 1994, President Clinton visited Albany traveling on Air Force I, a 747 aircraft.

The progressive growth and development of Albany County Airport has also been evidenced by the number of airlines operating out of Albany. When the main terminal opened in the early 1960s, the airport was served by only four carriers. Over the next 35 years, passenger levels increased from 400,000 in 1964 to over 2.1 million in 1994. In 1994, Albany was served by eight commercial airlines and six commuter carriers.

ALBANY AIRPORT AUTHORITY CREATED

The Authority was created in 1993 pursuant to the Albany County Airport Authority Act, Title 8, as amended, of the State of New York Public Authorities Law (Act). The County of Albany (County) and the Authority entered into a permanent Airport Lease Agreement dated December 5, 1995, which became effective May 16, 1996 following approval by the Federal Aviation Administration (FAA) for the transfer of the sponsorship of the Airport from the County to the Authority. Under the lease agreement, that expires forty (40) years after the effective date, the County leases to the Authority the Airport, including all lands, buildings, structures, and easements, right of access, and all other privileges and appurtenances pertaining to the Airport.

The Airport is a body corporate and politic constituting a public benefit corporation established

and existing pursuant to the Act. The State created the Authority in order to permute the strengthening and improvements of the Airport and to facilitate the financing and construction of the initial Terminal Improvement Project (TIP), other subsequent capital improvement plans and gave the Authority the power to operate, maintain and improve the Airport.

On March 15, 1994, the County transferred net assets equal to \$46,824,500 from the County of Albany Airport Fund to the Authority.

In March 1998 the airport was renamed the Albany International Airport in recognition of past and projected increased international activity at the airport.

Under a subsequent amendment to the Agreement dated June 29, 2005, the Authority leases two additional parcels totaling approximately 3.4 acres that the Authority developed for additional parking. The Authority paid the County as of that date \$478,500 as consideration.

CAPITAL DEVELOPMENTS BY THE AUTHORITY

On July 17, 1996, ground was broken for construction of a new air-cargo building in the northeast quadrant of the airport as the first step in consolidating the present and developing the future air-cargo capacity for the Airport. The \$11 million cargo facility and related airfield and landside improvements were financed by Airport Revenue Bonds. This facility opened in October 1998 and is under a long-term lease agreement with Aviation Facilities Company, Inc. (AFCO).

On October 3, 1996, ground was broken for the Terminal Improvement Project (TIP). The TIP consisted of a new terminal and other facilities to replace the 1959 terminal and was design to accommodate future demands for approximately 1.5 million annual enplanements. The TIP was substantially complete on October 1, 1998.

In February 1997, the Authority issued \$96,305,000 of Airport Revenue Bonds to finance the TIP and certain capital improvement projects initiated by the County prior to the creation of the Authority.

In December 1997, the Dormitory Authority of the State of New York issued \$41,395,000 of State Service Contract Revenue Bonds for the purposes of financing, construction, reconstruction, improvements, reconditioning and preservation of the Airport or aviation capital projects at the Airport. The Revenue Bonds were secured by a service contract under which the State of New York agreed to pay the annual principal and interest payments. The Revenue Bonds are not debt of the Airport Authority nor is the Airport Authority liable thereon.

Proceeds totaling \$40 million were used by the Authority toward the cost of constructing the new terminal building, a connecting bridge and a parking garage at the Airport. The Authority allocated \$20 million each towards the cost of the terminal and the garage.

The Authority maintains a Federal Inspection Station to process regular scheduled international flights together with other general aviation and international cargo flights.

On June 7, 1998, airline operations began in the new terminal facility and demolition began on the 1959 structure.

In July 1998, the Authority, through the New York State Environmental Facilities Corporation (EFC) received \$7.5 million Series A bonds to finance the total construction of a new glycol wastewater treatment system. In July 1999, the loan was replaced by \$7,895,303 bonds issued by the EFC with interest on the first \$3 million 100% subsidized and the remaining \$4.5 million

50% subsidized by the New York State Water Pollution Control Revolving Fund.

On December 1, 1998, the Authority sold two Airport Revenue Bond issues totaling \$30,695,000 to finance two capital projects:

1. The 1998 B (non-AMT) issue totaling \$18,455,000 was sold to finance in part the construction of a new 1,600-space parking garage. The garage partially opened in December 1998 for use by short-term visitors to the Airport and the balance used for long-term parking was opened in February 1999.
2. The 1998 C (AMT) issue totaling \$12,240,000 was sold to finance the construction of the new 50,500 square foot air cargo building which was opened during October 1998 for use by Airborne Express, Federal Express and United Parcel Service.

In March 1999, operations began in the newly constructed air traffic control tower located in the northeast quadrant of the airport. Demolition also began on the old control tower to provide additional apron area for use by the airlines.

In April 2000, construction was completed for the addition of approximately 16,000 square feet of terminal space including ticketing, baggage make up and hold rooms to accommodate the arrival of Southwest Airlines which began service May 7, 2000. This addition was principally financed through the receipt of a \$6 million grant from the State of New York.

In May 2000, construction of 874 space remote surface parking lot was completed at the southeast quadrant of airport property to accommodate the additional parking required by the increase in enplanements as a result of the addition of Southwest Airlines.

In July 2000, the Authority, through the EFC, entered into a ten year \$2,374,936 Series B loan agreement with the New York State Water Pollution Control Revolving Fund to finance the construction of a glycol filtration polishing facility. The interest thereon is fifty percent subsidized by the New York State Water Pollution Control Revolving Fund.

In November 2000, a parking garage expansion was opened to accommodate 307 parking spaces for the rental car operators and 400 additional spaces for public parking.

In December 2000, The Authority issued \$14,500,000 of Airport Revenue Bonds to finance the construction that began in 2001 of a New York State Police Executive Hangar to consolidate the State's current aircraft and maintenance support facilities which were located in two widely separated hangars on the airfield. The new facility completed in 2002 consists of approximately 84,630 square feet of hangar, maintenance support office space and includes all the necessary mechanical, electrical, plumbing, fire, security and energy management systems; crane and hoist equipment and other support equipment for aircraft maintenance; and office furnishings. Landscaping, parking lot, and security fence to secure the leased area also were provided. The Authority and the Division of New York State Police entered into a thirty (30) year Land and Facility Lease Agreement effective April 1, 2000. These Airport revenue payments are sufficient to amortize the debt service payments for this Bond issue plus any other related costs incurred by the Authority.

In 2001, the Authority began construction of a new ARFF facility and general aviation T-Hangars.

In 2001, the Authority also obtained final FAA and all other required approvals for the extension of Runway 10-28 from 6,000 to 7,200 feet. Construction began in 2002. This project also included extending taxiway "C" and related hold apron and service road improvements. The runway was completed and opened in August 2003.

In July 2001, the Authority acquired a 9½ acre Industrial Park with four warehouse type buildings totaling 27,500 square feet. In 2002, renovations were completed and the ground support facilities for American Airlines, US Airways plus Lansing Flight Support were relocated from the old belly-freight building. In addition, KME Fire Apparatus leased one building to which an addition was added to support their requirements.

In 2002, construction was completed on a 10-bay T-Hangar facility, a self-service fueling facility, and a neighboring tie-down area for use by the general aviation community. Construction began on a second T-Hangar building to provide 10 more T-Hangar units. This construction was completed in 2003. All units are leased.

An extension to the remote parking lot "E" began in 2002 which will nearly double the capacity to 2,000 plus public parking spaces. As a result of several adjoining land acquisitions, expansion work continued into 2004.

During 2003, the Airport received Federal support for the complete rehabilitation of the primary runway 1-19 including the complete replacement of centerline lighting. The work was completed in 2003. Also during 2003, the Airport received all necessary approvals to begin extension of the primary runway 1-19 from 7,200 to 8,500 feet. The work completed in 2006.

During 2003, the Authority was granted \$2.3 million of State funds through the support of State Senator Joseph Bruno to acquire and install two over-the-wing loading bridges for Southwest Airlines. Albany International Airport was the first airport in the United States to have two such bridges in operation.

In June 2003, the Authority sold \$8,855,000 of Series 2003A Airport Revenue Bonds to pay the costs of various land, hangars, and equipment acquisitions, apron and runway expansions, taxiway, runway and hangar rehabilitations, certain terminal expansions and leasehold improvements.

In March 2004, the Authority, through the NYS EFC, issued \$388,316 of Airport Revenue Bonds to finance the construction of sanitary sewer and water improvements in the Airport Industrial Park.

Other major projects completed in 2004 included finalizing renovations to the terminal to accommodate TSA security personnel and to provide space for their passenger screening and baggage inspection operations. Construction started in 2004 on the main Runway 1-19 extension from 7,200 to 8,500 feet and was completed in 2006 together with related navigation aids and taxiways. Remote parking was expanded by approximately 700 additional spaces to accommodate an ever-increasing demand for on-airport parking. Also a new US Postal facility was opened.

In 2005, the Authority entered into a derivative agreement called a "Swaption" as more fully described in Section 8 under the heading "Swaption". Under the Swaption agreement the Authority received a cash payment of \$5.0 million, net of issuance costs, which was used to acquire the on-airport assets of the former FBO (\$3.0 million). With this acquisition the Authority assumed responsibility for managing and operating the FBO. The Authority operates the FBO under the franchise trade name "Million Air". The remainder of the net proceeds of the Swaption, along with other resources of the Authority, was used to acquire an office building and two warehouses for future lease, and to provide 400 additional remote surface parking spaces (\$2.4 million). The Authority also completed a \$2.8 million aircraft engine run-up attenuation facility to enhance the containment of noise from the Airport.

In June 2006, the Authority issued \$14,230,000 of bonds to provide funds for various land, hangar, equipment acquisitions, hangar rehabilitations, certain terminal renovations, utility improvements, and parking expansions.

In December 2006, the Authority issued \$6,330,000 of bonds to provide funds for construction of the 41,000 square foot Eclipse Aviation Service and Maintenance Facility which was completed in late 2007.

In 2008 the Authority completed construction of two general aviation T-Hangers, installation of two additional escalators in the terminal and installation of new touch down lighting improvements that preserve and enhance aeronautical safety during nighttime, low-visibility, winter and other inclement weather conditions for all aircraft operations by allowing landing with half-mile rather than three-quarter mile visibility conditions.

FIVE-YEAR CAPITAL PROGRAMS

The enabling legislation creating the Authority (Chapter 686 of the Laws of 1993) sets forth in section 2784.3. (a) The following:

“On or before September first, nineteen hundred ninety-five, and on or before September first on every fifth year thereafter, the authority shall submit to the county legislature a capital projects plan for the five year period commencing January first of the following year. The plan shall set goals and objectives for capital spending and describe each capital project proposed to be initiated in each of the years covered by the plan. Each plan shall also set forth an estimate of the amount of capital funding required each year and the expected sources of such funding required.”

The first-five year capital program covering the years 1996 through 2000 totaling \$49,571,843 was approved by the Albany County Legislature in Resolution 280 adopted on September 11, 1995. There was one amendment to the five year capital plan for \$6,605,319 approved in Resolution 251 adopted on July 13, 1998 which increased the total approved capital program to \$56,177,162.

The five-year capital plan for years 2000 through 2004 totaling \$232,400,000 was approved by the Authority on February 7, 2000 and the Albany County Legislature in Resolution No. 39-00, adopted on February 14, 2000. There was one amendment to the five year capital plan for \$26,000,000, approved in Resolution No. 180, adopted on April 14, 2003, increasing the total amount to \$258,400,000.

The current five-year capital plan included herein for the years 2005 through 2009 was approved by the Authority May 3, 2004 and the Albany County Legislature Resolution No. 400, adopted August 9, 2004. The projects included represent the Authority's estimate of the numerous potential airport developments which could occur during the next five years. A description of each project is included herein. Many of these projects are dependent on outside parties. Therefore, the projected timing for each could be altered based on agreements being reached between the parties.

Any projects in the 2000 through 2004 capital program not initiated as of December 31, 2004 either was included in the current five-year program or was determined no longer necessary.

The potential funding sources represents the Authority's current estimate of those projects which are eligible for federal funding and the related New York State share thereof. As of this date it is not known what the total amount of Federal entitlement or discretionary funding will be made

available to the Authority during this five year period. The remaining projects, if they are initiated, will be funded by Authority resources, either from airport operating funds or from the issuance of Authority debt.

Many of the projects are dependent of the continuous growth in passengers, cargo and general aviation usage of the Airport and the related support facilities and equipment needed to meet that growth. Also, many of these projects are dependent on their eligibility for available Federal and State funding, or on the ability of the Authority to issue indebtedness. The actual timing for starting each project is dependent upon this growth and availability of funding.

The total effect any Capital Program will have on future operating budgets is evaluated at the time a specific project is authorized by the Authority to be started unless a project is mandated for safety or health purposes. All other projects are undertaken based on a cost-benefit analysis. To the extent that can be reasonably estimated, the impact of any project authorized has been included in the Operating Budget Summary on page 1-6 and the projected Airlines Rates and Charges Summary beginning on page 10-1.

CAPITAL DEVELOPMENT

The Airline Use and Lease Agreement, effective January 1, 2006 continues the provision from the prior Agreement that provides for annual capital expenditure to be used for Airport development that is not subject to Majority-in-Interest (MII) provisions by the airlines. The prior Agreement provided initially for \$500,000 adjusted annually beginning in 1998 by the same percentage as the annual increase, or decrease, in non-airline revenues. Any amount not currently utilized is carried forward by the Authority for use in subsequent years. In the new Airline Use and Lease Agreement, the amount funded during 2006 is fixed at \$1.5 million. This amount will increase in future years by the same formula as in the prior agreement. Under this formula the amount to be funded during the 2009 would be calculated as follows:

	Actual 2006	Budget 2009	% Increase	\$1,500,000 + \$1,500,000 x 22.1%
Non-Airline Revenues:	\$26,879,113	\$32,830,443	22.1%	\$1,832,024

2009 CAPITAL EXPENDITURES

CIP PROGRAM: Runway Improvements

PROGRAM CATEGORY: Runway 28 Water Tank Relocation; Phase 3

PROJECT DESCRIPTION: This is phase three of a multi-phase Federal and State supported Airport Improvement Project funded to establish conformance with Federal Aviation Regulations (FAR Part 77) pertaining to runway approach clearance. The project includes replacement of the water tank and transmission improvements to assure no adverse affect to the Latham Water District system. The project scope includes the removal of two tanks comprising 3 million gallons storage and replacement with a 2.5 million gallon tank at the Sanderson Park, Loudonville (Albany) Reservoir site with piping, including both 24" and 26" connecting mains. The purpose of the 24" main is to connect the replacement tank to the existing water system in Loudonville and the purpose of the 36" main is to replace the hydraulic function of the Utica Avenue tanks to be demolished.

TOTAL PROJECT COST: \$5,978,191

FUNDING SOURCES:

FAA Share (95%)	\$5,679,281
State Share (2.5%)	\$ 149,455
ACAA Share (2.5%)	\$ 149,455

IMPACT ON OPERATING BUDGET. None



Latham Water Towers to be replaced

CIP PROGRAM: Runway Improvements

PROGRAM CATEGORY: Runway 19 Approach Obstruction (Tree) Removal Phase 3

PROJECT DESCRIPTION: This is the final phase of a multi-phase Federal and State supported Airport Improvement Project funded to establish conformance with Federal Aviation Regulations (FAR Part 77) pertaining to runway approach clearance. The final phase includes removal of trees on property north of New York State Route 7, Troy Schenectady Road and east of Buhrmaster Road. The project scope includes the removal of tree obstructions which have grown into the runway approach surface since the last tree-trimming maintenance occurred over twelve years ago in 1995.

TOTAL PROJECT COST: \$436,196 pending final phase construction bids

FUNDING SOURCES:

FAA Share (95%)	\$414,386
State Share (2.5%)	\$ 10,905
ACAA Share (2.5%)	\$ 10,905

IMPACT ON OPERATING BUDGET. None



Trees at runway 19

CIP PROGRAM: Runway Improvements

PROGRAM CATEGORY: Runway 01 Protection Zone Property Acquisition Phase 1

PROJECT DESCRIPTION: This is phase one of a multi-phase Federal and State supported Airport Improvement Project funded for acquisition of approximately 39-acres of agricultural lands within and airspace approach requirements. This acquisition will support establishing airport compatible land-use management and vegetative control to maintain open-field conditions and prevent tree obstructions from growing into the runway approach surface.

TOTAL PROJECTED COST: \$1,200,000

FUNDING SOURCES:	FAA Share 95%	\$1,140,000
	State Share 2.5%	\$ 30,000
	ACAA Share	\$ 30,000

IMPACT ON OPERATING BUDGET: None.



Runway 01

CIP PROGRAM: Runway Improvements

PROGRAM CATEGORY: 10 Approach Obstruction (Tree) Removal and Property Acquisition Phase 2

PROJECT DESCRIPTION: This is phase two of a multi-phase Federal and State supported Airport Improvement Project funded for acquisition of air-rights over approximately 40-acres and selective thinning and/or removal of trees penetrating the 34:1 FAR Part 77 approach surface.

TOTAL PROJECTED COST: \$2,215,968

FUNDING SOURCES:	FAA Share 95%	\$2,105,170
	State Share 2.5%	\$ 55,399
	ACAA Share 2.5%	\$ 55,399

IMPACT ON OPERATING BUDGET: None.



Runway 10

CIP PROGRAM: Taxiways Renovations

PROGRAM CATEGORY: Taxiway A, B, D, E, and F pavement rehabilitation (approximately 7,400 LF)

PROJECT DESCRIPTION: Decennial rehabilitation comprising asphalt overlay of Primary Taxiway “A” and it’s associated lead-in taxiways is required to maintain safety within the prescribed aircraft movement area. The last rehabilitation of this taxiway system occurred under Airport Improvement Program grant number 3-36-0001-63-00 bid in 2000. The Airport Pavement Condition Index grid system survey has established that “mill and fill” asphalt overlay is necessary to prevent accelerated wear course surface deterioration and mitigate potential aircraft and emergency or service vehicle wheel damage.

TOTAL PROJECTED COST: \$2,123,000

FUNDING SOURCES:	FAA Share 95%	\$2,016,850
	State Share 2.5%	\$ 53,075
	ACAA Share 2.5%	\$ 53,075

IMPACT ON OPERATING BUDGET: None.



Taxiways

Other Upgrades/Projects funded by ACAA in 2009

Authority Building Roof Replacement (Blding 117)	\$ 139,200
DVR Upgrade, Operations	57,000
General Steel Offices Roof Replacement (Blding 410)	55,000
Overhang to cover booths and equipment in the economy lot	80,000
Fuel farm tank cleaning and repair	56,000
FBO parking lot mill and fill	60,000
IVR system with new servers	51,800
	\$ 499,000

Vehicles and Equipment funded by ACAA for 2009

Airline Wide Body Stairs for Charter and Diversion Aircraft (MA)	\$ 75,000
Glycol Vacuum Truck (Replace GMC/Vacuum Truck 1998 GRV) (M-45)	419,000
Runway Deicer 1968 Kaiser Potassium Spray Truck (M-68)	170,000
Diesel powered tug capable to towing the new G5 and global aircraft to towing capability (MA)	65,000
2003 Chevy S10 pick up (replace P-10)	15,000
Bus replacement (P-3)	186,000
Bus replacement (P-6)	140,000
Bus replacement (P-7)	186,000
Rack truck with plow (replace M-18)	35,000
Groundmaster 3000 Toro mower (replace M-77)	25,000
Groundmaster 3000 Toro mower (replace M-76)	25,000
Ford dump truck with plow (replace M-20)	35,000
Passenger mini van (MA)	28,000
Engine pre-heater for general aviation aircraft	15,000
	\$ 1,419,000

FIVE-YEAR CAPITAL PLAN GOALS AND OBJECTIVES

The legislation creating the Authority set forth the following for its creation:

GOAL: To provide adequate, safe, secure and efficient aviation and transportation facilities at a reasonable cost to the people.

OBJECTIVES: To promote safe, secure, efficient and economic air transportation by preserving and enhancing airport capacity.

To acquire, construct, reconstruct, continue, develop, equip, expand, improve, maintain, finance and operate aviation and other related facilities and services.

To stimulate and promote economic development, trade and tourism.

To form an integral part of a safe and effective nationwide system of airports to meet the present and future needs of civil aeronautics and national defense and to assure inclusion of the Authority's facilities in state, national and international programs for air transportation and for airport or airway capital improvements.

To ensure that aviation facilities shall provide for the protection and enhancement of the natural resources and the quality of the environment of the State and the Capital District area.

ACTIVITIES: All the projects included in the five-year capital plan for the years 2005 through 2009 are designed to meet the above objectives as set forth in the Airport's Master Plan and Airport's Safety Improvement Program. All projects have or will be subject to a Federal Environmental Assessment (EA) pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended, and a New York State Environmental Impact Statement (EIS) under the New York State Environmental Quality Review Act (SEQRA). Specific airfield related projects eligible for Federal or State funding support will also be subject to Federal Aviation Administration and New York State Department of Transportation review and approval.

CAPITAL PROGRAM FOR 2005 - 2009

Following is a description of each of the projects included in the 2005-2009 Capital Program, together with the potential funding source. A schedule of all the projects is included on page 9-17 showing for each projected included in the plan, the year the project is planned for, and the specific funding sources initially identified for that project. The schedule of projects on page 9-18 shows the activity that actually occurred through June of 2008.

I Airfield

A. Noise Mitigation

Property Acquisitions - \$5.00 Million

The Authority completed a Noise Compatibility Study in 2003 which will provide Federal funds to acquire properties that have been deemed non-compatible Airport uses and are eligible for grant funding.

Run-Up Facility - \$2.50 Million

Construction of the Run-Up Facility should commence in 2004 and continue into the 2005 fiscal year. This facility will provide sound attenuation for turboprop and RJ aircraft for their maintenance run-ups and related work.

B. Runway Improvements

Runway 19 Extension to 8,500 l.f.- \$2.00 Million

Construction of the runway extension should commence in 2004 and should be completed in 2005. This is a federally funded project that will allow the Airport to extend its primary runway and it includes extension of the service road and relocation of navigation aids.

Runway 28 Water Tank Relocation - \$3.00 Million

Construction of this project should commence in 2004 and continue on into 2005. The nature of the project is to remove an obstruction, as determined by the FAA, from the end of Runway 28 with construction of a new replacement water tank on a site in a new site to be determined.

Runway 1 Obstruction Removal - \$.60 Million

Through a study, the Airport Authority has identified obstructions that penetrate the approach surface of Runway 1.

Runway 10 Obstruction Removal - \$.50 Million

Through a study, the Airport Authority has identified obstructions that penetrate the approach surface of Runway 10.

Runway 1/19 Drainage Improvements - \$.72 Million

Along the Runway 1/19 air strip, there are structures that require repair and replacement to facilitate the proper drainage of water from the air strip.

Runway 19 Structure Relocation - \$1.00 Million

An historic building sits in the runway safety zone of Runway 19. There are grant funds available to relocate the structure to a more suitable location out of the safety area. Also, along the runway ends, there are structures which require relocation.

Protection Zone Property Acquisition - \$.98 Million

There are navigation easements and obstructions located in the protection zone of Runway 1/19 which must be acquired to allow for the installation of approach lighting systems and other navigational aides.

C. Taxiway Renovations - \$5.0 Million

This project entails the ongoing annual rehabilitation of all primary and secondary taxiways.

D. Apron/Ramp Improvements

Apron "A" Creek Expansion - \$10.00 Million

To expand the apron along Concourse A, it is necessary to culvert the creek and construct additional apron to allow for aircraft movement areas. The creek currently hinders the expansion of the apron to the west of Concourse A.

Apron Renovations - \$2.50 Million

There are areas of the apron that require concrete surfaces to be replaced and repaved. In addition, the underground glycol drainage system needs repair and improvement.

Ramp Expansion Southwest Quadrant - \$2.00 Million

The growth of the Airport is restricted due to the lack of apron space and the ability to offer parking positions for aircraft.

Ramp Renovations - \$3.50 Million

Periodically, there is a need to improve the paved and concrete surfaces that comprise the apron, taxiways and runways. This entails the milling and repaving or concrete resurfacing to keep the infrastructure up to standards.

E. Navigational Aids

Runway 1 Lighting, CAT & NavAids - \$2.40 Million

This project entails an upgrade of the lighting, CAT and Navigational Aids to meet FAA standards.

Runway 10/28 NavAids - \$3.00 Million

The crosswind Runway 10/28 is a visual approach runway. The FAA would support the addition of Navigational Aids on the crosswind runway.

F. Service Access Roads - \$1.20 Million

The Airport has advanced the installation of service roads around the entire perimeter of the Airport with some exceptions. There are certain areas that still require the placement of a service access road which would also provide necessary patrol and surveillance capabilities.

G. Glycol Storage Tank Expansion - \$10 Million

Glycol is currently held in lagoons which are subject to the capture of rain water. The recommended method is to utilize large expansion tanks to contain the glycol for processing.

H. Master Plan Update/Environmental Review - \$1.00 Million

The Airport is required, under FAA regulations, to maintain an updated Master Plan and advance environmental review on all projects.

II Terminal

A. New Terminal Retrofit - \$5.00 Million

The seven-year old terminal will require renovations to accommodate new uses, as dictated by the airlines, Transportation Security Administration or other tenants located within the building.

B. Terminal 'D' Development - Phase I - \$16.00 Million

To meet airline and tenant needs and to provide additional gates, hold rooms, baggage rooms and retail and food and beverage locations to accommodate future growth of the Airport.

C. Terminal 'D' Development - Phase II - \$16.00 Million

To meet airline and tenant needs and to provide additional gates, hold rooms, baggage rooms and retail and food and beverage locations to accommodate future growth of the Airport.

D. Terminal 'A' Development - Phase I - \$13.00 Million

To meet airline and tenant needs and to provide additional gates, hold rooms, baggage rooms and retail and food and beverage locations to accommodate future growth of the Airport.

E. Terminal 'A' Development - Phase II - \$8.00 Million

To meet airline and tenant needs and to provide additional gates, hold rooms, baggage rooms and retail and food and beverage locations to accommodate future growth of the Airport.

F. Loading Bridges - New & Retrofit - \$6.00 Million

Currently, there are two jet bridges that are over twenty years and the new terminal jet bridges have now been used for seven years. This project will allow for reconditioning, replacement and new installations.

III Landside

A. Property Acquisitions - \$5.00 Million

The Airport is short of land to provide for future expansion and development. All properties shall be acquired for a specific use.

B. Parking Development

Surface Lot Extension - \$5.00 Million

Currently, the Airport is at capacity regarding parking facilities and any growth in enplanements will require comparable growth in parking facilities. In addition, there are a number of gravel lots that need to be converted to paved lots with appropriate lighting and security devices for safety reasons.

Garage Extensions - \$20.00 Million

An addition is planned for the parking garage. At this time, the parking garage reaches capacity 30 days of the year. Prior to 9/11, the garage reached capacity over 100 days per year.

C. Co-Generation Facility- \$15.00 Million

As energy costs continue to rise, the co-generation option becomes financially feasible.

D. T-Hangars - \$3.00 Million

The demand for T-Hangar space continues and we anticipate building three more units to accommodate the demand for these facilities. The rental income from these facilities would offset the cost of construction.

E. Hangar Road Access/Parking Redevelopment - \$2.00 Million

In the northwest quadrant, there are a number of maintenance and aircraft storage facilities. Access to these facilities is difficult due to the number of gates that the maintenance personnel must encounter to get to their destination. Reconfiguration and realignment of the roads is necessary. The rental income from the hangar and maintenance facilities should cover the cost of redevelopment.

F. Vehicle Maintenance Storage Facility - \$4.00 Million

A number of our heavy pieces of equipment remain outdoors throughout the year. A new maintenance storage facility would add longevity to these vehicles and extend their useful life.

G. Economic Development Projects

Air Cargo Development NE Quadrant - \$20.00 Million

As the runway is lengthened to 8,500 l.f., the opportunities for attracting cargo carriers are enhanced. Currently, one building exists with 85,000 s.f. A second structure would allow the Airport to attract new cargo handling companies and freight forwarders.

Rental Car Consolidated Facility - \$10.00 Million

The current on-Airport rental car tenants travel approximately three miles to wash and ready their vehicles for rental. The rental car consolidation facility would provide on-Airport parking, car wash and bays for preparing the cars for rental. The rental income would offset the construction costs of the facility.

H. Hangar maintenance/Storage

Northwest Quad - \$10.00 Million

Currently, there are five maintenance hangars located on the Airport. Additional facilities would be supported through lease agreements with new aircraft maintenance providers.

Southwest Quad - \$5.00 Million

Currently, there are five maintenance hangars located on the Airport. Additional facilities would be supported through lease agreements with new aircraft maintenance providers.

I. Airport Industrial Park - \$20.00 Million

Aviation-related tenants require a location within close proximity to the airfield. New buildings would be supported through lease payments by tenants that may offer services to the Airport.

K. Property Utility Improvements - \$5.00 Million

A host of underground utilities that includes water, sewer, electric and gas require upgrading and updating due to their condition and age. Funds should be allocated to keep our primary utilities in good working condition due to the nature of the Airport business.

IV Major Equipment & Vehicles - \$10.00 Million

Major Airport equipment has a useful life in the range of ten years. Therefore, funds need to be allocated to provide the continual upgrade of the fleet mix for all divisions of the Airport.

POTENTIAL FUNDING SOURCES

Federal - Represents Federal entitlement and potential discretionary dollars available to fund eligible airfield capacity and safety related projects. Eligible projects generally are funded at 80% to 95% of the eligible project costs.

NY State - Represents New York State share of eligible Federal Projects (2.5% to 10%) plus and State discretionary dollars that may be appropriated for the Airport.

ACAA - Represents the Authority's share of eligible Federal Projects (2.5% to 10%). In addition, the costs of other projects will be funded by Airport generated operating funds or by the issuance of indebtedness.

Generally facilities to be funded by the issuance of Authority indebtedness will be initiated only when the project is projected to generate sufficient revenues or cost savings to meet the annual debt service payments. For example, construction of hangars, freight buildings or private use facilities would only be initiated when tenants have been identified and have committed to leasehold payments sufficient to cover the debt service payments and any operating costs to be borne by the Authority

Before the issuance of bonds is considered for any project, the Authority will evaluate whether any funds are available from its operating budget to cover any or a portion of the ACAA's share of the costs. This will include monies available under the Airline Use and Lease Agreement and any monies available in reserve funds held by the Authority.



**ALBANY INTERNATIONAL AIRPORT
FIVE YEAR CAPITAL PLAN 2005-2009
(\$ in Millions)**

**APPROVED ACAA - 5/3/04
Albany County - 8/9/04**

POTENTIAL PROJECTS	TOTAL ESTIMATED DOLLARS	ESTIMATED EXPENDITURE DATES					POTENTIAL FUNDING SOURCES				N O T E S
		2005	2006	2007	2008	2009	FED	NYS	ACAA CASH	ACAA Debt	
AIRFIELD											
<i>Noise Mitigation:</i>											
Property Acquisitions	\$5.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$4.00	\$0.50	\$0.50		
Runup Facility	2.50	2.50					2.38	0.06	0.06		
<i>Runway Improvements:</i>											
#19 Extension to 8,500 (Phase III)	2.00	2.00					1.90	0.05	0.05		
#28 Water Tank Relocation (II)	3.00	3.00					2.85	0.08	0.07		
#1 Obstruction Removal	0.60	0.60					0.57	0.02	0.01		
#10 Obstruction Removal	0.50	0.50					0.48	0.01	0.01		
#1/19 Drainage Improvmts	0.72	0.72					0.68	0.02	0.02		
#19 Structure Relocation	1.00	1.00					0.95	0.03	0.02		
Protection Zone Property Acq.	0.98	0.98					0.93	0.02	0.03		
<i>Taxiways Renovations</i>	5.00	1.00	1.00	1.00	1.00		4.75	0.13	0.12		
<i>Apron/Ramp Improvements:</i>											
Apron "A" Creek Expansion	10.00		5.00	5.00			9.50	0.25	0.25		
Apron Renovations	2.50	0.50	0.50	0.50	0.50		2.38	0.06	0.06		
Ramp Expansion SW Quad	2.00	2.00					1.90	0.05	0.05		
Ramp Renovations	3.50	0.50	1.00	1.00	0.50	0.50	3.33	0.09	0.08		
<i>Navigation Aids</i>											
RW 1 Lighting, CAT & NavAids	2.40	1.20	1.20				2.28	0.06	0.06		
RW 10/28 NavAids	3.00			1.50	1.50		2.85	0.08	0.07		
<i>Service Access Roads</i>	1.20	1.20					1.14	0.03	0.03		
<i>Glycol Storage Tank Expansion</i>	10.00	5.00			5.00					10.00	A
<i>Master Plan Update/Envir Rev</i>	1.00	0.20	0.20	0.20	0.20	0.20	0.95	0.03	0.02		
	56.90	20.70	11.90	9.90	9.70	4.70	43.81	1.57	1.52	10.00	
TERMINAL											
New Terminal Retrofit	5.00	0.50	1.00	1.00	1.25	1.25				5.00	
Terminal "D" Development - I	16.00		2.00	7.00	7.00		8.00	0.20		7.80	B
Terminal "D" Development - II	16.00			2.00	7.00	7.00	8.00	0.20		7.80	B
Terminal "A" Development - I	13.00					13.00	9.00	0.22		3.78	B
Terminal "A" Development - II	8.00					8.00	4.00	0.10		3.90	
Loading Bridges - New & Retrofit	6.00	1.00	1.00	1.00	1.00	2.00				6.00	
	64.00	1.50	4.00	11.00	16.25	31.25	29.00	0.72	0.00	34.28	
LANDSIDE											
<i>Property Acquisitions</i>	5.00	1.00	1.00	1.00	1.00	1.00				5.00	
<i>Parking Development:</i>											
Surface Lot Extension	5.00	1.00	1.00	1.00	1.00	1.00			5.00		
Garage Extensions	20.00			2.00	10.00	8.00				20.00	B
<i>Co-Generation Facility</i>	15.00		5.00	5.00	5.00					15.00	
<i>T-Hangars</i>	3.00	1.00	1.00	1.00				3.00			
<i>Hangar Road Access/Parking Redvmt</i>	2.00	1.00	1.00							2.00	
<i>Vehicle Maint. Storage Facility</i>	4.00		4.00							4.00	
<i>Economic Development Opportunities</i>											
Air Cargo Development NE Quad.	20.00	1.00	3.00	5.00	7.00	4.00				20.00	B
Rental Car Consolidated Facility	10.00		3.00	7.00						10.00	
<i>Hangar Maintenance/Storage</i>											
NW Quad.	10.00		2.50	2.50	2.50	2.50				10.00	
SW Quad.	5.00	5.00								5.00	
Airport Industrial Park	20.00	4.00	4.00	4.00	4.00	4.00				20.00	
Property Utility Improvements	5.00	1.00	1.00	1.00	1.00	1.00				5.00	
Other Economic Opportunities	10.00		2.50	2.50	2.50	2.50				10.00	B
	134.00	15.00	29.00	32.00	34.00	24.00	0.00	0.00	8.00	126.00	
MAJOR EQUIPMENT & VEHICLES (>\$50K)											
Airfield, Snow Removal, ARFF Parking, Terminal, Landside	10.00	2.00	2.00	2.00	2.00	2.00	1.90	0.05	0.05	8.00	
	\$264.90	\$39.20	\$46.90	\$54.90	\$61.95	\$61.95	\$74.71	\$2.34	\$9.57	\$178.28	

NOTES:

- A. EFC Funding
- B. Projects potentially eligible for specific State Funding inlieu of ACAA issued Debt
- C. Any Funding Requirements To Be Supported By Agreements With Tenants

* NYS \$2.34-\$20.00

Albany County Airport Authority 2009 Operating Budget

ALBANY INTERNATIONAL AIRPORT
2005 - 2007 Actual/ 2008 YTD thru June/2009 Projected Capital Expenditures

APPROVED: ACAA 5/3/04, County 8/9/04

PROJECTS	ACTUAL EXPENDITURES					2009 PROJECTED PROJECTS	ACTUAL FUNDING SOURCES THRU JUNE 2008			
	APPROVED CAPITAL	2005 ACTUAL	2006 ACTUAL	2007 ACTUAL	2008 YTD THRU JUNE		FED	NYS	ACAA CASH	ACAA Debt
AIRFIELD										
<i>Noise Mitigation:</i>										
Property Acquisitions	5,000,000		973,510	(604,472)	1,477,427		1,656,028	30,430	(489,993)	650,000
Runup Facility	2,500,000									
<i>Runway Improvements:</i>										
#19 Extension to 8,500 (Phase III)	2,000,000		37,454	50	29,007	436,196	56,901	773	8,837	
#28 Water Tank Relocation (II)	3,000,000				89,088	5,978,191	84,634		4,454	
#1 Obstruction Removal	600,000	53,819	63,183	469,337			571,247	12,950	2,142	
#10 Obstruction Removal	500,000			81,999	109,815	2,215,968	168,640		23,174	
#1/19 Drainage Improvmts	720,000		53,737	3,929			54,782	1,442	1,442	
#19 Structure Relocation	1,000,000		84,502	1,261,099	304,073		1,427,972	18,708	202,994	
Protection Zone Property Acq.	980,000					1,200,000				
Taxiways Renovations	5,000,000					2,123,000				
<i>Apron/Ramp Improvements:</i>										
Apron "A" Creek Expansion	10,000,000									
Apron Renovations	2,500,000		1,932,850	1,015,842	408,178		3,121,384	81,842	153,644	
Ramp Expansion SW Quad	2,000,000			2,979					2,979	
Ramp Renovations	3,500,000	867,806	276,842	14,607			1,101,340	28,983	28,932	
<i>Navigation Aids</i>										
RW 1 Lighting, CAT & NavAids	2,400,000		186	367,523	531,546		854,116	12,016	33,123	
RW 10/28 NavAids	3,000,000									
Service Access Roads	1,200,000	444,367	505,329	171,004	56,004		916,807	21,544	238,353	
Glycol Storage Tank Expansion	10,000,000									
Master Plan Update/Envir Rev	1,000,000	5,000	5,000				4,750	125	5,125	
Total Airfield	56,900,000	1,370,992	3,932,593	2,783,897	3,005,138	11,953,355	10,018,601	208,813	215,206	650,000
TERMINAL										
New Terminal Retrofit	5,000,000	631,595	2,652,258	892,374	1,010,382	108,800	3,927,997	86,013	472,599	700,000
Terminal "D" Development - I	16,000,000	69,971	(66,971)	900			2,850	75	975	
Terminal "D" Development - II	16,000,000									
Terminal "A" Development - I	13,000,000									
Terminal "A" Development - II	8,000,000									
Loading Bridges - New & Retrofit	6,000,000			24,648					24,648	
Total Terminal	64,000,000	701,566	2,585,287	917,922	1,010,382	108,800	3,930,847	86,088	498,222	700,000
LANDSIDE										
<i>Property Acquisitions</i>	5,000,000	2,360,071	7,500	3,900					2,371,471	
<i>Parking Development:</i>						140,000				
Surface Lot Extension	5,000,000	336,661	1,309,028	110,763					(1,593,548)	3,350,000
Garage Extensions	20,000,000	112,184	373,205						(264,611)	750,000
<i>Co-Generation Facility</i>	15,000,000									
<i>T-Hangars</i>	3,000,000		24,092	2,020,535	563,236		7,778	126,154	2,473,931	
<i>Hangar Road Access/Parking Redvmt</i>	2,000,000									
<i>Vehicle Maint. Storage Facility</i>	4,000,000									
<i>Economic Development Opportunities</i>										
Air Cargo Development NE Quad.	20,000,000									
Rental Car Consolidated Facility	10,000,000									
Hangar Maintenance/Storage										
NW Quad.	10,000,000	7,199	58,371	(27,879)	13,840				51,531	
SW Quad.	5,000,000		464,673	988,303	42,037				(1,004,987)	2,500,000
Airport Industrial Park	20,000,000		12,801	207,286	18,778				238,865	
Property Utility Improvements	5,000,000	11,080	2,017,515	633,108					861,703	1,800,000
Other Economic Opportunities	10,000,000	111,360	1,257,487	8,579,199	642,682	250,200	1,500,000	1,185,728	7,905,000	
Total Landside	134,000,000	2,938,555	5,524,672	12,515,215	1,280,573	390,200	7,778	1,626,154	4,320,083	16,305,000
MAJOR EQUIPMENT & VEHICLES (>\$50K)										
Airfield, Snow Removal, ARFF Parking, Terminal, Landside	10,000,000	3,865,139	1,533,063	(2,440,425)	23,459	1,419,000	106,489	196,365	(226,618)	2,905,000
TOTALS	264,900,000	8,876,252	13,575,615	13,776,609	5,319,552	13,871,355	14,063,715	2,117,420	4,806,893	20,560,000

10) AIRLINES RATES AND CHARGES SUMMARY

The Airline Use and Lease Agreement which began on January 1, 2006 continues to recognize that the Airlines and the Authority are working together to provide adequate facilities at the Airport and to provide appropriate accommodations for the public using the Airport without creating an unreasonable financial burden on the airlines or the Authority. This goal is achieved through a "revenue sharing" relationship in which both the signatory airlines and the Authority "share" in the successful financial performance of the Airport.

The revenue sharing formula in the Airline Use and Lease Agreement includes the following key elements:

- ✈ A residual landing fee rate for the airfield cost center using passenger airline and cargo carrier landed weight as a divisor. Certain revenue items are credited in the rate calculation to lower the overall requirement of the airfield. Included among those offsets are interest earnings, FBO commercial net revenues and all revenues from non-signatory airlines. The signatory landing fee rate as calculated for 2009 is \$2.37 per 1,000 MGLW, a 25.4% increase from the 2008 budget amount of \$1.89.
- ✈ A landing fee surcharge was implemented to recover the amortized costs of certain prior year airfield capital improvements. The surcharge is an annual fixed amount of \$187,162 through 2012. The landing fee surcharge rate is calculated at \$0.08 per 1,000 MGLW for 2009 which is the same amount as in 2008.
- ✈ An aircraft apron fee rate is based upon ten percent of the total landing fee requirement divided by number of total square foot of apron space. The apron fee rate for 2009 is \$1.51 per square foot, an increase of 34.8% from the 2008 budgeted amount of \$1.12.
- ✈ A commercial compensatory terminal rental rate for the terminal cost center, using rentable square feet as the divisor. Space occupied by the airlines or other tenants is paid for directly by a terminal rental charge. The signatory rental rate as calculated for 2009 is \$87.11 per square foot, an increase of 10.5% from the 2008 budgeted amount of \$78.84.
- ✈ A loading bridge fee charge is implemented based on annual capital charges, capital charge coverage, any required reserves, and operating and maintenance expenses incurred. The fee for 2009 will be \$38,775 per bridge, an increase of 12.8% from the 2008 budgeted amount of \$34,363.
- ✈ A formula for revenue sharing at 50/50 with the signatory airlines based on remaining Airport funds in excess of the total requirements of all costs centers. The signatory airlines' share is credited back to airlines in the subsequent year. The calculation in the 2009 budget projects the signatory airlines will receive \$577,544 as their share at the end of 2009.

COST CENTERS AND ALLOCATIONS

The expense budget under the New Agreement includes seven direct cost centers (airfield, terminal, loading bridges, parking, landside, FBO commercial aviation, and FBO general aviation and facilities) and seven indirect costs centers (ARFF, operations, security, vehicle/equipment maintenance, AvPorts administration, Million Air administration, and Authority administration). The expenses for four of the indirect costs centers (which exclude administration) are allocated to the direct costs centers based on an analysis of the staff hours worked and the budgeted costs within each indirect cost center. After those indirect costs are allocated to the direct cost centers, administration is allocated based on the total actual direct and indirect costs for each direct cost center. The allocation percentages for 2009 are set forth in the operating expenses allocation summary on page 10-7. The allocation rates will be reviewed and potentially revised at the end of 2009 to reflect the actual operations and maintenance for all of the facilities.

NON-SIGNATORY RATES - Airlines that are not signatory to the Agreement are charged the lesser of the compensatory rate for the airfield or 1.25 times the signatory rate. For 2009, the non-signatory landing fee rate will be \$2.96 per 1,000 Maximum Gross Landing Weight (MGLW) and the non-signatory terminal rental rate will be \$108.89.

REVENUE SHARING - Over the five year term (2006-2010) of the Airline Use and Lease Agreement, 50% of all Airport revenues in excess of the total requirements of all cost centers in each fiscal year is "transferred" as a credit against monies owed by signatory airlines for rates and charges in the subsequent year. The airlines' transfers are allocated seventy 70% to reduce the total terminal requirement and 30% to reduce the total landing fee requirement in each year. The Airport's share of transfers is available for its use in the future development of the Airport.

COST PER ENPLANEMENT - One measure of the total revenues received by the Authority from the airlines is the Airport cost per enplanement (CPE). The CPE is presented with two components.



The Airport CPE represents the net cost incurred by the commercial airlines based on their regular operations at the Airport.



The FBO CPE represents the additional cost incurred by the airlines for into-plane, fuel farm, and deicing services; services usually provided by fixed based operators but at Albany International Airport is provided by the Authority.

The table on page 10-17 shows the Airport cost per enplanement after the airline's portion of revenue sharing for 2009 will be \$8.46. When the FBO CPE amount of \$2.00 is included with the Airport CPE, the net cost of the CPE is \$10.46.

PROJECTED RATES AND CHARGES - Based on the actual results experienced by the airport during 2007, the projected results for 2008 and the budget for 2009, the tables on the following pages set forth the assumptions, projections and findings for the remaining year under the current Airline Use and Lease agreement and show future projections assuming the same agreement is in effect through 2013.

Achievement of the projections included in this report are dependent upon the occurrence of numerous future events, many of which are beyond the Airport's control, and therefore variations are to be expected and may be material.



Albany County Airport Authority 2009 Operating Budget

Albany County Airport Authority								
Albany International Airport								
2009 Adopted Budget								
REVENUES								
(page 1 of 2)								
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
AIRFIELD								
Airline Landing Fees	\$3,499,900	\$3,584,285	\$4,040,547	\$4,246,770	\$4,430,965	\$4,376,626	\$4,560,822	\$4,898,835
Airline Airfield Revenue Sharing	(171,427)	(260,918)	(41,346)	(173,263)	(184,521)	(208,447)	(223,081)	(210,967)
Cargo Landing Fees	369,212	403,170	426,641	367,717	383,346	378,678	394,306	423,731
Airline Landing Fee Surcharge	166,975	167,006	169,330	171,432	171,432	171,432	171,432	0
Cargo Landing Fee Surcharge	20,187	20,156	17,832	15,730	15,730	15,730	15,730	0
Glycol Disposal Fee	0	0	113,134	240,000	247,200	254,616	262,254	270,122
Airline Apron Fee	916,131	933,493	870,111	907,610	938,769	940,118	970,883	999,927
Tenant Maintenance	130,580	110,000	113,217	116,614	120,112	123,716	127,427	131,250
Control Tower Rental	665,776	665,775	665,775	665,775	665,775	665,775	665,775	665,775
	<u>\$5,597,334</u>	<u>\$5,622,968</u>	<u>\$6,375,241</u>	<u>\$6,558,385</u>	<u>\$6,788,808</u>	<u>\$6,718,244</u>	<u>\$6,945,548</u>	<u>\$7,178,673</u>
FBO								
Jet A Fuel Sales	\$4,384,337	\$4,356,296	\$5,676,000	\$4,950,000	\$5,251,455	\$5,571,269	\$5,910,559	\$6,270,512
Avgas Fuel Sales General Aviation	707,175	723,392	612,560	589,000	624,870	662,925	703,297	746,128
Auto Gas Fuel Sales	120,126	110,237	138,001	142,141	146,406	150,798	155,322	159,981
Diesel Fuel Sales	174,959	156,065	233,462	240,466	247,680	255,111	262,764	270,647
Into-plane	973,950	1,023,985	869,240	895,317	922,177	949,842	978,337	1,007,687
Fuel Farm	468,602	493,827	470,031	491,396	506,138	521,322	536,961	553,070
General Aviation Landing Fees	185,806	191,247	173,110	178,303	183,652	189,161	194,836	200,681
General Aviation Parking Fees	105,047	108,240	96,894	99,801	102,795	105,879	109,055	112,327
Avgas Fuel Sales Commercial	0	0	258,104	884,928	911,476	938,820	966,985	995,994
Deicing Type I - Sprayed	479,891	341,945	425,024	394,350	406,181	418,366	430,917	443,844
Deicing Type IV - Sprayed	62,818	48,258	67,535	90,790	93,514	96,319	99,209	102,185
Deicing Type I - Consortium	558,757	429,250	807,261	695,000	715,850	737,326	759,445	782,229
Deicing Type IV - Consortium	125,270	96,975	172,270	155,800	160,474	165,288	170,247	175,354
Deicing - GA	53,555	67,861	0	0	0	0	0	0
General Aviation Tenants	211,544	238,071	229,746	236,638	243,738	251,050	258,581	266,339
General Aviation Customer Services	205,777	193,649	199,007	204,978	211,127	217,461	223,985	230,704
	<u>\$8,817,614</u>	<u>\$8,579,298</u>	<u>\$10,428,245</u>	<u>\$10,248,908</u>	<u>\$10,727,531</u>	<u>\$11,230,935</u>	<u>\$11,760,500</u>	<u>\$12,317,683</u>
TERMINAL								
Airline Space Rental	\$6,496,648	\$6,006,425	\$6,143,959	\$6,197,528	\$6,366,144	\$6,544,721	\$6,733,969	\$7,082,584
Airline Terminal Revenue Sharing	(399,996)	(608,808)	(96,473)	(404,281)	(430,549)	(486,377)	(520,523)	(492,255)
TSA Space Rental	535,364	542,321	460,749	346,549	346,549	366,849	381,349	391,019
Nonairline Space Rental - Flat Rate	16,061	16,148	17,513	18,133	18,133	18,133	18,133	18,133
Nonairline Space Rental	229,796	231,253	230,883	255,497	262,407	269,727	277,574	291,922
FIS Facility Use Fee	38,800	42,712	38,893	38,397	39,944	41,554	43,229	44,971
Loading Bridge Rentals	542,738	515,439	565,713	581,622	602,964	624,123	645,978	680,759
Tenant Maintenance	54,895	45,000	32,809	33,793	34,807	35,851	36,927	38,035
Utility Reimbursement	60,433	60,433	66,692	25,850	26,109	26,370	26,633	26,900
	<u>\$7,574,739</u>	<u>\$6,850,924</u>	<u>\$7,460,738</u>	<u>\$7,093,088</u>	<u>\$7,266,508</u>	<u>\$7,440,949</u>	<u>\$7,643,269</u>	<u>\$8,082,066</u>
GROUND TRANSPORTATION								
Parking	\$11,093,567	\$11,374,279	\$11,122,723	\$12,070,000	\$12,434,514	\$12,810,036	\$13,196,899	\$13,595,446
Access Fees	246,584	257,608	251,692	253,856	250,539	266,727	263,242	280,251
	<u>\$11,340,151</u>	<u>\$11,631,887</u>	<u>\$11,374,415</u>	<u>\$12,323,856</u>	<u>\$12,685,053</u>	<u>\$13,076,763</u>	<u>\$13,460,141</u>	<u>\$13,875,697</u>

Albany County Airport Authority 2009 Operating Budget

Albany County Airport Authority
 Albany International Airport
 2009 Adopted Budget
REVENUES
 (page 2 of 2)

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
CONCESSIONS								
Rental Cars	\$3,785,642	\$3,851,233	\$3,676,861	\$4,400,000	\$4,532,880	\$4,669,773	\$4,810,800	\$4,956,086
Food and Beverage	514,479	538,233	511,467	514,936	535,688	557,276	579,734	603,098
Retail	442,203	450,911	426,442	429,334	446,637	464,636	483,361	502,840
Advertising	208,589	247,034	229,065	250,000	250,000	250,000	250,000	250,000
Museum Shop	364,979	365,253	284,778	359,000	373,468	388,518	404,176	420,464
Operating Permits	26,747	31,087	530	25,000	25,750	26,523	27,318	28,138
Telephone - Payphones	17,685	18,665	13,408	13,106	13,237	13,370	13,503	13,638
Telephone - Tenants	134,325	138,351	129,203	133,079	137,072	141,184	145,420	149,782
Phone Cards	1,466	2,368	1,944	1,957	2,036	2,118	2,203	2,292
Bank ATMs	40,660	41,957	38,519	38,780	40,343	41,968	43,660	45,419
Business Center	64,326	69,591	63,219	63,647	66,212	68,881	71,657	74,544
Vending Machines	41,106	42,997	40,054	40,326	41,951	43,642	45,401	47,230
Baggage Cart Concessions	7,017	7,160	7,000	7,000	6,879	6,948	7,017	7,087
Registered Traveler Service	37,500	90,000	90,000	90,000	90,000	90,000	90,000	90,000
	\$5,686,724	\$5,894,840	\$5,512,489	\$6,366,166	\$6,562,152	\$6,764,836	\$6,974,249	\$7,190,620
OTHER AIRPORT								
Land Rental	\$97,606	\$152,894	\$154,737	\$174,231	\$179,458	\$184,841	\$190,387	\$196,098
Industrial Park	303,396	331,235	333,624	349,670	354,915	360,239	365,643	371,127
T Hangars	78,391	120,000	101,452	133,391	137,393	141,514	145,760	150,133
Tie Downs	8,413	8,593	6,873	7,283	7,501	7,726	7,958	8,197
T Hangar Avgas Fuel Sales	76,354	80,000	86,032	88,613	91,271	94,009	96,830	99,735
Weather Observation Services	138,934	138,934	143,883	158,724	163,486	168,390	173,442	178,645
Parking Garage Space Rent	42,015	43,696	43,696	67,650	70,356	73,170	76,097	79,141
Hangar Rentals	234,367	238,102	304,295	327,800	337,634	347,763	358,196	368,941
Building Rental	86,224	81,970	124,683	28,841	28,841	28,841	28,841	28,841
Cargo Building Rental	1,007,653	1,000,000	992,338	892,781	895,599	898,425	901,261	904,105
Eclipse Hangar Rental	0	319,664	239,247	0	0	0	0	0
State Executive Hangar/Maint	1,247,083	1,247,083	1,247,083	1,247,083	1,247,083	1,247,083	1,247,083	1,247,083
Utility Reimbursement	128,676	135,688	217,515	170,989	176,118	181,402	186,844	192,449
Reimbursement of Property Taxes	27,052	27,854	26,080	26,863	27,668	28,499	29,353	30,234
Internet and Cable Access	13,120	13,340	13,440	14,120	14,261	14,404	14,548	14,693
Wireless Internet	28,176	26,999	40,802	41,078	42,734	44,456	46,248	48,111
Fingerprinting	18,190	19,626	14,207	14,633	15,072	15,524	15,990	16,469
Tenant Maintenance	20,626	12,177	28,037	28,879	29,745	30,637	31,556	32,503
Purchasing Proposals	10,330	15,000	8,584	8,841	9,106	9,380	9,661	9,951
EBay/Scrap/Garage Sales	37,016	15,000	4,249	4,376	4,507	4,642	4,782	4,925
Other	14,576	6,000	32,294	15,000	15,450	15,914	16,391	16,883
	\$3,618,198	\$4,033,853	\$4,163,149	\$3,800,844	\$3,848,197	\$3,896,859	\$3,946,868	\$3,998,264
TOTAL REVENUES	\$42,634,760	\$42,613,771	\$45,314,278	\$46,391,248	\$47,878,250	\$49,128,587	\$50,730,575	\$52,643,003
OTHER REVENUES								
Interest Earnings	\$1,810,589	\$1,381,730	\$983,000	\$983,000	\$983,000	\$983,000	\$983,000	\$983,000
Investment Received - Net	170,813	0	0	0	0	0	0	0
Improvement Charges	276,300	276,300	276,300	368,400	368,400	368,400	368,400	368,400
	\$2,257,702	\$1,658,030	\$1,259,300	\$1,351,400	\$1,351,400	\$1,351,400	\$1,351,400	\$1,351,400
TOTAL REVENUES	\$44,892,462	\$44,271,801	\$46,573,578	\$47,742,648	\$49,229,650	\$50,479,987	\$52,081,975	\$53,994,403
TOTAL REVENUES BEFORE REVENUE SHARING	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192	\$49,844,720	\$51,174,811	\$52,825,580	\$54,697,625
Airport Operations	\$34,388,569	\$34,904,198	\$35,023,852	\$36,719,883	\$37,765,789	\$38,592,476	\$39,713,680	\$41,028,542
FBO Operations	\$8,817,614	\$8,579,298	\$10,428,245	\$10,248,908	\$10,727,531	\$11,230,935	\$11,760,500	\$12,317,683
Other Revenues	\$2,257,702	\$1,658,030	\$1,259,300	\$1,351,400	\$1,351,400	\$1,351,400	\$1,351,400	\$1,351,400
Total Revenues	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192	\$49,844,720	\$51,174,811	\$52,825,580	\$54,697,625

Albany County Airport Authority 2009 Operating Budget

Table 2 Albany County Airport Authority Albany International Airport 2009 Adopted Budget SUMMARY OF EXPENSES								
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
EXPENSES - SUMMARY								
Airport Management	\$20,571,593	\$19,541,826	\$19,655,209	\$19,772,000	\$20,562,336	\$21,384,286	\$22,239,113	\$23,128,134
FBO Management	3,130,161	3,720,060	3,296,229	3,409,795	3,611,735	3,823,719	4,046,207	4,279,681
FBO Cost of Sales	5,028,709	3,878,068	6,826,805	6,554,798	6,751,442	6,953,985	7,162,605	7,377,483
Authority	3,244,458	4,457,639	4,291,488	4,179,550	4,346,732	4,520,601	4,701,425	4,889,482
TOTAL EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143	\$35,272,244	\$36,682,590	\$38,149,350	\$39,674,780
EXPENSES BY CATEGORY								
Personal Services	\$9,195,388	\$8,986,374	\$9,096,436	\$9,347,486	\$9,721,386	\$10,110,241	\$10,514,651	\$10,935,237
Employee Benefits	3,107,451	3,983,362	3,643,563	3,765,635	3,916,260	4,072,911	4,235,827	4,405,260
Utilities & Communications	3,537,555	3,544,822	4,060,503	3,663,526	3,810,067	3,962,470	4,120,969	4,285,807
Purchased Services								
Accounting & Auditing	\$40,734	\$40,100	\$30,769	\$31,500	\$38,771	\$34,070	\$41,935	\$36,851
Insurance	982,515	1,022,838	975,668	976,097	988,946	1,055,747	1,069,644	1,141,896
Legal	-240,947	128,000	52,139	50,000	123,759	54,080	133,857	58,493
Public Safety	164,788	157,292	157,965	158,021	152,080	170,916	164,490	184,863
Albany County Sheriffs	1,907,783	1,920,120	1,920,120	1,823,404	1,856,497	1,972,194	2,007,987	2,133,125
Janitorial	709,970	699,836	681,234	679,088	676,647	734,502	731,861	794,437
Public Communications	733,657	783,222	692,287	725,674	757,270	784,889	819,063	848,936
Special Studies & GIS Services	160,957	38,242	54,238	27,000	36,975	29,203	39,992	31,586
Professional Services	828,180	817,780	837,562	742,320	790,683	802,893	855,203	868,409
Total Purchased Services	\$5,287,637	\$5,607,430	\$5,401,982	\$5,213,105	\$5,421,629	\$5,638,494	\$5,864,034	\$6,098,595
Materials & Supplies								
Airfield	\$982,669	\$740,375	\$852,553	\$1,039,275	\$1,097,180	\$1,157,891	\$1,221,536	\$1,288,246
FBO	0	682,581	0	0	0	0	0	0
FBO - Cost of Sales	5,028,709	3,878,068	6,826,805	6,554,798	6,751,442	6,953,985	7,162,605	7,377,483
Buildings	2,224,249	1,543,947	1,741,738	1,709,385	1,804,627	1,904,484	2,009,165	2,118,889
Grounds	798,172	601,685	435,315	497,985	525,731	554,822	585,318	617,283
Vehicles & Equipment	880,605	841,876	919,004	923,916	975,394	1,029,366	1,085,946	1,145,251
Total Material & Supplies	\$9,914,404	\$8,288,532	\$10,775,414	\$10,725,359	\$11,154,373	\$11,600,548	\$12,064,570	\$12,547,153
Office	\$274,777	\$363,254	\$309,044	\$341,795	\$355,467	\$369,686	\$384,473	\$399,852
Administration	583,939	671,013	667,185	723,627	752,572	782,675	813,982	846,542
Noncapital Equipment & Facilities	73,770	152,805	115,605	135,609	140,489	145,565	150,844	156,333
TOTAL EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143	\$35,272,244	\$36,682,590	\$38,149,350	\$39,674,780
DEPARTMENT SUMMARY (Direct & Indirect)								
Direct Cost Centers								
Airfield	\$3,004,888	\$2,801,367	\$2,654,782	\$2,905,475	\$3,021,694	\$3,142,562	\$3,268,265	\$3,398,995
Terminal	5,807,084	5,582,569	5,521,166	5,511,268	5,731,175	5,959,878	6,197,729	6,445,094
Loading Bridges	272,532	245,277	291,755	287,973	299,492	311,472	323,930	336,888
Landside:								
Parking	3,102,957	3,231,417	3,208,334	3,235,509	3,364,929	3,499,526	3,639,507	3,785,088
Landside Development	1,483,503	1,027,900	1,330,351	1,144,916	1,190,713	1,238,341	1,287,875	1,339,390
FBO Commercial	1,797,046	1,411,217	2,282,320	2,808,173	2,920,500	3,037,320	3,158,813	3,285,165
FBO GA & Facilities	5,590,192	5,400,368	6,944,719	6,179,367	6,426,542	6,683,604	6,950,948	7,228,986
Total Direct Cost Centers	\$21,058,202	\$19,700,115	\$22,233,427	\$22,072,682	\$22,955,045	\$23,872,703	\$24,827,067	\$25,819,606
Indirect Cost Centers								
ARFF	\$1,466,961	\$1,293,133	\$1,415,161	\$1,399,654	\$1,455,640	\$1,513,866	\$1,574,420	\$1,637,397
Operations	861,142	939,932	771,342	796,605	828,469	861,608	896,072	931,915
Security	2,490,443	2,589,753	2,386,115	2,349,477	2,443,456	2,541,195	2,642,843	2,748,556
Vehicle/Equipment	1,113,464	1,227,829	1,123,799	1,158,968	1,205,327	1,253,540	1,303,681	1,355,828
Airport Management Administration	968,619	602,649	952,404	982,155	1,021,441	1,062,298	1,104,790	1,148,982
FBO Administration	771,632	786,542	895,996	977,053	1,016,135	1,056,780	1,099,051	1,143,014
Airport Authority Administration	3,244,458	4,457,639	4,291,488	4,179,550	4,346,732	4,520,601	4,701,425	4,889,482
Total Indirect Cost Centers	\$10,916,719	\$11,897,477	\$11,836,305	\$11,843,461	\$12,317,199	\$12,809,887	\$13,322,283	\$13,855,174
TOTAL EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143	\$35,272,244	\$36,682,590	\$38,149,350	\$39,674,780

Albany County Airport Authority 2009 Operating Budget

Table 2-1
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
EXPENSES
(Page 1 of 4)

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
AIRFIELD								
Personal Services	\$1,012,798	\$1,078,872	\$1,005,515	\$1,034,684	\$1,076,071	\$1,119,114	\$1,163,878	\$1,210,433
Employee Benefits	353,983	457,744	374,348	358,974	373,333	388,267	403,797	419,949
Utilities & Communications	211,873	218,700	223,359	224,800	233,792	243,144	252,869	262,984
Purchased Services	200,446	181,775	185,052	179,933	187,131	194,616	202,400	210,496
Materials & Supplies	1,195,021	851,876	879,252	1,092,800	1,136,512	1,181,972	1,229,251	1,278,421
Office	3,190	4,924	1,972	4,139	4,305	4,477	4,656	4,842
Administration	27,577	7,475	-22,751	10,145	10,551	10,973	11,412	11,868
Noncapital Equipment & Facilities	0	0	8,036	0	0	0	0	0
	\$3,004,888	\$2,801,367	\$2,654,782	\$2,905,475	\$3,021,694	\$3,142,562	\$3,268,265	\$3,398,995
TERMINAL								
Personal Services	\$1,105,171	\$1,071,663	\$993,373	\$1,049,082	\$1,091,045	\$1,134,687	\$1,180,075	\$1,227,278
Employee Benefits	414,825	451,904	417,497	408,358	424,692	441,680	459,347	477,721
Utilities & Communications	2,015,825	1,993,937	2,161,012	2,031,302	2,112,554	2,197,056	2,284,938	2,376,336
Purchased Services	1,310,807	1,313,700	1,214,423	1,256,907	1,307,183	1,359,471	1,413,849	1,470,403
Materials & Supplies	904,095	713,764	716,289	733,500	762,840	793,354	825,088	858,091
Office	10,350	14,600	10,787	17,719	18,428	19,165	19,931	20,729
Administration	10,583	3,000	-10,517	800	832	865	900	936
Noncapital Equipment & Facilities	35,428	20,000	18,304	13,600	13,600	13,600	13,600	13,600
	\$5,807,084	\$5,582,569	\$5,521,166	\$5,511,268	\$5,731,175	\$5,959,878	\$6,197,729	\$6,445,094
LOADING BRIDGES								
Personal Services	\$64,593	\$63,118	\$67,850	\$70,017	\$72,818	\$75,730	\$78,760	\$81,910
Employee Benefits	19,390	29,659	23,179	28,456	29,594	30,778	32,009	33,289
Utilities & Communications	65,000	65,000	65,000	65,000	67,600	70,304	73,116	76,041
Purchased Services	0	0	0	0	0	0	0	0
Materials & Supplies	123,549	87,500	135,725	124,500	129,480	134,659	140,046	145,647
Office	0	0	0	0	0	0	0	0
Administration	0	0	0	0	0	0	0	0
Noncapital Equipment & Facilities	0	0	0	0	0	0	0	0
	\$272,532	\$245,277	\$291,755	\$287,973	\$299,492	\$311,472	\$323,930	\$336,888

Table 2-1
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
EXPENSES
(Page 2 of 4)

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
PARKING								
Personal Services	\$1,263,412	\$1,360,284	\$1,302,919	\$1,366,970	\$1,421,649	\$1,478,515	\$1,537,655	\$1,599,162
Employee Benefits	444,907	583,251	475,223	502,358	522,452	543,350	565,084	587,688
Utilities & Communications	436,923	431,950	655,547	502,100	522,184	543,071	564,794	587,386
Purchased Services	50,236	56,595	49,745	49,925	51,922	53,999	56,159	58,405
Materials & Supplies	611,424	493,187	423,403	471,187	490,034	509,636	530,021	551,222
Office	45,238	54,780	47,718	65,159	67,765	70,476	73,295	76,227
Administration	250,817	246,370	253,780	255,810	266,042	276,684	287,751	299,262
Noncapital Equipment & Facilities	0	5,000	0	22,000	22,880	23,795	24,747	25,737
	\$3,102,957	\$3,231,417	\$3,208,334	\$3,235,509	\$3,364,929	\$3,499,526	\$3,639,507	\$3,785,088
LANDSIDE								
Personal Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Employee Benefits	0	0	0	0	0	0	0	0
Utilities & Communications	291,488	293,000	411,220	299,922	311,919	324,396	337,372	350,867
Purchased Services	50,811	63,152	78,788	54,324	56,497	58,757	61,107	63,552
Materials & Supplies	978,184	635,748	777,059	711,470	739,929	769,526	800,307	832,319
Office	0	3,000	3,000	3,400	3,536	3,677	3,825	3,978
Administration	159,955	33,000	60,283	45,000	46,800	48,672	50,619	52,644
Noncapital Equipment & Facilities	3,065	0	0	30,800	32,032	33,313	34,646	36,032
	\$1,483,503	\$1,027,900	\$1,330,351	\$1,144,916	\$1,190,713	\$1,238,341	\$1,287,875	\$1,339,390
ARFF								
Personal Services	\$969,279	\$778,131	\$934,625	\$876,182	\$911,229	\$947,678	\$985,585	\$1,025,009
Employee Benefits	326,711	330,803	345,730	341,356	355,010	369,211	383,979	399,338
Utilities & Communications	47,335	49,000	47,732	47,950	49,868	51,863	53,937	56,095
Purchased Services	2,687	2,768	2,679	2,679	2,786	2,897	3,013	3,134
Materials & Supplies	85,643	95,278	57,471	77,952	81,070	84,313	87,685	91,193
Office	7,058	7,985	5,201	6,584	6,847	7,121	7,406	7,702
Administration	21,381	19,992	21,724	16,951	17,629	18,335	19,068	19,831
Noncapital Equipment & Facilities	6,867	9,175	0	30,000	31,200	32,448	33,746	35,096
	\$1,466,961	\$1,293,133	\$1,415,161	\$1,399,654	\$1,455,640	\$1,513,866	\$1,574,420	\$1,637,397

Albany County Airport Authority 2009 Operating Budget

Table 2-1 Albany County Airport Authority Albany International Airport 2009 Adopted Budget EXPENSES (Page 3 of 4)								
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
OPERATIONS								
Personal Services	\$586,151	\$601,688	\$531,205	\$550,738	\$572,768	\$595,678	\$619,506	\$644,286
Employee Benefits	205,301	259,871	190,396	188,565	196,108	203,952	212,110	220,594
Utilities & Communications	52,909	50,480	40,060	41,380	43,035	44,757	46,547	48,409
Purchased Services	0	0	0	0	0	0	0	0
Materials & Supplies	0	0	0	0	0	0	0	0
Office	9,981	14,243	9,329	11,322	11,775	12,245	12,735	13,245
Administration	6,800	4,650	352	4,600	4,784	4,975	5,174	5,381
Noncapital Equipment & Facilities	0	9,000	0	0	0	0	0	0
	<u>\$861,142</u>	<u>\$939,932</u>	<u>\$771,342</u>	<u>\$796,605</u>	<u>\$828,469</u>	<u>\$861,608</u>	<u>\$896,072</u>	<u>\$931,915</u>
SECURITY								
Personal Services	\$286,189	\$321,650	\$288,008	\$290,708	\$302,336	\$314,430	\$327,007	\$340,087
Employee Benefits	88,813	92,811	70,327	68,218	70,946	73,784	76,736	79,805
Utilities & Communications	20,185	19,000	20,489	19,000	19,760	20,550	21,372	22,227
Purchased Services	1,907,783	1,920,120	1,920,120	1,823,404	1,896,340	1,972,194	2,051,081	2,133,125
Materials & Supplies	167,539	119,000	71,106	113,304	117,836	122,550	127,452	132,550
Office	4,944	46,043	8,250	13,135	13,660	14,207	14,775	15,366
Administration	475	0	110	3,000	3,120	3,245	3,375	3,510
Noncapital Equipment & Facilities	14,515	71,130	7,705	18,709	19,457	20,236	21,045	21,887
	<u>\$2,490,443</u>	<u>\$2,589,753</u>	<u>\$2,386,115</u>	<u>\$2,349,477</u>	<u>\$2,443,456</u>	<u>\$2,541,195</u>	<u>\$2,642,843</u>	<u>\$2,748,556</u>
VEHICLE/EQUIPMENT								
Personal Services	\$443,985	\$492,827	\$390,783	\$452,494	\$470,594	\$489,417	\$508,994	\$529,354
Employee Benefits	175,233	251,407	166,932	168,743	175,493	182,512	189,813	197,405
Utilities & Communications	40,936	47,550	45,459	45,350	47,164	49,051	51,013	53,053
Purchased Services	66,063	68,045	66,861	66,861	69,535	72,317	75,210	78,218
Materials & Supplies	383,978	352,200	428,502	415,000	431,600	448,864	466,819	485,491
Office	843	2,400	633	1,920	1,997	2,077	2,160	2,246
Administration	2,426	13,400	387	8,600	8,944	9,302	9,674	10,061
Noncapital Equipment & Facilities	0	0	24,242	0	0	0	0	0
	<u>\$1,113,464</u>	<u>\$1,227,829</u>	<u>\$1,123,799</u>	<u>\$1,158,968</u>	<u>\$1,205,327</u>	<u>\$1,253,540</u>	<u>\$1,303,681</u>	<u>\$1,355,828</u>
FBO COMMERCIAL								
Personal Services	\$444,113	\$367,750	\$436,738	\$428,856	\$446,010	\$463,851	\$482,405	\$501,701
Employee Benefits	100,808	118,933	114,288	150,912	156,948	163,226	169,755	176,545
Utilities & Communications	44,812	48,025	47,802	47,825	49,738	51,728	53,797	55,948
Purchased Services	118,322	142,117	117,647	118,200	122,928	127,845	132,959	138,278
Materials & Supplies	1,078,746	734,292	1,585,718	2,059,630	2,142,015	2,227,696	2,316,804	2,409,476
Office	0	0	0	0	0	0	0	0
Administration	0	100	-19,872	2,750	2,860	2,974	3,093	3,217
Noncapital Equipment & Facilities	10,245	0	0	0	0	0	0	0
	<u>\$1,797,046</u>	<u>\$1,411,217</u>	<u>\$2,282,320</u>	<u>\$2,808,173</u>	<u>\$2,920,500</u>	<u>\$3,037,320</u>	<u>\$3,158,813</u>	<u>\$3,285,165</u>
FBO GENERAL AVIATION AND FACILITIES								
Personal Services	\$591,165	\$563,280	\$554,519	\$557,236	\$579,525	\$602,706	\$626,815	\$651,887
Employee Benefits	149,411	173,033	154,622	196,149	203,995	212,155	220,641	229,467
Utilities & Communications	126,698	126,407	142,610	143,008	148,728	154,677	160,865	167,299
Purchased Services	175,244	162,109	182,022	140,234	145,844	151,678	157,745	164,054
Materials & Supplies	4,361,005	4,180,483	5,666,946	4,896,134	5,091,979	5,295,659	5,507,485	5,727,784
Office	2,512	2,300	631	1,600	1,664	1,731	1,800	1,872
Administration	184,157	180,256	225,868	230,006	239,206	248,774	258,725	269,074
Noncapital Equipment & Facilities	0	12,500	17,500	15,000	15,600	16,224	16,873	17,548
	<u>\$5,590,192</u>	<u>\$5,400,368</u>	<u>\$6,944,719</u>	<u>\$6,179,367</u>	<u>\$6,426,542</u>	<u>\$6,683,604</u>	<u>\$6,950,948</u>	<u>\$7,228,986</u>

Albany County Airport Authority 2009 Operating Budget

Table 2-1
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
EXPENSES
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	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
FBO ADMINISTRATION								
Personal Services	\$331,803	\$343,375	\$418,436	\$488,869	\$508,424	\$528,761	\$549,911	\$571,908
Employee Benefits	54,162	73,434	99,945	111,948	116,426	121,083	125,926	130,963
Utilities & Communications	1,327	2,400	1,124	1,450	1,508	1,568	1,631	1,696
Purchased Services	338,306	331,417	325,900	325,900	338,936	352,493	366,593	381,257
Materials & Supplies	0	0	0	0	0	0	0	0
Office	21,090	21,417	27,226	30,886	32,121	33,406	34,742	36,132
Administration	24,944	14,500	23,365	18,000	18,720	19,469	20,248	21,057
Noncapital Equipment & Facilities	0	0	0	0	0	0	0	0
	\$771,632	\$786,542	\$895,996	\$977,053	\$1,016,135	\$1,056,780	\$1,099,051	\$1,143,014
AIRPORT MANAGEMENT ADMINISTRATION								
Personal Services	\$277,104	\$31,735	\$264,260	\$288,256	\$299,786	\$311,778	\$324,249	\$337,219
Employee Benefits	71,254	-36,138	77,893	80,402	83,618	86,963	90,441	94,059
Utilities & Communications	572	600	572	550	572	595	619	643
Purchased Services	584,626	559,845	566,631	566,631	589,296	612,868	637,382	662,878
Materials & Supplies	0	0	0	0	0	0	0	0
Office	31,756	41,557	37,554	37,321	38,814	40,366	41,981	43,660
Administration	3,307	5,050	5,495	3,495	3,635	3,780	3,931	4,089
Noncapital Equipment & Facilities	0	0	0	5,500	5,720	5,949	6,187	6,434
	\$968,619	\$602,649	\$952,404	\$982,155	\$1,021,441	\$1,062,298	\$1,104,790	\$1,148,982
AIRPORT AUTHORITY ADMINISTRATION								
Personal Services	\$1,819,625	\$1,912,000	\$1,908,204	\$1,893,395	\$1,969,131	\$2,047,896	\$2,129,812	\$2,215,004
Employee Benefits	702,653	1,196,650	1,133,182	1,161,196	1,207,644	1,255,950	1,306,188	1,358,435
Utilities & Communications	181,672	198,773	198,517	193,889	201,645	209,710	218,099	226,823
Purchased Services	467,825	805,787	692,115	628,107	653,231	679,360	706,535	734,796
Materials & Supplies	25,225	25,204	33,944	29,882	31,077	32,320	33,613	34,958
Office	137,813	150,005	156,746	148,611	154,555	160,738	167,167	173,854
Administration	(104,250)	143,220	128,962	124,470	129,449	134,627	140,012	145,612
Noncapital Equipment & Facilities	13,895	26,000	39,818	0	0	0	0	0
	\$3,244,458	\$4,457,639	\$4,291,488	\$4,179,550	\$4,346,732	\$4,520,601	\$4,701,425	\$4,889,482
TOTAL EXPENSES	\$31,974,921	\$31,597,592	\$34,069,732	\$33,916,143	\$35,272,244	\$36,682,590	\$38,149,350	\$39,674,780

Table 2-3
Albany County Airport Authority
Albany International Airport
2009 Budget
SUMMARY OF FY2009 EXPENSE ALLOCATION

AvPorts Direct Cost Centers					Indirect Cost Centers				Admin	MA Direct Cost Centers		Admin	Admin
Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment	AvPorts Admin	Comm Aviation	Gen Avia & Facilities	MA Admin	ACAA Admin
10	20	21	30	32	ARFF	Operations	Security	50	59	60	61	69	71
15%	48%	1%	6%	24%	1	1				3.0%	3.0%		
40%	30%	5%	5%	10%						5.0%	5.0%		
15%	50%	3%	20%	10%			1			1.0%	1.0%		
35%	5%		15%	37%				1		5.0%	3.0%		
X	X	X	X	X					2	X	X		
X	X	X	X	X						X	X	3	
X	X	X	X	X						X	X		4

1 - Allocate indirect cost centers to AvPorts and FBO direct cost centers based on % above.
2 - Allocate AvPorts Admin to all direct cost centers based on total actual direct cost plus the indirect costs allocated in 1 above.
3 - Allocate FBO Admin to FBO direct cost centers based on total actual direct plus total indirect cost allocated in 1 and 2 above.
4 - Allocate ACAA Admin to all direct cost centers based on total actual direct cost plus the indirect costs allocated in 1, 2, 3 above.

AvPorts Direct Cost Centers					Indirect Cost Centers				Admin	MA Direct Cost Centers		Admin	Admin	TOTAL
Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment	AvPorts Admin	Comm Aviation	Gen Avia & Facilities	MA Admin	ACAA Admin	
10	20	21	30	32	42	41	43	50	59	60	61	69	71	
\$2,905,475	\$5,511,268	\$287,973	\$3,235,509	\$1,144,916	\$1,399,654	\$796,605	\$2,349,477	\$1,158,968	\$982,155	\$955,875	\$1,476,867	\$977,053	\$4,179,550	\$27,361,345
STEP 1:														
42	209,948	671,834	13,997	83,979	335,917					41,990	41,990			1,399,654
41	318,642	238,981	39,830	39,830	79,660					39,830	39,830			796,605
43	352,422	1,174,739	70,484	469,895	234,948					23,495	23,495			2,349,477
50	405,639	57,948		173,845	428,818					57,948	34,769			1,158,968
	4,192,126	7,654,771	412,284	4,003,059	2,224,260					1,119,138	1,616,951			21,222,588
STEP 2:														
59	194,006	354,253	19,080	185,257	102,936					51,792	74,830			982,155
STEP 3:														
69										399,642	577,411			977,053
	4,386,132	8,009,024	431,364	4,188,316	2,327,195					1,570,572	2,269,192			23,181,795
STEP 4:														
71	790,795	1,443,983	77,773	755,130	419,580					283,166	409,123			4,179,550
	5,176,927	9,453,006	509,137	4,943,446	2,746,776					1,853,738	2,678,315			27,361,345
										Plus COGS	1,852,298	4,702,500		6,554,798
											3,706,036	7,380,815		33,916,143

Albany County Airport Authority 2009 Operating Budget

Table 3 Albany County Airport Authority Albany International Airport 2009 Adopted Budget DEBT SERVICE SUMMARY									
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
Albany County G.O. Bonds	\$1,309,228	\$1,251,923	\$1,251,923	\$1,204,386	\$1,204,386	\$1,127,384	\$1,068,141	\$1,011,885	\$737,992
Airport Revenue Bonds:									
1997 Revenue Bonds	6,962,460	0	388,433	0	0	0	0	0	0
Less: PFC's Applied to 1997 Revenue Bonds	(4,238,184)	0	0	0	0	0	0	0	0
1998 B & C Revenue Bonds	2,375,882	2,381,882	2,381,882	2,436,173	2,436,173	2,406,276	2,406,023	2,469,575	2,477,266
1999 EFC Revenue Bonds, net of interest subsidy	473,628	465,996	465,996	470,690	470,690	470,129	470,262	475,099	473,432
2000A EFC Revenue Bonds, net of interest subsidy	257,060	264,402	264,402	263,561	263,561	273,230	0	0	0
2000B Revenue Bonds	966,568	950,736	950,736	950,000	950,000	953,665	968,473	954,608	968,354
2003A Revenue Bonds	758,277	749,844	749,844	744,560	744,560	745,278	747,353	766,083	769,464
2004 EFC Revenue Bonds, net of interest subsidy	43,383	39,121	39,121	38,957	38,957	38,689	38,316	37,863	33,965
2006 A & B Revenue Bonds	1,102,324	1,101,832	1,101,832	1,099,411	1,099,411	1,101,544	1,098,868	1,094,334	1,094,941
2006 C Revenue Bonds	0	404,274	404,274	404,135	404,135	404,037	403,995	403,632	403,206
2008 A Refunding Bonds	0	6,185,026	6,229,513	7,408,691	7,408,691	7,318,107	7,363,550	7,402,602	8,044,996
Less: PFC's Applied to 2008A Revenue Bonds	0	(3,938,381)	(4,167,236)	(3,765,192)	(3,765,192)	(3,800,259)	(3,838,233)	(3,876,615)	(3,915,381)
TOTAL DEBT SERVICE	\$10,010,625	\$9,856,654	\$10,060,719	\$11,255,373	\$11,255,373	\$11,038,081	\$10,726,749	\$10,739,067	\$11,088,234
Allocation of Total Debt Service to Cost Centers									
Airfield	\$2,087,440	\$1,944,256	\$1,925,750	\$2,050,744	\$2,050,744	\$2,013,288	\$1,715,514	\$1,698,817	\$1,651,293
FBO	\$272,416	\$272,294	\$272,294	\$271,696	\$271,696	\$272,223	\$271,562	\$270,441	\$270,591
ARFF	69,610	68,836	68,836	68,351	68,351	68,417	68,607	70,326	70,637
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	2,341,130	2,010,679	1,882,490	2,884,776	2,884,776	2,767,016	2,742,582	2,717,787	2,977,775
Loading Bridges	54,486	44,933	49,014	72,870	72,870	70,357	70,506	70,520	82,592
Landside	5,185,545	5,515,657	5,862,336	5,906,937	5,906,937	5,846,780	5,857,978	5,911,175	6,035,346
TOTAL ALLOCATION	\$10,010,625	\$9,856,654	\$10,060,719	\$11,255,373	\$11,255,373	\$11,038,081	\$10,726,749	\$10,739,067	\$11,088,234

Table 3-1 Albany County Airport Authority Albany International Airport 2009 Adopted Budget ALBANY COUNTY G.O. BONDS OUTSTANDING REIMBURSABLE BY THE AUTHORITY									
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
PRINCIPAL									
1993 Drainage System - (Glycol Collection System)	\$274,616	\$273,016	\$273,016	\$276,100	\$276,100	\$278,847	\$273,731	\$271,422	\$93,074
1994 Consolidated Bond Issue	755,000	735,000	735,000	725,000	725,000	685,000	670,000	655,000	410,000
	\$1,029,616	\$1,008,016	\$1,008,016	\$1,001,100	\$1,001,100	\$963,847	\$943,731	\$926,422	\$503,074
INTEREST									
1993 Drainage System - (Glycol Collection System)	\$78,954	\$68,656	\$68,656	\$55,005	\$55,005	\$41,200	\$27,258	\$13,571	\$192,088
1994 Consolidated Bond Issue	154,941	131,068	131,068	105,518	105,518	80,843	56,795	32,618	10,250
	\$233,894	\$199,723	\$199,723	\$160,523	\$160,523	\$122,043	\$84,053	\$46,189	\$202,338
COMBINED P&I G.O. BONDS DEBT SERVICE									
1993 Drainage System - (Glycol Collection System)	\$353,569	\$341,671	\$341,671	\$331,105	\$331,105	\$320,047	\$300,989	\$284,993	\$285,162
1994 Consolidated Bond Issue	909,941	866,068	866,068	830,518	830,518	765,843	726,795	687,618	420,250
G.O. BONDS DEBT SERVICE	\$1,263,510	\$1,207,739	\$1,207,739	\$1,161,623	\$1,161,623	\$1,085,890	\$1,027,784	\$972,611	\$705,412
Amortization of Bond Issue Costs	45,718	44,184	44,184	42,763	42,763	41,494	40,357	39,274	32,580
TOTAL OF G.O. BONDS DEBT SERVICE	\$1,309,228	\$1,251,923	\$1,251,923	\$1,204,386	\$1,204,386	\$1,127,384	\$1,068,141	\$1,011,885	\$737,992
Allocation of G.O. Bonds Debt Service to Cost Centers									
Airfield	\$553,835	\$529,593	\$529,593	\$509,484	\$509,484	\$476,911	\$451,849	\$428,051	\$312,188
Terminal	601,842	575,499	575,499	553,647	553,647	518,250	491,016	465,155	339,249
Landside	153,551	146,831	146,831	141,255	141,255	132,224	125,276	118,678	86,555
Total	\$1,309,228	\$1,251,923	\$1,251,923	\$1,204,386	\$1,204,386	\$1,127,384	\$1,068,141	\$1,011,885	\$737,992

Albany County Airport Authority 2009 Operating Budget

Table 3-2
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
AIRPORT REVENUE BONDS DEBT SERVICE
(page 1 of 3)

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
1997 Revenue Bonds Debt Service*	\$6,989,961	\$0	\$388,433	\$0					
Amortization of Bond Issue Costs	(27,501)	0	0	0					
TOTAL 1997 REVENUE BONDS DEBT SERVICE	\$6,962,460	\$0	\$388,433	\$0					
Allocation of 1997 Revenue Bonds Debt Service to Cost Centers									
Airfield	\$799,911	\$0	\$47,389	\$0					
Control Tower									
Terminal	4,748,398	0	264,911	0					
Loading Bridges	139,249	0	7,769	0					
Landside	1,274,902	0	68,364	0					
Total	\$6,962,460	\$0	\$388,433	\$0					
*Bonds were refunded January 31, 2008									
2008A Revenue Refunding Bonds Debt Service	\$0	\$6,199,986	\$6,139,120	\$7,320,982	\$7,320,982	\$7,233,668	\$7,282,588	\$7,325,350	\$7,971,693
Amortization of Bond Issue Costs	0	(14,960)	90,393	87,709	87,709	84,439	80,962	77,252	73,303
TOTAL 2008A REVENUE BONDS DEBT SERVICE	\$0	\$6,185,026	\$6,229,513	\$7,408,691	\$7,408,691	\$7,318,107	\$7,363,550	\$7,402,602	\$8,044,996
Allocation of 2008A Refunding Bonds Debt Service to Cost Centers									
Airfield	\$0	\$754,573	\$716,599	\$852,243	\$852,243	\$841,823	\$847,050	\$851,542	\$925,439
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	0	4,218,188	3,998,788	4,755,715	4,755,715	4,697,568	4,726,738	4,751,806	5,164,165
Loading Bridges	0	123,701	124,590	148,174	148,174	146,362	147,271	148,052	160,900
Landside	0	1,088,565	1,389,536	1,652,560	1,652,560	1,632,354	1,642,491	1,651,201	1,794,492
Total	\$0	\$6,185,026	\$6,229,513	\$7,408,691	\$7,408,691	\$7,318,107	\$7,363,550	\$7,402,602	\$8,044,996

Table 3-2
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
AIRPORT REVENUE BONDS DEBT SERVICE
(page 2 of 3)

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
1998 B & C Revenue Bonds Debt Service	\$2,358,007	\$2,363,200	\$2,363,200	\$2,447,040	\$2,447,040	\$2,445,310	\$2,446,665	\$2,447,415	\$2,444,225
Amortization of Bond Issue Costs	17,875	18,682	18,682	(10,867)	(10,867)	(39,034)	(40,642)	22,160	33,041
TOTAL 1998 REVENUE BONDS DEBT SERVICE	\$2,375,882	\$2,381,882	\$2,381,882	\$2,436,173	\$2,436,173	\$2,406,276	\$2,406,023	\$2,469,575	\$2,477,266
Allocation of 1998 Revenue Bonds Debt Service to Cost Centers									
Airfield	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	0	0	0	0	0	0	0	0	0
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	2,375,882	2,381,882	2,381,882	2,436,173	2,436,173	2,406,276	2,406,023	2,469,575	2,477,266
Total	\$2,375,882	\$2,381,882	\$2,381,882	\$2,436,173	\$2,436,173	\$2,406,276	\$2,406,023	\$2,469,575	\$2,477,266
2000 B Revenue Bonds Debt Service	\$960,402	\$958,388	\$958,388	\$958,138	\$958,138	\$962,138	\$960,138	\$959,163	\$960,663
Amortization of Bond Issue Costs	6,166	(7,652)	(7,652)	(8,138)	(8,138)	(8,473)	8,335	(4,555)	7,691
TOTAL 2000 B REVENUE BONDS DEBT SERVICE	\$966,568	\$950,736	\$950,736	\$950,000	\$950,000	\$953,665	\$968,473	\$954,608	\$968,354
Allocation of 2000 B Revenue Bonds Debt Service to Cost Centers									
Airfield	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	0	0	0	0	0	0	0	0	0
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	966,568	950,736	950,736	950,000	950,000	953,665	968,473	954,608	968,354
Total	\$966,568	\$950,736	\$950,736	\$950,000	\$950,000	\$953,665	\$968,473	\$954,608	\$968,354

Albany County Airport Authority 2009 Operating Budget

Table 3-2 Albany County Airport Authority Albany International Airport 2009 Adopted Budget AIRPORT REVENUE BONDS DEBT SERVICE (page 3 of 3)									
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
2003 A Revenue Bonds Debt Service	\$743,885	\$749,494	\$749,494	\$749,344	\$749,344	\$747,444	\$749,387	\$744,962	\$742,862
Amortization of Bond Issue Costs	14,392	350	350	(4,784)	(4,784)	(2,166)	(2,034)	21,121	26,602
TOTAL 2003 A REVENUE BONDS DEBT SERVICE	\$758,277	\$749,844	\$749,844	\$744,560	\$744,560	\$745,278	\$747,353	\$766,083	\$769,464
Allocation of 2003 A Revenue Bonds Debt Service to Cost Centers									
Airfield	\$142,025	\$140,446	\$140,446	\$139,456	\$139,456	\$139,591	\$139,979	\$143,487	\$144,121
ARFF	69,610	68,836	68,836	68,351	68,351	68,417	68,607	70,326	70,637
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	127,011	125,599	125,599	124,714	124,714	124,834	125,182	128,319	128,885
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	313,775	310,285	310,285	308,099	308,099	308,396	309,255	317,005	318,404
Parking	105,855	104,678	104,678	103,941	103,941	104,041	104,331	106,945	107,417
Total	\$758,277	\$749,844	\$749,844	\$744,560	\$744,560	\$745,278	\$747,353	\$766,083	\$769,464
2006 A & B Revenue Bonds Debt Service	\$1,099,763	\$1,100,788	\$1,100,788	\$1,100,088	\$1,100,088	\$1,103,488	\$1,100,763	\$1,102,138	\$1,101,013
Amortization of Bond Issue Costs	2,561	1,044	1,044	(677)	(677)	(1,944)	(1,895)	(7,804)	(6,072)
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$1,102,324	\$1,101,832	\$1,101,832	\$1,099,411	\$1,099,411	\$1,101,544	\$1,098,868	\$1,094,334	\$1,094,941
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers									
Airfield	\$269,848	\$269,728	\$269,728	\$269,135	\$269,135	\$269,657	\$269,002	\$267,892	\$268,041
FBO	272,416	272,294	272,294	271,696	271,696	272,223	271,562	270,441	270,591
Parking	210,337	210,243	210,243	209,781	209,781	210,188	209,678	208,812	208,928
Landside and other	269,062	268,942	268,942	268,351	268,351	268,872	268,219	267,112	267,260
Terminal	80,661	80,625	80,625	80,447	80,447	80,604	80,408	80,076	80,120
Total	\$1,102,324	\$1,101,832	\$1,101,832	\$1,099,411	\$1,099,411	\$1,101,544	\$1,098,868	\$1,094,334	\$1,094,941
2006 C Revenue Bonds Debt Service	\$0	\$402,263	\$402,263	\$402,263	\$402,263	\$402,063	\$401,663	\$401,063	\$400,263
Amortization of Bond Issue Costs	0	2,011	2,011	1,872	1,872	1,974	2,332	2,569	2,943
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$0	\$404,274	\$404,274	\$404,135	\$404,135	\$404,037	\$403,995	\$403,632	\$403,206
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers									
Landside and other	0	404,274	404,274	404,135	404,135	404,037	403,995	403,632	403,206
Total	\$0	\$404,274	\$404,274	\$404,135	\$404,135	\$404,037	\$403,995	\$403,632	\$403,206

Albany County Airport Authority 2009 Operating Budget

Table 3-3

Albany County Airport Authority
Albany International Airport
2009 Adopted Budget

**NYS ENVIRONMENTAL FACILITIES CORPORATION (EFC)
AIRPORT REVENUE BONDS DEBT SERVICE**

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
1999 A EFC Revenue Bonds Debt Service	\$651,283	\$630,455	\$630,455	\$618,239	\$618,239	\$604,584	\$591,506	\$582,951	\$567,731
Amortization of Bond Issue Costs	10,603	10,141	10,141	9,745	9,745	9,337	8,917	8,551	8,093
Less: Interest Subsidy Earnings	(188,258)	(174,600)	(174,600)	(157,294)	(157,294)	(143,792)	(130,161)	(116,403)	(102,392)
TOTAL 1999 A EFC REVENUE BONDS DEBT SERVICE	\$473,628	\$465,996	\$465,996	\$470,690	\$470,690	\$470,129	\$470,262	\$475,099	\$473,432
Allocation of EFC Revenue Bonds Debt Service to Cost Centers									
Airfield	\$473,628	\$465,996	\$465,996	\$470,690	\$470,690	\$470,129	\$470,262	\$475,099	\$473,432
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	0	0	0	0	0	0	0	0	0
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	0	0	0	0	0	0	0	0	0
Total	\$473,628	\$465,996	\$465,996	\$470,690	\$470,690	\$470,129	\$470,262	\$475,099	\$473,432
2000 B EFC Revenue Bonds Debt Service	\$276,551	\$277,978	\$277,978	\$271,493	\$271,493	\$509,648	\$0	\$0	\$0
Amortization of Bond Issue Costs	5,828	5,420	5,420	4,911	4,911	7,631	0	0	0
Less: Interest Subsidy Earnings	(25,319)	(18,996)	(18,996)	(12,843)	(12,843)	(244,049)	0	0	0
TOTAL 2000 B EFC REVENUE BONDS DEBT SERVICE	\$257,060	\$264,402	\$264,402	\$263,561	\$263,561	\$273,230	\$0	\$0	\$0
Allocation of EFC Revenue Bonds Debt Service to Cost Centers									
Airfield	\$257,060	\$264,402	\$264,402	\$263,561	\$263,561	\$273,230	\$0	\$0	\$0
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	0	0	0	0	0	0	0	0	0
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	0	0	0	0	0	0	0	0	0
Total	\$257,060	\$264,402	\$264,402	\$263,561	\$263,561	\$273,230	\$0	\$0	\$0
2004 B EFC Revenue Bonds Debt Service	\$46,064	\$42,054	\$42,054	\$41,311	\$41,311	\$40,462	\$39,508	\$38,474	\$72,363
Amortization of Bond Issue Costs	2,036	1,075	1,075	987	987	900	812	725	1,101
Less: Interest Subsidy Earnings	(4,716)	(4,009)	(4,009)	(3,341)	(3,341)	(2,673)	(2,004)	(1,336)	(39,499)
TOTAL 2004 B EFC REVENUE BONDS DEBT SERVICE	\$43,383	\$39,121	\$39,121	\$38,957	\$38,957	\$38,689	\$38,316	\$37,863	\$33,965
Allocation of EFC Revenue Bonds Debt Service to Cost Centers									
Airfield	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	0	0	0	0	0	0	0	0	0
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	43,383	39,121	39,121	38,957	38,957	38,689	38,316	37,863	33,965
Total	\$43,383	\$39,121	\$39,121	\$38,957	\$38,957	\$38,689	\$38,316	\$37,863	\$33,965

Albany County Airport Authority 2009 Operating Budget

Table 3-4 Albany County Airport Authority Albany International Airport 2009 Adopted Budget CALCULATION OF PFC REVENUES									
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
ENPLANEMENTS	1,440,385	1,457,000	1,393,537	1,362,125	1,362,125	1,375,746	1,389,504	1,403,399	1,417,433
PFC's charged	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00
LESS: Carrier Compensation	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)
Net PFC Revenue	\$2.89	\$2.89	\$2.89	\$2.89	\$2.89	\$2.89	\$2.89	\$2.89	\$2.89
% of PFCs collected on Enplanements	94.4%	94.2%	91.3%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%
PFC Revenue	\$3,928,677	\$3,966,508	\$3,676,945	\$3,716,095	\$3,716,095	\$3,753,256	\$3,790,788	\$3,828,696	\$3,866,983
LESS: Applied Pay-As-You-Go	0	0	0	0	0	0	0	0	0
PFC's Available for Debt Service	\$3,928,677	\$3,966,508	\$3,676,945	\$3,716,095	\$3,716,095	\$3,753,256	\$3,790,788	\$3,828,696	\$3,866,983
PFC DEBT SERVICE FUND ACTIVITY									
BEGINNING BALANCE	\$4,238,184	\$3,938,381	\$4,167,236	\$3,765,192	\$3,765,192	\$3,800,259	\$3,838,233	\$3,876,615	\$3,915,381
PLUS: Deposit of PFC's	3,928,677	3,966,508	3,676,945	3,716,095	3,716,095	3,753,256	3,790,788	3,828,696	3,866,983
PLUS: Interest Earnings on PFC's	238,559	118,573	88,247	84,164	84,164	84,977	85,826	86,685	87,552
LESS: Applied Towards Debt Service	(4,238,184)	(3,938,381)	(4,167,236)	(3,765,192)	(3,765,192)	(3,800,259)	(3,838,233)	(3,876,615)	(3,915,381)
ENDING BALANCE	\$4,167,236	\$4,085,081	\$3,765,192	\$3,800,259	\$3,800,259	\$3,838,233	\$3,876,615	\$3,915,381	\$3,954,535
PFC's APPLIED TO DEBT SERVICE									
Allocation of PFC's to Cost Centers									
Airfield	\$408,867	\$480,482	\$508,403	\$453,825	\$453,825	\$458,052	\$462,629	\$467,255	\$471,928
Control Tower									
Terminal	3,216,782	2,989,231	3,162,932	2,629,747	2,629,747	2,654,239	2,680,761	2,707,569	2,734,645
Loading Bridges	84,764	78,768	83,345	75,304	75,304	76,005	76,765	77,532	78,308
Landside	527,771	389,900	412,556	606,316	606,316	611,963	618,078	624,259	630,501
Total	\$4,238,184	\$3,938,381	\$4,167,236	\$3,765,192	\$3,765,192	\$3,800,259	\$3,838,233	\$3,876,615	\$3,915,381

Albany County Airport Authority 2009 Operating Budget

Table 5 Albany County Airport Authority Albany International Airport 2009 Adopted Budget LANDING FEE RATES								
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
Airfield:								
Direct O&M Expenses	\$3,004,888	\$2,801,367	\$2,654,782	\$2,905,475	\$3,021,694	\$3,142,562	\$3,268,265	\$3,398,995
Indirect O&M Expenses	2,342,379	2,407,697	2,293,837	2,271,452	2,359,400	2,450,794	2,545,771	2,644,472
O&M Reserve Requirement	83,857	18,478	18,478	(3,907)	34,481	35,842	37,256	38,727
FBO:								
Commercial Direct O&M Expenses	932,973	861,217	904,054	955,875	1,012,633	1,072,217	1,134,756	1,200,387
Commercial Indirect O&M Expenses	684,408	787,214	896,409	897,863	933,725	971,157	1,010,218	1,050,971
Commercial O&M Reserve Requirement	25,364	7,798	7,798	(1,399)	12,472	13,094	13,745	14,427
Airfield Capital Charges:								
1997 Revenue Bond Debt Service	799,911	0	47,389	0	0	0	0	0
2008A Revenue Bond Debt Service		711,481	716,599	852,243	841,823	847,050	851,542	925,439
LESS: Applicable PFC Revenues	(408,867)	(480,482)	(508,403)	(453,825)	(458,052)	(462,629)	(467,255)	(471,928)
EFC Revenue Bond Debt Service 1999 - Net	473,628	465,996	465,996	470,690	470,129	470,262	475,099	473,432
EFC Revenue Bond Debt Service 2000 - Net	257,060	264,402	264,402	263,561	273,230	0	0	0
2003A Revenue Bond Debt Service	142,025	140,446	140,446	139,456	139,591	139,979	143,487	144,121
EFC Revenue Bond Debt Service 2004 - Net	0	0	0	0	0	0	0	0
2006 A & B Revenue Bond Debt Service	269,848	269,728	269,728	269,135	269,657	269,002	267,892	268,041
Airfield G.O. Debt Service	553,835	529,593	529,593	509,484	476,911	451,849	428,051	312,188
Airfield Amortization Requirements	0	0	0	0	0	0	0	0
FBO Commercial Capital Charges	0	0	0	0	0	0	0	0
Airfield Capital Charge Coverage	0	0	0	0	0	0	0	0
FBO Commercial Capital Charge Coverage	0	0	0	0	0	0	0	0
Airfield Debt Service Reserve Requirement	0	0	0	0	0	0	0	0
FBO Commercial Debt Service Reserve Requirement	0	0	0	0	0	0	0	0
Airfield Extraordinary Coverage Protection	0	0	0	0	0	0	0	0
Total LANDING FEE REQUIREMENT	\$9,161,309	\$8,784,934	\$8,701,106	\$9,076,103	\$9,387,693	\$9,401,179	\$9,708,828	\$9,999,272
Total Landed Weight (000-lbs)	1,954,202	1,950,000	1,875,017	1,810,125	1,810,125	1,810,125	1,810,125	1,810,125
COMPENSATORY LANDING FEE RATE	\$4.69	\$4.51	\$4.64	\$5.01	\$5.19	\$5.19	\$5.36	\$5.52
LESS: Interest Earning Credit	\$1,810,589	\$1,381,730	\$983,000	\$983,000	\$983,000	\$983,000	\$983,000	\$983,000
LESS: Investments Received-Net	170,813	0	0	0	0	0	0	0
LESS: Glycol disposal Fee	\$0	\$0	113,134	240,000	\$247,200	\$254,616	\$262,254	\$270,122
LESS: Aircraft Aprons Fee Credit (Per Table 7)	916,131	933,493	870,111	907,610	938,769	940,118	970,883	999,927
LESS: FBO Commercial Revenues Credit								
Into Plane	973,950	1,023,985	869,240	895,317	922,177	949,842	978,337	1,007,687
Fuel Farm Throughput Fee	468,602	493,827	470,031	491,396	506,138	521,322	536,961	553,070
Avgas Fuel Sales Commercial	0	0	258,104	884,928	911,476	938,820	966,985	995,994
LESS: Cost of Sales, Avgas	0	0	(242,704)	(832,128)	(857,092)	(882,805)	(909,289)	(936,567)
Deicing - Commercial	1,203,130	916,428	1,472,090	1,335,940	1,376,018	1,417,299	1,459,818	1,503,612
LESS: Cost of Sales, Deicing	(864,073)	(550,000)	(1,135,563)	(1,020,170)	(1,050,775)	(1,082,298)	(1,114,767)	(1,148,210)
General Aviation Landing Fees	185,806	191,247	173,110	178,303	183,652	189,161	194,836	200,681
General Aviation Parking Fees	105,047	108,240	96,894	99,801	102,795	105,879	109,055	112,327
Fixed Base Operator Fees	0	0	0	0	0	0	0	0
Sub Total	2,072,462	2,183,727	1,961,201	2,033,387	2,094,388	2,157,220	2,221,937	2,288,595
LESS: Airfield Tenant Maintenance	130,580	110,000	113,217	116,614	120,112	123,716	127,427	131,250
LESS: Non-signatory Airline Landing Fee Credit	1,301,253	1,303,175	1,109,417	1,439,048	1,504,886	1,486,075	1,551,914	1,664,781
LESS: Landing Fee Surcharge Credit	187,162	187,162	187,162	187,162	187,162	187,162	187,162	0
NET LANDING FEE REQUIREMENT	\$2,572,319	\$2,685,647	\$3,363,865	\$3,169,282	\$3,312,174	\$3,269,272	\$3,404,251	\$3,661,598
Signatory Commercial & Cargo Carrier Landed Wt (000-lbs)	1,418,707	1,420,254	1,404,925	1,339,848	1,339,848	1,339,848	1,339,848	1,339,848
Signatory Landing Fee Rate	\$1.81	\$1.89	\$2.39	\$2.37	\$2.47	\$2.44	\$2.54	\$2.73
SIGNATORY AIRLINE LANDING FEE REVENUE	\$2,223,275	\$2,308,170	\$2,955,613	\$2,839,464	\$2,959,272	\$2,923,330	\$3,043,138	\$3,270,775
NON-SIGNATORY PASSENGER LANDING FEE REVENUE	1,276,625	1,276,115	1,084,934	1,407,306	1,471,693	1,453,297	1,517,683	1,628,060
TOTAL AIRLINE LANDING FEE REVENUE	\$3,499,900	\$3,584,285	\$4,040,547	\$4,246,770	\$4,430,965	\$4,376,626	\$4,560,822	\$4,898,835
SIGNATORY CARGO LANDING FEE REVENUE	\$344,584	\$376,110	\$402,158	\$335,976	\$350,152	\$345,899	\$360,075	\$387,010
NON-SIGNATORY CARGO LANDING FEE REVENUE	24,628	27,060	24,483	31,741	33,194	32,779	34,231	36,720
TOTAL CARGO LANDING FEE REVENUE	\$369,212	\$403,170	\$426,641	\$367,717	\$383,346	\$378,678	\$394,306	\$423,731

Albany County Airport Authority 2009 Operating Budget

Table 6									
Albany County Airport Authority Albany International Airport 2009 Adopted Budget LANDING FEE SURCHARGE (In effect until 12/31/2012)									
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013	
Amortization of Cost	\$175,939	\$175,939	\$175,939	\$175,939	\$175,939	\$175,939	\$175,939	\$175,939	\$0
Interest	11,223	11,223	11,223	11,223	11,223	11,223	11,223	11,223	0
TOTAL REQUIREMENT	\$187,162	\$187,162	\$187,162	\$187,162	\$187,162	\$187,162	\$187,162	\$187,162	\$0
Total Landed Wt (000-lbs)	1,954,202	1,950,000	1,875,017	1,810,125	1,810,125	1,810,125	1,810,125	1,810,125	1,810,125
CALCULATED LANDING FEES SURCHARGE RATE	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.00
Signatory Airline Landing Fee Surcharge	\$129,061	\$117,217	\$123,442	\$123,879	\$123,879	\$123,879	\$123,879	\$123,879	\$0
Non Signatory Airline Landing Fee Surcharge	42,029	49,790	45,889	47,553	47,553	47,553	47,553	47,553	0
TOTAL AIRLINE LANDING FEE SURCHARGE	\$171,090	\$167,006	\$169,330	\$171,432	\$171,432	\$171,432	\$171,432	\$171,432	\$0
Signatory Cargo Landing Fee Surcharge	\$19,420	\$19,100	\$16,796	\$14,658	\$14,658	\$14,658	\$14,658	\$14,658	\$0
Non Signatory Cargo Landing Fee Surcharge	822	1,056	1,036	1,073	1,073	1,073	1,073	1,073	0
TOTAL CARGO LANDING FEE SURCHARGE	\$20,242	\$20,156	\$17,832	\$15,730	\$15,730	\$15,730	\$15,730	\$15,730	\$0

Table 7									
Albany County Airport Authority Albany International Airport 2009 Adopted Budget AIRCRAFT APRON FEE									
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013	
TOTAL AIRFIELD REQUIREMENT	\$9,161,309	\$8,784,934	\$8,701,106	\$9,076,103	\$9,387,693	\$9,401,179	\$9,708,828	\$9,999,272	
10% of AIRFIELD REQUIREMENT	\$916,131	\$878,493	\$870,111	\$907,610	\$938,769	\$940,118	\$970,883	\$999,927	
TOTAL APRON SQUARE FEET	834,508	834,508	603,017	603,017	603,017	603,017	603,017	603,017	
AIRCRAFT APRON FEE (PER SQ FT)	\$1.10	\$1.05	\$1.44	\$1.51	\$1.56	\$1.56	\$1.61	\$1.66	

Albany County Airport Authority 2009 Operating Budget

Table 8
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
TERMINAL RENTAL RATE CALCULATIONS

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
Terminal Direct O&M Expenses	\$5,807,084	\$5,582,569	\$5,521,166	\$5,511,268	\$5,731,175	\$5,959,878	\$6,197,729	\$6,445,094
Terminal Indirect O&M Expenses	3,755,381	4,060,777	4,017,469	3,941,738	4,093,966	4,252,153	4,416,536	4,587,357
Terminal O&M Reserve Requirement	149,961	34,207	34,207	(7,135)	62,957	65,437	68,016	70,697
Terminal Capital Charges:								
1997 Revenue Bond Debt Service	4,748,398	0	264,911	0	0	0	0	0
2008A Revenue Bond Debt Service		3,970,232	3,998,788	4,755,715	4,697,568	4,726,738	4,751,806	5,164,165
LESS: Applicable PFC Revenues	(3,216,782)	(2,989,231)	(3,162,932)	(2,629,747)	(2,654,239)	(2,680,761)	(2,707,569)	(2,734,645)
2003A Revenue Bond Debt Service	127,011	125,599	125,599	124,714	124,834	125,182	128,319	128,885
2006 A & B Revenue Bond Debt Service	80,661	80,625	80,625	80,447	80,604	80,408	80,076	80,120
Terminal G.O. Bond Debt Service	601,842	575,499	575,499	553,647	518,250	491,016	465,155	339,249
Terminal Amortization Requirements	0	0	0	0	0	0	0	0
Terminal Capital Charge Coverage	0	0	0	0	0	0	0	0
Terminal Debt Service Reserve Requirement	0	0	0	0	0	0	0	0
TERMINAL Extraordinary Coverage Protection	0	0	0	0	0	0	0	0
TOTAL REQUIREMENT	\$12,053,555	\$11,440,277	\$11,455,332	\$12,330,647	\$12,655,114	\$13,020,051	\$13,400,068	\$14,080,923
Rentable Terminal Space	133,746	133,746	133,746	133,746	133,746	133,746	133,746	133,746
COMPENSATORY TERMINAL RENTAL RATE	\$90.12	\$85.54	\$85.65	\$92.19	\$94.62	\$97.35	\$100.19	\$105.28
LESS: Non-airline Terminal Space Rentals - Flat Rate	16,061	16,148	17,513	18,133	18,133	18,133	18,133	18,133
LESS: Non-airline Terminal Space Rentals - Calculated Rate	229,796	231,253	233,420	255,497	262,407	269,727	277,574	291,922
LESS: TSA Space Rental	535,364	542,321	460,749	346,549	346,549	366,849	381,349	391,019
LESS: Utility Reimbursements	60,433	60,433	66,692	25,850	26,109	26,370	26,633	26,900
LESS: Tenant Maintenance Reimbursements	54,895	45,000	32,809	33,793	34,807	35,851	36,927	38,035
NET TERMINAL REQUIREMENT	\$11,157,006	\$10,545,121	\$10,644,149	\$11,650,825	\$11,967,109	\$12,303,121	\$12,659,452	\$13,314,916
Rentable Terminal Space	133,746	133,746	133,746	133,746	133,746	133,746	133,746	133,746
SIGNATORY TERMINAL RENTAL RATE	\$83.42	\$78.84	\$79.58	\$87.11	\$89.48	\$91.99	\$94.65	\$99.55
Signatory Airline Terminal Rental Space	52,530	58,401	53,362	53,362	53,362	53,362	53,362	53,362
SIGNATORY AIRLINE RENTAL REVENUE	\$4,382,053	\$4,604,335	\$4,246,548	\$4,648,364	\$4,774,832	\$4,908,770	\$5,050,713	\$5,312,187
NON-SIGNATORY AIRLINE RENTAL REVENUE	631,054	0	482,160	0	0	0	0	0
TOTAL AIRLINE RENTAL REVENUE	\$5,013,107	\$4,604,335	\$4,728,708	\$4,648,364	\$4,774,832	\$4,908,770	\$5,050,713	\$5,312,187
Baggage Claim Room Square Footage	17,784	17,784	17,784	17,784	17,784	17,784	17,784	17,784
BAGGAGE CLAIM ROOM REVENUE	\$1,483,541	\$1,402,091	\$1,415,251	\$1,549,164	\$1,591,312	\$1,635,950	\$1,683,256	\$1,770,397
AIRLINE RENTAL REVENUE	\$6,496,648	\$6,006,425	\$6,143,959	\$6,197,528	\$6,366,144	\$6,544,721	\$6,733,969	\$7,082,584

Table 9
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
LOADING BRIDGE RENTALS

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
LOADING BRIDGE RENTALS								
Loading Bridge Direct O&M Expenses	272,532	245,277	291,755	287,973	299,492	311,472	323,930	336,888
Loading Bridge Indirect O&M Expenses	208,182	223,566	223,281	221,164	229,724	238,620	247,864	257,471
1997 Revenue Bond Debt Service	\$139,249	\$0	\$7,769	\$0	\$0	\$0	\$0	\$0
2008A Revenue Bond Debt Service		123,701	124,590	148,174	146,362	147,271	148,052	160,900
LESS: Applicable PFC Revenues	(84,764)	(78,768)	(83,345)	(75,304)	(76,005)	(76,765)	(77,532)	(78,308)
Loading Bridge O & M Reserve Requirement	7,539	1,663	1,663	(384)	3,391	3,525	3,664	3,809
TOTAL LOADING BRIDGE REQUIREMENT	\$542,738	\$515,439	\$565,713	\$581,622	\$602,964	\$624,123	\$645,978	\$680,759
NUMBER OF LOADING BRIDGES	15	15	15	15	15	15	15	15
CHARGE PER LOADING BRIDGE	\$36,183	\$34,363	\$37,714	\$38,775	\$40,198	\$41,608	\$43,065	\$45,384

Albany County Airport Authority 2009 Operating Budget

Table 11
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
AIRLINE COST PER ENPLANEMENT

(Includes Settlement and Revenue Sharing Calculation)	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
AIRPORT OPERATIONS:								
Airline Landing Fees	\$3,499,900	\$3,584,285	\$4,040,547	\$4,246,770	\$4,430,965	\$4,376,626	\$4,560,822	\$4,898,835
Airline Landing Fee Surcharge	166,975	167,006	169,330	171,432	171,432	171,432	171,432	0
Airline Space Rental	6,496,648	6,006,425	6,143,959	6,197,528	6,366,144	6,544,721	6,733,969	7,082,584
Loading Bridge Rentals	542,738	515,439	565,713	581,622	602,964	624,123	645,978	680,759
Airline Apron Fee	916,131	933,493	870,111	907,610	938,769	940,118	970,883	999,927
Airline Share of Revenue Sharing	(571,423)	(854,380)	(137,819)	(577,544)	(615,070)	(694,825)	(743,604)	(703,222)
Total Airport Operations	11,050,969	10,352,269	11,651,841	11,527,418	11,895,204	11,962,194	12,339,479	12,958,884
FBO OPERATIONS:								
Avgas Fuel Sales Commercial	0	0	258,104	884,928	911,476	938,820	966,985	995,994
Deicing	1,226,736	916,428	1,472,090	1,335,940	1,376,018	1,417,299	1,459,818	1,503,612
Into Plane & Fuel Farm	1,442,552	1,517,812	1,339,271	1,386,713	1,428,314	1,471,164	1,515,299	1,560,758
Total FBO Operations	2,669,288	2,434,240	3,069,464	3,607,581	3,715,808	3,827,283	3,942,101	4,060,364
TOTAL AIRLINES FEES & CHARGES	13,720,257	12,786,509	14,721,305	15,134,999	15,611,012	15,789,477	16,281,580	17,019,248
ENPLANEMENTS	1,440,385	1,457,000	1,393,537	1,362,125	1,375,746	1,389,504	1,403,399	1,417,433
AIRPORT OPERATIONS COST PER ENPLANEMENT	7.67	7.11	8.36	8.46	8.65	8.61	8.79	9.14
FBO OPERATIONS COST PER ENPLANEMENT	1.85	1.67	2.02	2.00	2.04	2.08	2.12	2.16
TOTAL COMBINED COST PER ENPLANEMENT	\$9.53	\$8.78	\$10.38	\$10.46	\$10.68	\$10.69	\$10.91	\$11.30

Table 10
Albany County Airport Authority
Albany International Airport
2009 Adopted Budget
CALCULATION AND ALLOCATION OF FUNDS REMAINING

	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
TOTAL REVENUES BEFORE REV SHARING	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192	\$49,844,720	\$51,174,811	\$52,825,580	\$54,697,625
TOTAL EXPENSES	31,974,921	31,597,592	34,069,732	33,916,143	35,272,244	36,682,590	38,149,350	39,674,780
NET REVENUES	\$13,488,964	\$13,543,935	\$12,641,665	\$14,404,049	\$14,572,475	\$14,492,221	\$14,676,230	\$15,022,845
LESS:								
Capital Charges:								
GO Bond Debt Service	1,309,228	1,251,923	1,251,923	1,204,386	1,127,384	1,068,141	1,011,885	737,992
1997 Revenue Bond Debt Service	6,962,460	0	388,433	0	0	0	0	0
Less: Applicable PFC Revenues	(4,238,184)	(3,938,381)	(4,167,236)	(3,765,192)	(3,800,259)	(3,838,233)	(3,876,615)	(3,915,381)
1998 B & C Revenue Bond Debt Service	2,375,882	2,381,882	2,381,882	2,436,173	2,406,276	2,406,023	2,469,575	2,477,266
1999 EFC Revenue Bond Debt Service	661,886	640,596	640,596	627,984	613,921	600,423	591,502	575,824
Less: NYS EFC Interest Subsidy	(188,258)	(174,600)	(174,600)	(157,294)	(143,792)	(130,161)	(116,403)	(102,392)
2000A EFC Revenue Bond Debt Service	282,379	283,398	283,398	276,404	517,279	0	0	0
Less: NYS EFC Interest Subsidy	(25,319)	(18,996)	(18,996)	(12,843)	(244,049)	0	0	0
2000B Revenue Bond Debt Service	966,568	950,736	950,736	950,000	953,665	968,473	954,608	968,354
2003A Revenue Bond Debt Service	758,277	749,844	749,844	744,560	745,278	747,353	766,083	769,464
2004B EFC Revenue Bonds Debt Service	48,100	43,130	43,130	42,298	41,362	40,320	39,199	73,464
Less: NYS EFC Interest Subsidy	(4,716)	(4,009)	(4,009)	(3,341)	(2,673)	(2,004)	(1,336)	(39,499)
2006 A & B Revenue Bond Debt Service	1,102,324	1,101,832	1,101,832	1,099,411	1,101,544	1,098,868	1,094,334	1,094,941
Less: Capitalized interest paid from bond proceeds	(278,739)	0	0	0	0	0	0	0
2006 C Revenue Bond Debt Service	278,739	404,274	404,274	404,135	404,037	403,995	403,632	403,206
2008 A Revenue Bonds	0	6,185,026	6,229,513	7,408,691	7,318,107	7,363,550	7,402,602	8,044,996
Capital Charge Coverage	0	0	0	0	0	0	0	0
Debt Service Reserve Requirement	0	0	0	0	0	0	0	0
Capital Expenditures (Per Table 4)	1,646,892	1,679,274	1,769,011	1,832,024	1,891,075	1,953,602	2,018,333	2,086,767
Operating & Maintenance Reserve	501,439	112,084	349,135	(25,598)	226,017	235,058	244,460	254,238
Renewal and Replacement Reserve	0	0	0	0	0	0	0	0
Landing Fee Surcharge Credit	187,162	187,162	187,162	187,162	187,162	187,162	187,162	187,162
Subtotal	12,346,118	11,835,174	12,366,027	13,248,960	13,342,335	13,102,571	13,189,021	13,616,401
FUNDS REMAINING	\$1,142,846	\$1,708,760	\$275,637	\$1,155,089	\$1,230,141	\$1,389,650	\$1,487,208	\$1,406,444
Authority Share - 50%	571,423	854,380	137,819	577,544	615,070	694,825	743,604	703,222
Airline Share - 50%	571,423	854,380	137,819	577,544	615,070	694,825	743,604	703,222
ALLOCATION OF AIRLINE SHARE								
Terminal (70%)	399,996	598,066	96,473	404,281	430,549	486,377	520,523	492,255
Airfield (30%)	171,427	256,314	41,346	173,263	184,521	208,447	223,081	210,967
TOTAL AIRLINE SHARE	\$571,423	\$854,380	\$137,819	\$577,544	\$615,070	\$694,825	\$743,604	\$703,222

Albany County Airport Authority 2009 Operating Budget

Table 4 Albany County Airport Authority Albany International Airport 2009 Adopted Budget CALCULATION OF CAPITAL EXPENDITURES FUND CONTRIBUTION								
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
Total Revenues before Revenue Sharing	\$45,463,885	\$45,141,527	\$46,711,397	\$48,320,192	\$49,844,720	\$51,174,811	\$52,825,580	\$54,697,625
Less:								
Airline Landing Fees	3,499,900	3,584,285	4,040,547	4,246,770	4,430,965	4,376,626	4,560,822	4,898,835
Airline Landing Fee Surcharge	166,975	167,006	169,330	171,432	171,432	171,432	171,432	0
Airline Apron Fee	916,131	933,493	870,111	907,610	938,769	940,118	970,883	999,927
Airline Space Rental	6,496,648	6,006,425	6,143,959	6,197,528	6,366,144	6,544,721	6,733,969	7,082,584
FBO Commercial	2,072,462	2,183,727	1,961,201	2,033,387	2,094,388	2,157,220	2,221,937	2,288,595
Loading Bridge Rentals	542,738	515,439	565,713	581,622	602,964	624,123	645,978	680,759
Nonoperating Revenues	2,257,702	1,658,030	1,259,300	1,351,400	1,351,400	1,351,400	1,351,400	1,351,400
NON-AIRLINE REVENUES	\$29,511,329	\$30,093,120	\$31,701,236	\$32,830,443	\$33,888,657	\$35,009,172	\$36,169,160	\$37,395,524
1997 Non-Airline Revenues	0	0	0	0	0	0	0	0
2006 Non-Airline Revenues	26,879,113	26,880,473	26,880,473	26,880,473	26,880,473	26,880,473	26,880,473	26,880,473
% of Current Year over 1997 Non-Airline Revenues	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% of Current Year over 2006 Non-Airline Revenues	9.8%	12.0%	17.9%	22.1%	26.1%	30.2%	34.6%	39.1%
Total Capital Expenditure (% times \$500,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Expenditure (% times \$1,500,000)	\$1,646,892	\$1,679,274	\$1,769,011	\$1,832,024	\$1,891,075	\$1,953,602	\$2,018,333	\$2,086,767

Albany County Airport Authority Albany International Airport 2009 Adopted Budget DEBT SERVICE COVERAGE CALCULATION (1)								
	Audited 2007	Budget 2008	Projected 2008	Budget 2009	Projected 2010	Projected 2011	Projected 2012	Projected 2013
NET REVENUES								
Revenues	\$43,206,183	\$43,483,497	\$45,452,097	\$46,968,792	\$48,493,320	\$49,823,411	\$51,474,180	\$53,346,225
Airline Revenue Sharing	(571,423)	(854,380)	(137,819)	(577,544)	(615,070)	(694,825)	(743,604)	(703,222)
Interest Income (2)	1,225,878	931,730	735,000	735,000	735,000	735,000	735,000	735,000
Investment Received - Net								
Improvement Charges	276,300	276,300	276,300	368,400	368,400	368,400	368,400	368,400
Total Airport Revenues	\$44,136,938	\$43,837,147	\$46,325,578	\$47,494,648	\$48,981,650	\$50,231,987	\$51,833,975	\$53,746,403
LESS: Total Airport Expenses (GAAP)	(31,974,921)	(31,597,592)	(34,069,732)	(33,916,143)	(35,272,244)	(36,682,590)	(38,149,350)	(39,674,780)
LESS: Albany County G. O. Bonds Outstanding Reimbursable by the Authority	(1,263,510)	(1,207,739)	(1,207,739)	(1,161,623)	(1,085,890)	(1,027,784)	(972,611)	(705,412)
Airport Net Revenues (3)	\$10,898,507	\$11,031,816	\$11,048,107	\$12,416,882	\$12,623,515	\$12,521,612	\$12,712,015	\$13,366,211
DEBT SERVICE ON BONDS ISSUED UNDER THE MASTER RESOLUTION								
1997 Revenue Bond Debt Service	\$6,989,961	\$0	\$388,433	\$0	\$0	\$0	\$0	\$0
Less: PFC's Applied to 1997 Revenue Bond	(4,238,184)	0	0	0	0	0	0	0
1998 Series B & C Bond Debt Service	2,358,007	2,363,200	2,363,200	2,447,040	2,445,310	2,446,665	2,447,415	2,444,225
1999 A EFC Revenue Bond	651,283	630,455	630,455	618,239	604,584	591,506	582,951	567,731
Less: 1999 NYS EFC Interest Subsidy	(188,258)	(174,600)	(174,600)	(157,294)	(143,792)	(130,161)	(116,403)	(102,392)
2000 B EFC Revenue Bond	276,551	277,978	277,978	271,493	509,648	0	0	0
Less: 2000 B NYS EFC Interest Subsidy	(25,319)	(18,996)	(18,996)	(12,843)	(244,049)	0	0	0
2000 B Revenue Bond	960,402	958,388	958,388	958,138	962,138	960,138	959,163	960,663
2003 A Revenue Bond	743,885	749,494	749,494	749,344	747,444	749,387	744,962	742,862
2004 B EFC Revenue Bonds Debt Service	46,064	42,054	42,054	41,311	40,462	39,508	38,474	72,363
Less: 2004 B NYS EFC Interest Subsidy	(4,716)	(4,009)	(4,009)	(3,341)	(2,673)	(2,004)	(1,336)	(39,499)
2006 A & B Revenue Bonds	1,099,763	1,100,788	1,100,788	1,100,088	1,103,488	1,100,763	1,102,138	1,101,013
2006 C Revenue Bonds	0	402,263	402,263	402,263	402,063	401,663	401,063	400,263
2008 A Refunding Bonds	0	6,199,986	6,139,120	7,320,982	7,233,668	7,282,588	7,325,350	7,971,693
Offset of Deferred Income	0	0	0	0	0	0	0	0
Less: PFC's Applied to 2008 A Revenue Bond	0	(3,938,381)	(4,167,236)	(3,765,192)	(3,800,259)	(3,838,233)	(3,876,615)	(3,915,381)
Net Debt Service on Bonds (4)	\$8,669,438	\$8,588,620	\$8,687,332	\$9,970,228	\$9,858,032	\$9,601,820	\$9,607,162	\$10,203,541
NET REVENUE COVERAGE ON BONDS ISSUED UNDER THE MASTER RESOLUTION (MUST BE > 1.25)	1.26	1.28	1.27	1.25	1.28	1.30	1.32	1.31
CLAIMS, CHARGES, OBLIGATIONS PAYABLE FROM NET REVENUES								
Deposits to the Operation and Maintenance Reserve	\$501,439	\$112,084	\$349,135	-\$25,598	\$226,017	\$235,058	\$244,460	\$254,238
Debt Service on Bonds Issued under the Master Resolution	8,669,438	8,588,620	8,687,332	9,970,228	9,858,032	9,601,820	9,607,162	10,203,541
Deposits to the Bond Reserve Fund	0	0	0	0	0	0	0	0
Debt Service for other indebtedness	0	0	0	0	0	0	0	0
Deposits to the Reserve Funds for other indebtedness	0	0	0	0	0	0	0	0
Deposits to the Renewal and Replacement Reserve	0	0	0	0	0	0	0	0
Net Claims, Charges and Obligations	\$9,170,877	\$8,700,704	\$9,036,468	\$9,944,630	\$10,084,049	\$9,836,878	\$9,851,621	\$10,457,779
NET REVENUE COVERAGE ON BONDS AND OTHER INDEBTEDNESS (MUST BE > 1.00)	1.19	1.27	1.22	1.25	1.25	1.27	1.29	1.28

11) GLOSSARY OF TERMS AND ABBREVIATIONS

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

Administrative Expenses - One of the main expense categories and includes the following: memberships, subscriptions, travel, education, and economic development.

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

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

Airfield Revenues - One of six operating revenue categories which include landing fees, glycol disposal fees, apron fee, and the control tower rental fees.

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

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

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

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

Airport Super Star Award Program – Employees vote for the best employee in various categories. The winners will receive recognition and awards.

Ambassador Program – A program comprised of volunteers that are tasked with providing excellent customer service through offering friendly and accurate assistance about airport services and facilities, as well as offering flight assistance and tourism information in a friendly and welcoming manner that meets and exceeds passenger and visitor expectations.

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

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

Authority - Albany County Airport Authority, a body corporate and politic, constituting a public benefit corporation established and existing pursuant to the Albany County Airport Act enacted by Chapter 686 of the laws of 1993 and set forth in Title 32 of the New York Public Authorities Law.

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

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

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

C Index - FAA regulation that dictates a certain number of vehicles to maintain the Airport.

COLA - Cost of living adjustment

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

Concession Revenue - One of six operating revenue categories collected from terminal concessions, advertising, and the business center.

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

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

County - County of Albany, home of the City of Albany; the state capital of New York.

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

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

Debt Service Coverage - An amount equal to Airport Net Revenues divided by Net Debt Service.

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

Debt Service Reserve Requirement - Requirement, if any, for the Debt Service Reserve Funds for all series of Bonds or other indebtedness.

Deplanement - A passenger departing an aircraft at the Albany International Airport.

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

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

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

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

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

Five Star Service – The premier in customer service; is striving to give the best service possible.

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

FBO Revenue - One of six operating revenue categories which include the sale of fuel for aircrafts, landing fees for the general aviation population, deicing of aircrafts, and other miscellaneous fees for the general aviation population.

Fuel Farm - Operated by Million Air and used to store fuel for the airlines.

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

GASB - Governmental Accounting Standards Board, the body responsible for establishing GAAP for governmental entities.

Glycol Containment System - The system designed to contain and transfer all snow and rain contaminated by Propylene Glycol used to deice an aircraft during the winter season.

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

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

International Passengers - Passengers flying into or out of Albany International Airport with an origin or destination outside the 50 states and all U.S. territories.

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

Landing Fee Revenues - Revenues collected from commercial aircraft landings.

LIBOR – A benchmark interest rate upon which many transactions are based. Obligations of parties to such transactions are typically expressed as a spread to LIBOR.

The term is an acronym for “London Inter-Bank Offered Rate.”

Loading Bridge - Equipment used to board and deplane passengers between the terminal building and the aircraft.

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

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

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

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

Non-Capital Equipment - Equipment, under \$50,000, not covered under the Capital Improvement Program, included within the operating budget.

Non-Signatory Airline - An airline or carrier who did not execute the airline use and lease agreement with the Authority.

Non-Operating Revenues - Revenues which are generated from passenger facility charges, improvement charges and interest income.

Occupational Safety and Health Administration (OSHA) Reportable Incidents – An injury that did not go beyond first aid and there was not any time lost on the job.

Office Expense - One of the main expenses that includes office equipment rental, agreements, and repairs; computer system support, maintenance, and agreements; office furniture and fixtures; and other supplies required to run normal activity in the administrative offices.

Operating Revenue - Revenues which are generated from the daily operations of the airport which includes the revenues from Airfield, Fixed Based Operator, Terminal, Ground Transportation, Concessions and Other Airport.

Other Airport Revenue - One of the six operating revenue categories which includes land and building rental of off-airport property owned by the airport, T hangar and tie down rentals, utilities and miscellaneous items.

Operating and Maintenance Reserve Requirement - The requirement of the Resolution(s) and other finances document(s) of the Authority that a reserve can be created and maintained sufficient to pay not less than two months of budgeted operating and maintenance expenses.

Over- the-Wing (OTW) - The loading bridge attaches to the rear door of the plane over the wing of the plane to enplane passengers.

Passenger Facility Charges (PFC) - A \$3.00 per passenger surcharge collected by the airlines and forwarded to the Authority to pay for Airport capital projects or to be applied to the Airport's required debt service payments as approved by the Federal Aviation Administration.

Personnel Services - One of the main expense categories which includes all wages, salaries and benefits.

Purchased Services - One of the main expense categories which includes services purchased for accounting and auditing, insurance, legal, security, refuse removal, public relations, art exhibits, museum shop, advertising, passenger information booth, special studies, engineering services, professional management and code enforcement.

Registered Traveler Service - A service provided to registered travelers at United State's Airports providing travelers the option to access faster lanes through the security checkpoint.

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

Safety Recognition and Encouragement Program – Departments are eligible to receive rewards and recognition based on consecutive months of zero employee accidents or property damage.

Signatory Airline - An airline that has executed an agreement with the Authority and is charged fees in accordance with the airline use and lease agreement.

Swaption - An option on a swap; usually an interest rate swap.

Terminal Revenue - One of the six operating revenue categories which includes rental of the terminal space, loading bridge rentals, tenant maintenance, and utilities.

T.I.P. - Terminal Improvement Project, the initial long range plan for improving and modernizing the airport including new infrastructure, roads, passenger terminal, control tower, cargo facilities, parking garage and other related airport support facilities which was substantially completed in the year 2000.

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

Utilities and Communications - One of the major expense categories which include electricity, fuel, sewer, water, telephone, internet, radio communications, paging services, and cable television.