



ALBANY COUNTY AIRPORT AUTHORITY

2010 Operating Budget
Adopted December 7, 2009



A component unit of the County of Albany, in the 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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TO THE MEMBERS OF THE AUTHORITY:

The Finance Department herein presents Albany International Airport's (ALB) operating budget for calendar year 2010. This represents the 16th 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. AFCCO AvPorts Management, LLC (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 the recession. 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 with certainty 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, crude oil prices reaching over \$140 per barrel in 2008 followed by economic recession are leading the airline industry to projected 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 2010 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.

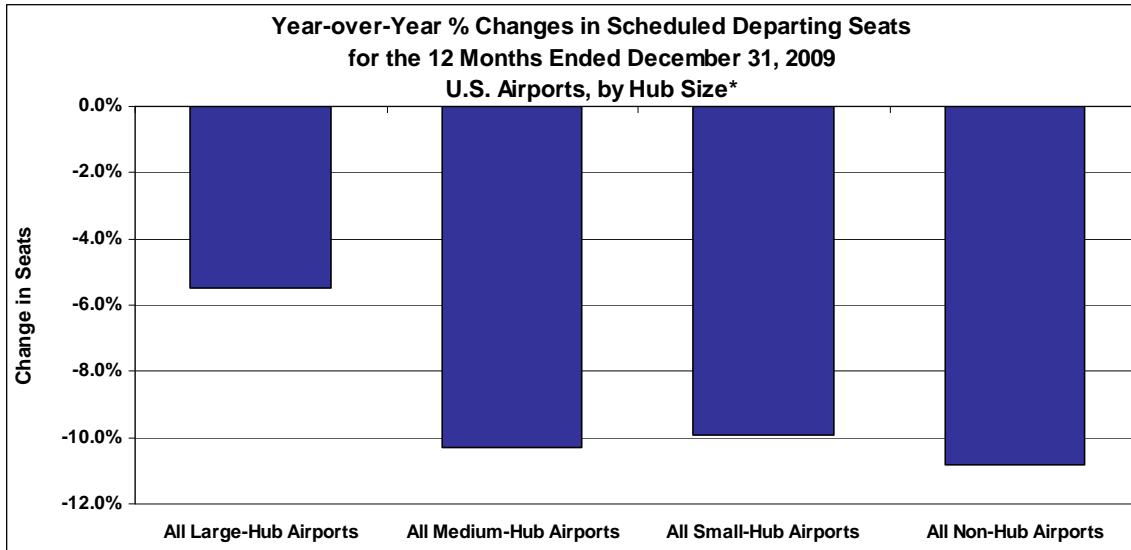
STATUS OF ALBANY INTERNATIONAL AIRPORT (ALB)

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 2007, ALB's share was 0.19 percent.

As of September 30, 2009, ALB had scheduled passenger service provided by 23 passenger airlines: five of the Nation's major airlines, seventeen regional/commuter airlines and one foreign airline. The five major airlines serving ALB are Delta/Northwest, Southwest, United, Continental, and US Airways. ALB has been served by all of its existing major airlines during each of the years 1990 to 2009, with the exception of Southwest which began service in May 2000. American Airlines ended 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 2009, two all-cargo carriers provide regular scheduled cargo service: FedEx and United Parcel Service. DHL ended major cargo major flight operations 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 followed by economic recession 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)

The following chart shows the change in projected seats available for the 4th quarter of 2009 compared to the 4th quarter of 2008 for all U.S 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 2009	21	25	25	71	148,050
As of December 31:					
2008	21	28	28	77	164,052
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

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 2002:

	Commercial Landed Weights	Enplanements
Projected as of September 2009	1,639,187,000	1,334,316
As of December 31:		
2008	1,691,306,632	1,380,483
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

ACTIVITY PROJECTIONS FOR 2010

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 2010.

After evaluating all known factors based on recent trends, the 2010 budget projects enplanements to be 1,334,000 and commercial landed weight to be 1,639,000,000.

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. Under the current Agreement Airlines that sign the agreement share in with Airport a 50/50 split on Net Funds Remaining as calculated under the Agreement. As of September 30, 2009, Continental, Delta, Northwest, Southwest, United, US Airways, Cape Air and the two cargo carriers serving the Airport have each executed the 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. Continental has designated Continental Express and Colgan Air as its affiliates. This allows these five express carriers to be charged rates and charges at the signatory rates versus the non-signatory rates which are twenty-five percent higher.

AIRPORT AND FIXED BASED OPERATIONS OPERATING AGREEMENTS

As of October 2005, the Authority engaged the services of AvPorts, Inc., than 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. As of January 2009 Aviation Facilities Company, Inc, acquired AvPorts.

AFCO 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 AFCO AvPorts was TBI Airport Management, Inc. AFCO 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 AFCO AvPorts and Million Air are subject to the approval and execution by the Authority.

2010 OPERATING BUDGET FINANCIAL HIGHLIGHTS

The 2010 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 2010 are \$43.7 million and total operating expenses are \$30.6 million. The remaining \$13.1 million is budgeted for the following: \$9.9 million to pay the debt obligations of the Authority, \$1.6 million for capital expenditures, \$0.8 million for capital charge coverage, a change in reserve fund requirements of minus (\$0.5) million, \$0.2 million for landing fee surcharge leaving the end of the year with \$1.1 million for potential revenue sharing with the airlines and some or all of the potential revenue sharing funds may be required to cover unanticipated expenses or unrealized revenues in 2010.

Following is a summary comparison based on the formula included in the Airlines Use and Lease Agreements showing the 2010 budget compared to the 2008 audited results, the 2009 adopted budget, and the 2009 projected results, along with the amount and percentage of changes for the 2010 budget versus the 2009 projected:

ALBANY COUNTY AIRPORT AUTHORITY OPERATING BUDGET SUMMARY (Before revenue sharing)						
	2008 Audited	2009 Adopted	2009 Projected	2010 Budget	Budget 2010 vs. Projected 2009	
					\$ of Change	% of Change
REVENUES						
Airfield charges	\$6,877,585	\$6,731,649	\$7,723,807	\$7,281,742	-\$442,065	-5.7%
FBO	10,193,453	10,248,908	7,755,228	8,017,518	262,290	3.4%
Terminal rentals	7,804,866	7,497,369	7,173,223	6,870,651	(302,572)	-4.2%
Concessions	5,480,005	6,366,165	5,710,359	5,845,728	135,370	2.4%
Ground Transportation	11,122,678	12,323,856	10,786,893	11,000,353	213,460	2.0%
Other Airport	4,361,254	3,800,845	3,830,686	3,710,143	(120,544)	-3.1%
Other Revenues	1,086,298	1,351,400	1,349,337	992,276	(357,061)	-26.5%
Total Revenues	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411	(611,122)	-1.4%
EXPENSES						
Personal Services	\$9,144,507	\$9,347,486	\$8,755,251	\$9,012,694	257,443	2.9%
Employee Benefits	3,561,890	3,765,635	3,738,291	3,955,207	216,916	5.8%
Utilities & Communications	3,969,307	3,663,526	2,854,419	2,911,350	56,931	2.0%
Purchased Services	5,421,146	5,213,104	5,362,145	5,366,563	4,418	0.1%
Materials & Supplies	11,031,515	10,725,359	8,106,069	8,365,294	259,226	3.2%
Offices	307,465	341,795	309,237	338,471	29,234	9.5%
Administration	685,950	723,627	593,208	609,576	16,368	2.8%
Noncapital Equipment	109,409	135,609	34,220	64,500	30,280	88.5%
Total Expenses	34,231,189	33,916,142	29,752,840	30,623,656	870,816	2.9%
DEBT SERVICE						
P&I Payments	10,230,911	11,255,373	11,294,777	9,950,864	(1,343,912)	-11.9%
CAPITAL CHARGE COVERAGE						
	80,000	0	880,000	760,000	(120,000)	-13.6%
RESERVE REQUIREMENTS						
	112,084	(25,598)	(25,598)	(548,748)	(523,150)	2043.7%
CAPITAL EXPENDITURES						
	1,755,719	1,832,024	1,591,926	1,610,617	18,691	1.2%
LANDING FEE SURCHARGE						
	187,162	187,162	187,162	187,162	0	0.0%
FUNDS REMAINING						
	\$329,075	\$1,155,089	\$648,427	\$1,134,860	\$486,433	75.0%

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>2008</u>	Budget <u>2009</u>	Projected <u>2009</u>	Budget <u>2010</u>	2010 Budget vs. 2009 Projected
Landing Fees <1>					
Signatory	\$2.71	\$2.37	\$3.17	\$2.65	-16.4%
Non-Signatory	\$3.39	\$2.96	\$3.96	\$3.31	-16.4%
Landing Fee Surcharge <1>	\$0.10	\$0.10	\$0.10	\$0.10	0.0%
Apron Fees <2>	\$1.48	\$1.51	\$1.51	\$1.46	-3.3%
Terminal Rental Rate <2>					
Signatory	\$84.00	\$87.11	\$82.27	\$78.57	-4.5%
Non-Signatory	\$105.00	\$108.89	\$102.84	\$98.21	-4.5%
Loading Bridge Rate <3>	\$36,978	\$38,775	\$37,017	\$36,838	-0.5%
Cost per Enplanement					
Airport CPE <4>	\$8.91	\$8.46	\$9.22	\$8.50	-7.8%
FBO CPE	2.03	2.00	1.90	1.90	0.0%
Total Cost per "Enplanement"	<u>\$10.94</u>	<u>\$10.46</u>	<u>\$11.12</u>	<u>\$10.40</u>	-6.5%
Debt Service Coverage	1.25	1.25	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 2008 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 2007 and 2008, projected results for 2009, and the operating budget for 2010 presented in accordance with GAAP:

Summary Financial Information

	2007	2008	2009	2010
	Audited	Audited	Projected	Budget
Operating Revenues				
Airfield	\$ 5,597,334	\$ 6,828,222	\$ 7,626,543	\$ 7,111,513
Fixed Based Operations	8,817,614	10,193,452	7,755,228	8,017,518
Terminal	7,574,739	7,689,690	6,946,274	6,473,450
Concessions	5,686,724	5,480,004	5,710,359	5,845,728
Ground Transportation	11,340,151	11,122,678	10,786,893	11,000,353
Other Airport	3,618,198	4,361,254	3,830,686	3,710,143
Total Operating Revenues	<u>42,634,760</u>	<u>45,675,300</u>	<u>42,655,983</u>	<u>42,158,705</u>
Operating Expenses				
Airfield	3,004,888	2,899,414	2,714,059	2,823,042
Fixed Based Operations	7,387,238	8,957,197	6,378,892	6,457,356
Terminal	5,807,084	5,785,346	4,781,558	5,057,340
Loading Bridges	272,535	287,692	256,612	281,239
Parking	3,102,957	3,290,402	2,869,598	2,994,626
Landside	1,483,503	1,464,646	1,080,562	1,131,540
Public Safety	3,351,585	3,155,543	3,269,919	3,167,593
Aircraft Rescue & Fire Fighting	1,466,961	1,453,357	1,383,603	1,536,417
Vehicle Maintenance	1,113,464	1,209,557	1,007,127	1,125,475
Administration	4,984,709	5,728,035	6,010,910	6,049,028
Total Operating Expenses	<u>31,974,921</u>	<u>34,231,189</u>	<u>29,752,840</u>	<u>30,623,656</u>
Operating Income before Depreciation	10,659,839	11,444,111	12,903,143	11,535,049
Depreciation	<u>12,968,042</u>	<u>13,626,882</u>	<u>13,650,000</u>	<u>13,700,000</u>
Operating Income (Loss) Before Non-Operating Income and Expenses	(2,308,203)	(2,182,771)	(746,857)	(2,164,951)
Non-Operating Income and (Expenses)				
Passenger Facility Charges	4,081,962	3,716,492	3,725,788	4,730,826
Improvement Charges	276,300	276,300	579,814	368,400
Interest Income	1,810,589	836,617	309,903	195,223
Interest Expense	(7,616,204)	(6,751,363)	(7,267,943)	(6,423,315)
Property Damage	(2,929)	-	-	--
Insurance Recovery	2,929	-	-	--
Grant Income	-	2,501,420	4,870,975	3,695,074
Grant Expense	-	(2,794,322)	(4,870,795)	(3,695,074)
TSA (LEO) Reimbursement	-	-	536,697	428,653
Amortization of Bond Issue Costs	(77,677)	(125,335)	(123,522)	(86,529)
Investments received	297,413	-	-	-
Decrease in fair value of investments	<u>(126,600)</u>	<u>(26,614)</u>	<u>(77,077)</u>	<u>-</u>
Total Non-Operating Income and (Expenses)	<u>(1,354,217)</u>	<u>(2,366,805)</u>	<u>(2,316,160)</u>	<u>(786,742)</u>
Income/(Loss) before Capital Contributions	(3,662,420)	(4,549,576)	(3,063,017)	(2,951,693)
Capital Contributions	<u>4,825,854</u>	<u>8,379,148</u>	<u>5,461,613</u>	<u>5,000,000</u>
Net Assets				
Increase in Net Assets	1,163,434	3,829,572	2,398,596	2,048,307
Total Net Assets, beginning of year	<u>182,671,313</u>	<u>183,834,747</u>	<u>187,664,319</u>	<u>190,062,915</u>
Total Net Assets, end of year	\$ 183,834,747	\$ 187,664,319	\$ 190,062,915	\$ 192,111,222

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.

The Albany International Airport has experienced major growth after 1998 not only in infrastructure improvements but also in passenger traffic that has led to an increase in revenues, expenses and debt service. In the past ten years the Airport's two runways (1-19) and (10-28) were lengthened to 8,500 and 7,200 feet, respectively, additional commercial and general aviation hangar space has been constructed, a parking garage and additional surface parking was constructed. During this time vendor and concession revenue expanded with substantially increased minimum annual guarantees. Airport privilege and operating permit fees have also grown.

High tech development continues in the region. Albany's College of Nanoscale Science and Engineering continues to expand its nanotechnology research and development programs. This nanotechnology center is located within a few miles of the Airport and is the first college in the world dedicated to research, development, education, and deployment in the emerging disciplines of nanoscience, nanoengineering, nanobioscience, and nanoeconomics. With over \$5 billion in public and private investments, CNSE's Albany NanoTech Complex has attracted over 250 global corporate partners - and is the most advanced research complex at any university in the world. Just across the nearby river Rensselaer Polytechnic Institute recently completed construction of a new Center for Biotechnology and Interdisciplinary Studies. This new technology research center will rank among the world's most advanced research facilities and is rapidly recruiting world-class faculty to lead research. In late July 2009 Global Foundries broke ground on construction of a \$4.2 billion computer chip plant approximately 20 miles north of the Airport which will complement the existing technology facilities already in the region. 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 2010 budget reflects the anticipated Airport revenues generated by the regional economy together with the expenses for all 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 2010.

This budget represents management's best estimates given the current economic conditions and recognizes that this budget will need extensive monitoring during 2010.

The recommended billing rates and charges are at this time a prudent assessment of the financial results that are reasonably achievable in 2010, 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 2010. While being fiscally prudent with this budget, management is optimistic conditions can occur during 2010 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).

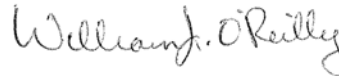
In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communications device.

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

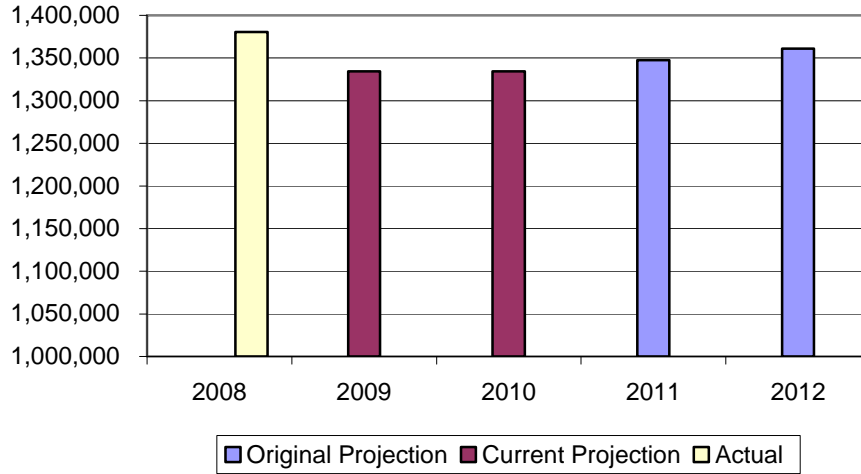
The Authority Board has contributed its full support to the development and maintenance of the financial operations of the Airport. Without this leadership, together with the strong commitment from the Authority's management team, the presentation of this budget and other financial reports would not occur. Also recognized are the management personnel of AFCO AvPorts and Million Air for their time and effort in submitting their respective goals, objectives and projected results to be achieved in 2010. 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 AFCO AvPorts and Million Air, who contributed to the process.

Respectfully submitted,

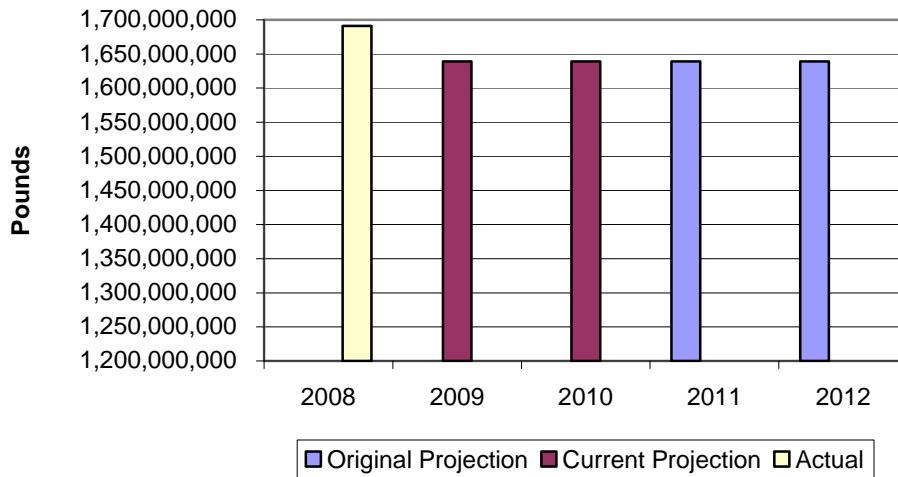


William J. O'Reilly
Chief Financial Officer

Albany International Airport Enplanements 2008 – 2012



Albany International Airport Commercial Landed Weight 2008-2012





GOVERNMENT FINANCE OFFICERS ASSOCIATION


*Distinguished
Budget Presentation
Award*

PRESENTED TO

Albany County Airport Authority
New York

For the Fiscal Year Beginning

January 1, 2009


President


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, currently AFCO AvPorts Management LLC ("AFCO") and Aviation Facilities company, Inc. ("AFCO Parent") 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 2010-2014 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.

2010 Organizational Strategic Goals

Strategy	Goal	2010 Key Initiatives	2010 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	2010 Key Initiatives	2010 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:

June
➤ Preliminary debt section completed for 2010 by Finance Department
➤ Finance Department projects revenues and expenditures for 2010
➤ Hold coordination meeting with Million Air and AvPorts
➤ Finance Department provides worksheets for Million Air and AvPorts to calculate payroll and benefits and to enter Full Time Employment (FTE) positions
➤ 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 2010 and to state the results for 2009 goals and objectives
➤ Finance Department provides worksheets for Million Air, AvPorts, and Albany County Airport Authority to adjust 2010 budget projections
July
➤ Meetings scheduled with department heads and managers for each cost center
➤ Meetings held with department heads and managers
➤ Million Air's and AvPorts' work sheets for payroll and benefits completed
➤ ACAA payroll and benefits completed
➤ Cost Center's goals and objectives and performance measurements completed
➤ Work sheets for expenditures for Preliminary Budget 2010 for Million Air, AvPorts, and ACAA completed
➤ Finance Department due diligence review
August
➤ Final revisions received for preliminary budget
➤ Preliminary revenue for 2010 completed
➤ Preliminary MA Expense completed
➤ Preliminary overview completed
➤ Preliminary ACAA Expense completed
➤ Preliminary AvPorts Expense completed
➤ Preliminary Expense Summary completed
➤ Preliminary Budget Summary completed
➤ Preliminary Transmittal Letter completed
➤ Preliminary 2010 Airline Rates and Charges developed
➤ Finance Department due diligence review
➤ Capital section completed by Finance Department
➤ Preliminary budget printed and assembled
➤ Preliminary Budget distributed with Board Meeting Agenda
September
➤ Preliminary Budget presented to ACAA Board Members
➤ Preliminary Budget distributed to the airlines
October – November
➤ Preliminary Budget reviewed by ACAA and Airlines
➤ Finance Department due diligence review
➤ Final changes made and summary of changes distributed to Finance Committee for approval
➤ Finance Committee budget review
➤ Finalize 2010 Budget
➤ Final budget distributed to ACAA Board Members
December
➤ 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 2009.

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

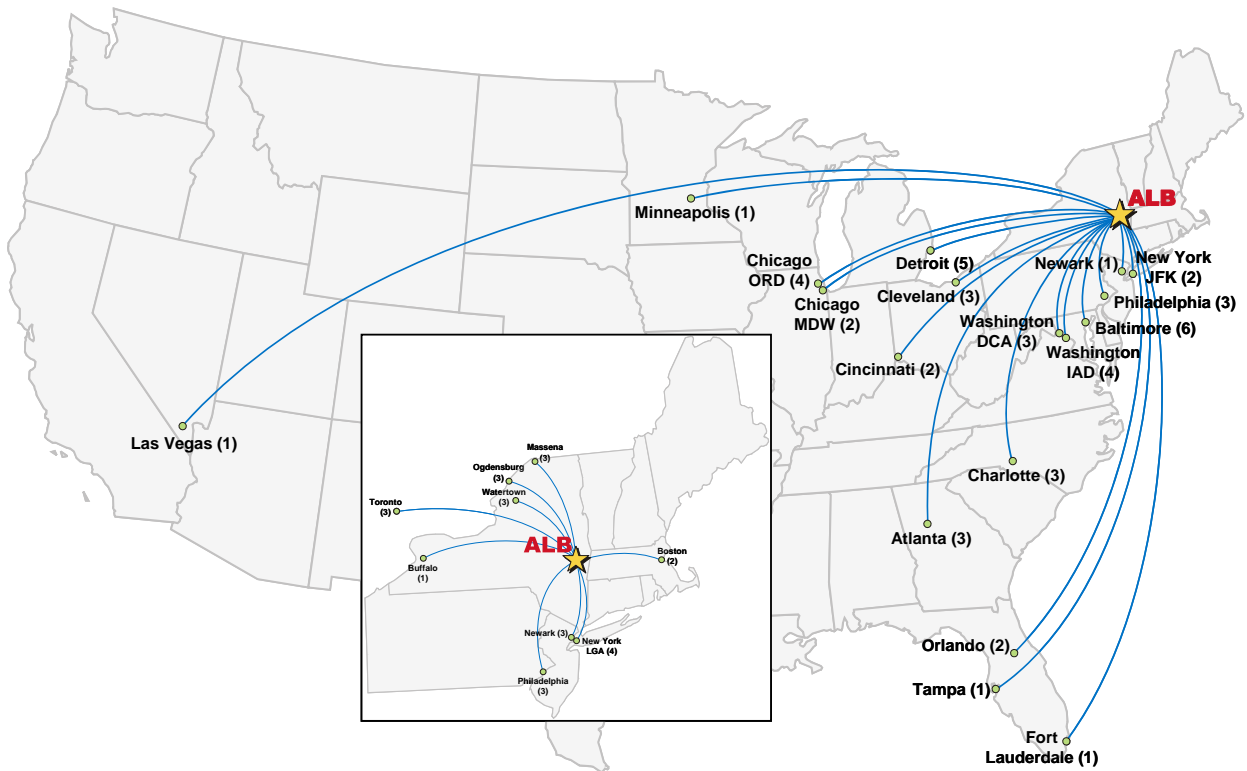
Albany International Airport - The Airport began operation in 1928 as the nation's first municipal airport. Albany International Airport is located on 1,085 acres of land in the Town of Colonie. The Airport is located seven miles northwest of downtown Albany, New York which is the capital of the State 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 2008, Albany International Airport was ranked 78th having the largest domestic passenger market in the United States, 119th for total aircraft operations, and 100th 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.



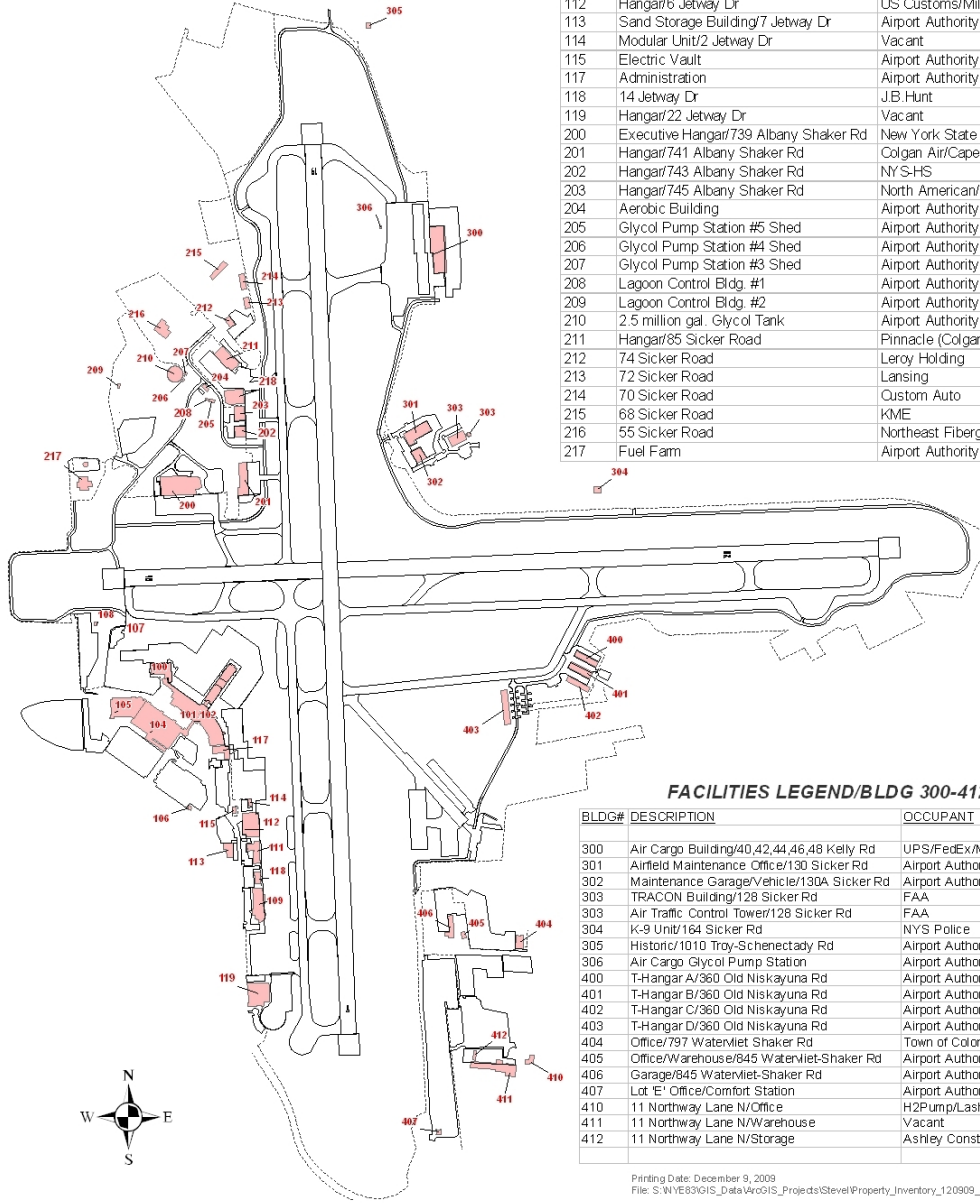
The Airport's primary air trade area is generally defined as the area within a 60-mile to 70-mile radius of the Airport. This geographical area encompasses 11 counties in New York, Berkshire County in Massachusetts, and Bennington County in Vermont. The Airport's secondary air trade area is defined as 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.

Nonstop Scheduled Passenger Service Albany International Airport





**Albany International Airport
Property Inventory**
As of December 9, 2009



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
107	Security Checkpoint	AvPorts
108	Tritulator 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	14 Jetway Dr	J.B. Hunt
119	Hangar/22 Jetway Dr	Vacant
200	Executive Hangar/739 Albany Shaker Rd	New York State Police
201	Hangar/741 Albany Shaker Rd	Colgan Air/Cape Air/Lansing
202	Hangar/743 Albany Shaker Rd	NYS-HS
203	Hangar/745 Albany Shaker Rd	North American/Integra Networks
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
215	68 Sicker Road	KME
216	55 Sicker Road	Northeast Fiberglass
217	Fuel Farm	Airport Authority

FACILITIES LEGEND/BLDG 300-412

BLDG#	DESCRIPTION	OCCUPANT
300	Air Cargo Building/40,42,44,46,48 Kelly Rd	UPS/FedEx/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
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 Waterliet Shaker Rd	Town of Colonie
405	Office/Warehouse/845 Waterliet-Shaker Rd	Airport Authority
406	Garage/845 Waterliet-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: December 9, 2009
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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
107	Security Checkpoint	Airport
108	Tribunator Building	Airport Authority
109	FBO Office/Hangar16 Jetway Dr	Milton Air
111	ARFF Facility10 Jetway Dr	ARFF
112	Hangar9 Jetway Dr	US Customs/Anson Air
113	Stand Storage Building7 Jetway Dr	Airport Authority
114	Modular Unit2 Jetway Dr	Vacant
115	Electric Vault	Airport Authority
117	Administration	Airport Authority
118	14 Jetway Dr	J.B. Hunt
119	Hangar22 Jetway Dr	Vacant
200	Executive Hangar739 Albany Shaker Rd	New York State Police
201	Hangar741 Albany Shaker Rd	Colgan Air/Cape Air/Lanning
202	Hangar743 Albany Shaker Rd	NYS/HS
203	Hangar745 Albany Shaker Rd	North American/Vitviga Networks
204	Aerobic Building	Airport Authority
205	Glycol Pump Station #5 Shed	Airport Authority
206	Glycol Pump Station #6 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	Hangar95 Sicker Road	Pinnacle (Colgan Air)
212	74 Sicker Road	Leroy Holding
213	72 Sicker Road	Lanning
214	70 Sicker Road	Custom Auto
215	68 Sicker Road	3ME
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/Mobile Air
301	Airfield Maintenance Office/130 Sicker Rd	Airport Authority/Chil Air Patrol
302	Maintenance Garage/Vehicle/130A Sicker Rd	Airport Authority
303	TRACON Building/128 Sicker Rd	FAA
303	Air Traffic Control Tower/120 Sicker Rd	FAA
304	K-9 Unit/164 Sicker Rd	FAA
305	Historic/1010 Troy-Schenectady Rd	Airport Authority
306	Air Cargo Glycol Pump Station	Airport Authority
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/Warehouse/845 Waterlot-Shaker Rd	Town of Colonia
405	Office/Warehouse/845 Waterlot-Shaker Rd	Airport Authority
406	Garage/845 Waterlot-Shaker Rd	Airport Authority
407	Lot 'E' Office/Comfort Station	Airport Authority
410	11 Northway Lane N/Office	HOP/ump/Lash Contracting
411	11 Northway Lane N/Warehouse	Vacant
412	11 Northway Lane N/Storage	Ashley Construction Services





Albany County Airport Authority Owned Property/As of Dec 9, 2009

C.T. Male Associates, P.C.
 50 Century Hill Drive, Latham, NY 12110
 Phone: 518-786-7400 Fax: 518-786-7299



Scale: 1 inch = 1,000 feet

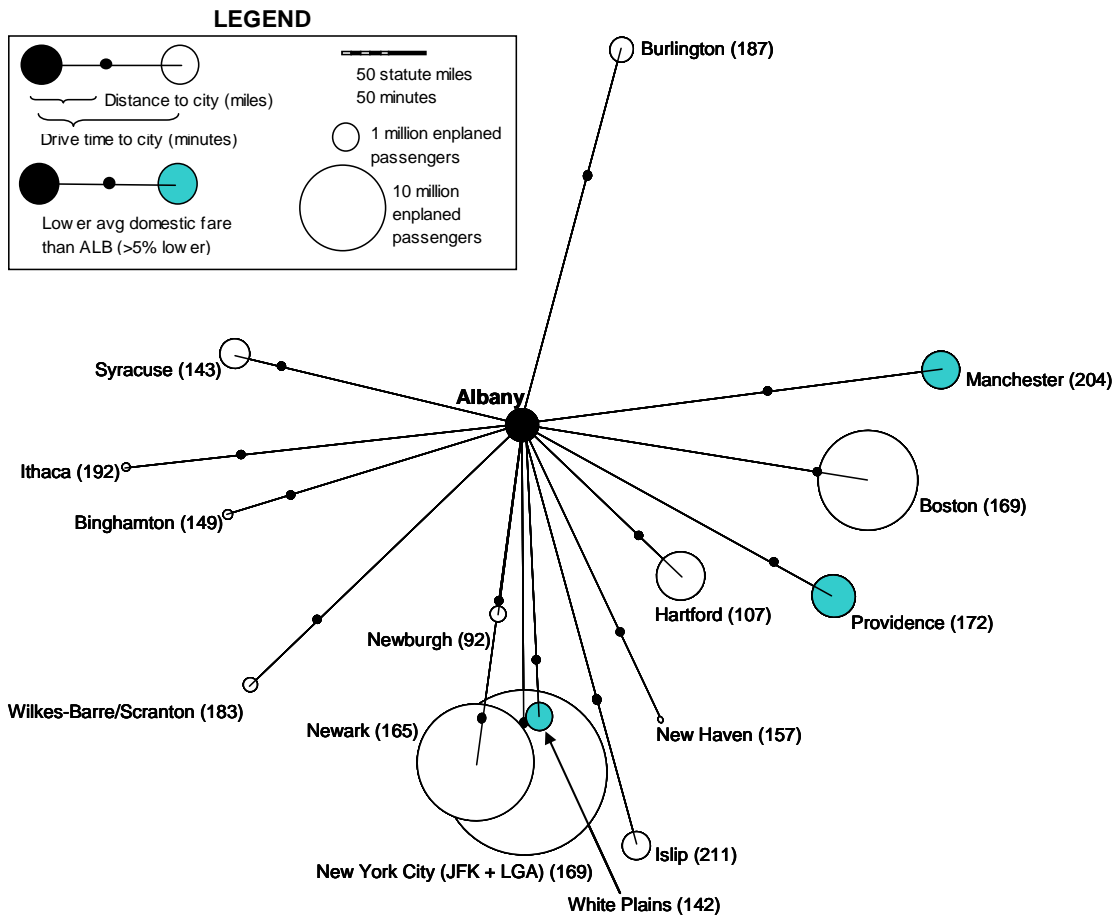
Project Number: 09 8026
 Data Source: AIA GIS
 Projection: NYS Plane, NAD83, East, Feet
 Image: NYS GIS Clearinghouse/April 2004/12" GSD True Color

Printing Date: Dec 09/09 9: 29:09
 File: C:\W2\GIS\GIS_Data\Arc105_Project\Stowed_Property_Inventory_09/09_12/09/09.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, and White Plains 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). Additionally, average fares do not include ancillary charges, such as bag check fees, and therefore increasingly understate the true cost of air travel. The details are provided in the table below.



Prepared by Jacobs Consultancy
September 17, 2009

**Average Fare Comparison of Selected Commercial Airports
to Albany International Airport**

(for the 3 months ended March 31, 2009; sorted by average fare)

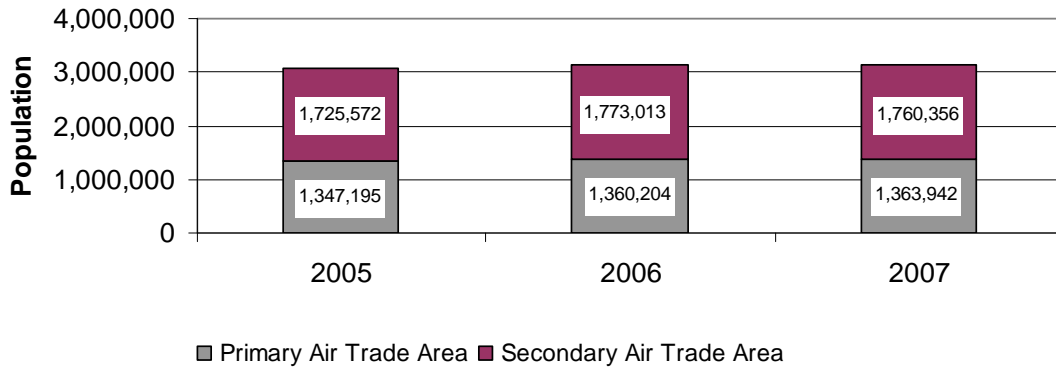
Airport	Domestic Outbound O&D				Average Fare Comparison				
	Revenues ¹	Passengers	Average One-Way Fare ¹	Yield (cpm)	Avg. Trip Distance	Differential %	Lower (>5%)	Equivalent (+/- 5%)	Higher (>5%)
Albany	40,434,040	283,350	\$142.70	11.4	1,249	-	-	-	-
Binghamton	3,782,990	21,040	179.80	13.8	1,305	26.0%	-	-	X
New Haven	1,177,790	7,040	167.30	13.4	1,250	17.2	-	-	X
Wilkes/Barre	7,136,690	44,410	160.70	12.4	1,298	12.6	-	-	X
Boston	313,749,020	1,981,990	158.30	12.0	1,316	10.9	-	-	X
New York	889,404,740	5,663,320	157.05	12.3	1,282	10.1	-	-	X
<i>Kennedy</i>	<i>301,806,860</i>	<i>1,910,170</i>	<i>158.00</i>	<i>9.9</i>	<i>1,595</i>	<i>10.7</i>	-	-	X
<i>Newark</i>	<i>306,177,820</i>	<i>1,820,320</i>	<i>168.20</i>	<i>12.8</i>	<i>1,312</i>	<i>17.9</i>	-	-	X
<i>LaGuardia</i>	<i>281,420,060</i>	<i>1,932,830</i>	<i>145.60</i>	<i>15.4</i>	<i>944</i>	<i>2.0</i>	-	X	-
Syracuse	34,299,370	220,150	155.80	13.0	1,202	9.2	-	-	X
Ithaca	3,359,230	21,870	153.60	12.2	1,261	7.6	-	-	X
Hartford	87,299,120	592,260	147.40	11.3	1,301	3.3	-	X	-
Burlington	22,408,000	153,690	145.80	12.0	1,220	2.2	-	X	-
Newburgh	6,576,880	45,960	143.10	12.8	1,122	0.3	-	X	-
White Plains	29,717,240	223,270	133.10	12.9	1,032	-6.7	X	-	-
Providence	61,410,380	481,650	127.50	10.9	1,165	-10.7	X	-	-
Manchester	45,337,490	365,920	123.90	10.5	1,175	-13.2	X	-	-
Islip	25,494,890	226,420	112.60	10.4	1,087	-21.1	X	-	-

Source: U.S. DOT, Air Passenger Origin-Destination Survey, reconciled to Schedules T100 and 298C T1.

Note: 1. Revenues and average one-way fares shown here are net of all taxes, fees, and PFCs and exclude ancillary fees charged by the airlines.

Albany International Aripot

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.

Global Foundries, one of the world's largest semiconductor manufacturers, has selected nearby Saratoga County for a \$4.2 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 - Home of International companies such as General Electric and IBM as well as thousands of small to midsize companies that employ tens of thousands of workers and generates billions of dollars in economic impact. Here are some other indicators:

- Rensselaer researchers create the darkest material ever made by man. The material, a thin coating comprised of low-density arrays of loosely vertical-aligned carbon nanotubes, absorbs more than 99.9 percent of light and one day could be used to boost the effectiveness and efficiency of solar energy conversion, infrared sensors and other devices.
- IBM assembles tests and benchmarks the world's fastest supercomputer at its Poughkeepsie plant in Tech Valley. The machine will be used by the U.S. Dept. of Energy's National Nuclear Security Administration.
- IBM announces \$1.5 billion investment in region that will create up to 1,000 new high-tech jobs; expand its operations at CNSE; create a new, advanced semiconductor packaging research and development center and upgrade its East Fishkill facility in Dutchess County
- Global Foundries breaks ground on its \$4.2 billion chip fab, which is expected to be operational in 2012, at the Luther Forest Technology Campus.
- General Electric Co. plans to build its new, state-of-the-art battery manufacturing plant on the GE Energy campus in Schenectady. The facility will produce high energy density, sodium-based chemistry batteries for several industries including transportation mining, telecommunications and utility.
- CNSE opens NanoFab East, an expansion of the Albany Nanotech complex that will support \$1 billion in new investments and 600 new high-tech jobs by 2013. NanoFab east will host cutting-edge nanoelectronics research and development programs, business deployment and commercialization outreach initiatives for leading international companies.

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		
			2007-2008	2008-2009	% Inc/Dec
Excelsior College	Albany	Private	30,334	33,057	8.98%
University at Albany	Albany	Public	17,635	18,126	2.78%
Hudson Valley Community College	Rensselaer	Public	12,300	12,787	3.96%
Empire State College	Albany	Public	10,938	11,104	1.52%
Rensselaer Polytechnic Institute	Rensselaer	Private	6,289	7,417	17.94%
Schenectady County Community College	Schenectady	Public	4,756	5,128	7.82%
The College of Saint Rose	Albany	Private	5,062	5,102	0.79%
Adirondack Community College	Warren	Public	3,571	3,536	-0.98%
Siena College	Albany	Private	3,222	3,305	2.58%
The Sage Colleges	Rensselaer	Private	2,800	2,635	-5.89%
State University of N.Y. at Cobleskill	Schoharie	Public	2,592	2,619	1.04%
Skidmore College	Saratoga	Private	2,679	2,434	-7.28%
Fulton-Montgomery Community College	Fulton-Montgomery	Public	2,203	2,400	8.94%
Union College	Schenectady	Private	2,212	2,240	1.27%
Columbia-Greene Community College	Columbia-Greene	Public	1,805	1,840	1.94%
Albany College of Pharmacy	Albany	Private	1,426	1,536	7.71%
Albany Medical College	Albany	Private	758	1,536	102.64%
Maria College	Albany	Private	749	775	3.47%
Albany Law School	Albany	Private	738	758	2.71%
Bryant & Stratton College	Albany	Private	620	689	11.13%
Mildred Elley College For Careers	Albany	Private	410	541	31.95%
Southern Vermont College	Bennington, Vermont	Public	413	500	25.00%
Graduate College of Union University	Schenectady	Nonprofit, graduate college	400	400	0.00%
			<u>113,912</u>	<u>120,515</u>	5.80%

Source: Capital District Business Review, Book of Lists June 2008 and June 2009

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

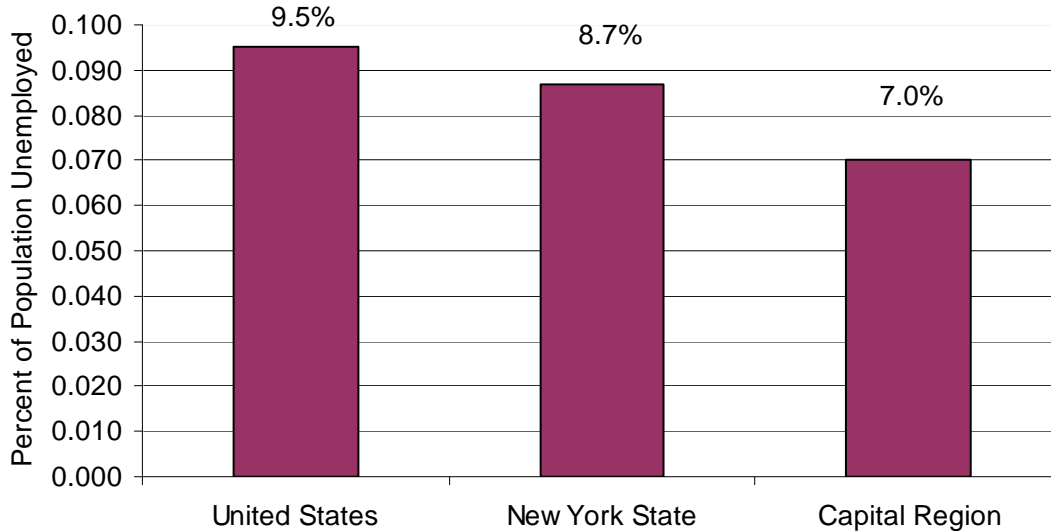
Employer	County	Product or Service	2008	2009	% Inc/Dec
Golub Corporation	Schenectady	Retail Grocery	6,721	9,715	44.55%
Albany Medical Center	Albany	Health Care	5,770	6,083	5.42%
St. Peter's Health Care Services	Albany	Health Care	3,429	3,550	3.53%
Northeast Health	Rensselaer	Health Care	3,447	3,415	-0.93%
KAPL Inc.	Schenectady	Research and development	2,600	2,600	0.00%
Ellis Hospital	Schenectady	Health Care	1,422	2,535	78.27%
Glens Falls Hospital	Warren	Health Care	2,442	2,341	-4.14%
Center for the Disabled	Albany	Residential, healthcare, education program an services for individuals with disabilities	2,300	2,322	0.96%
Empire Blue Cross/Blue Shield	Albany	Health Insurance	1,521	1,562	2.70%
KeyCorp	Albany	Banking/Financial services	1,500	1,466	-2.27%
Seton Health Systems	Rensselaer	Health Care	1,351	1,345	-0.44%
Stewart's Ice Cream Co., Inc.	Saratoga	Dairy Products	1,322	1,283	-2.95%
Saratoga Hospital and Saratoga Care Nursing Home	Saratoga	Health Care	1,077	1,271	18.01%
National Grid	Albany	Electric and Gas Utility	1,100	1,158	5.27%
Columbia Memorial Hospital	Columbia	Health Care	938	1,017	8.42%
St Mary's Hospital at Amsterdam Healthcare	Montgomery	Health Care	946	956	1.06%
Capital District Physicians' Health Plan Inc.	Albany	Health Insurance	730	798	9.32%
Union College	Schenectady	Education	777	794	2.19%
Nathan Littauer Hospital and Nursing Home	Fulton	Health Care	728	713	-2.06%
Taconic Farms Inc.	Columbia	Biomedical research	635	700	10.24%

Source: Capital District Business Review, Book of Lists June 2008 and June 2009

Capital Region Unemployment Rate

(not seasonally adjusted)

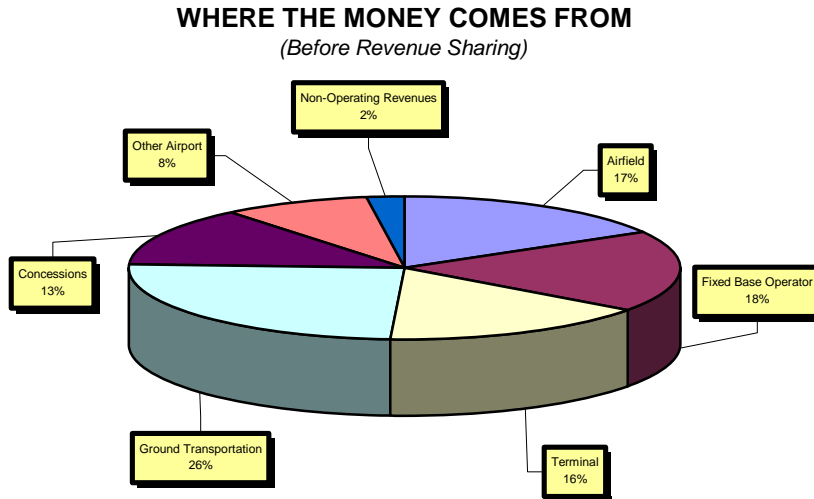
October 2009



3) REVENUES

DESCRIPTION OF REVENUES

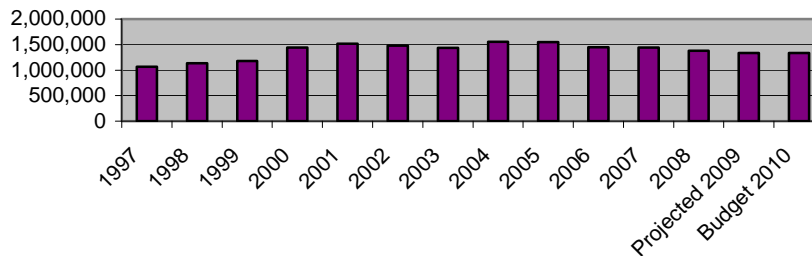
There are two types of revenues budgeted, operating and non-operating. Operating revenues are revenues generated through the daily operations of the Airport. Operating revenues are set forth in six categories; Airfield, Fixed Based Operator (FBO), Terminal, Ground Transportation, Concessions, and Other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



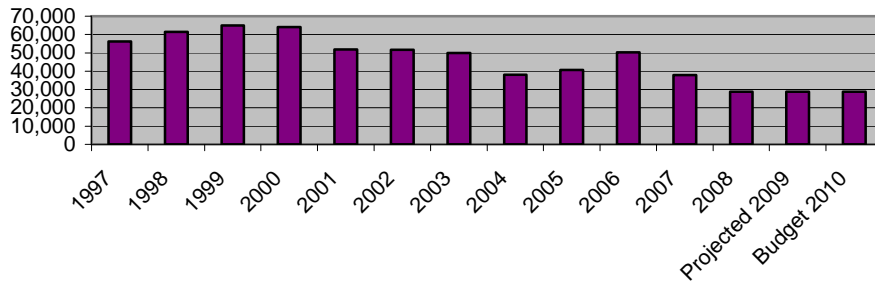
Enplanements and general aviation operations are critical since certain major non-airline revenues are projected on a per enplanement basis or a per-general aviation operations basis. Revenue projections for these items are discussed in this section and may vary significantly with any variance in the projected statistics for enplanements or general aviation operations. It is estimated that enplanements for 2010 will be 1,334,316 which is in line with 2009 projection indicating the budget was prepared forecasting zero growth. It is estimated that general aviation operations for 2010 will be 28,723 which is in line with the 2009 also forecasting zero growth.

	Audited 2008	Budgeted 2009	Projected 2009	Budgeted 2010	% Inc./Dec)
Enplanements	1,380,483	1,362,125	1,334,316	1,334,316	0.0%
General Aviation Operations	28,841	29,148	28,723	28,723	0.0%

ENPLANEMENT HISTORY



GENERAL AVIATION OPERATIONS HISTORY



REVENUE SUMMARY

Total revenues for 2010 are budgeted at \$43,718,411 before revenue sharing which is 1.4% less than the 2009 projected amount of \$44,329,533 before revenue sharing. Below is a revenue summary of audited 2008, budget 2009, projected 2009, and budget 2010 and a graph of historical operating revenues since 1997, along with 2009 projected revenues and 2010 budgeted revenues.

	Audit 2008	Budget 2009	Projected 2009	Budget 2010
Operating				
Airfield	\$ 6,877,585	\$ 6,731,649	\$ 7,723,807	\$ 7,281,742
Fixed Based Operations	10,193,453	10,248,908	7,755,228	8,017,518
Terminal	7,804,866	7,497,369	7,173,223	6,870,651
Ground Transportation	11,122,678	12,323,856	10,786,893	11,000,353
Concessions	5,480,005	6,366,165	5,710,359	5,845,728
Other Airport	4,361,254	3,800,845	3,830,686	3,710,143
	<hr/>	<hr/>	<hr/>	<hr/>
	45,839,841	46,968,792	42,980,196	42,726,135
Non Operating				
Interest Income	836,612	983,000	309,903	195,223
Investment Received-Net	(26,614)	-	(77,077)	-
TSA (LEO) Reimbursement	-	-	536,697	428,653
Improvement Charges	276,300	368,400	579,814	368,400
	<hr/>	<hr/>	<hr/>	<hr/>
	1,086,298	1,351,400	1,349,337	992,276
Total Revenues Before Revenue Sharing	<hr/>	<hr/>	<hr/>	<hr/>
	\$ 46,926,139	\$ 48,320,192	\$ 44,329,533	\$ 43,718,411

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 projecting a slight increase due to a new agreement with off-airport parking and a new promotional special for parking at the Airport. Concessions have contributed to the increase in revenues due to new food concession agreements. Other Airport revenues have decreased due to tenants leaving Airport properties vacant.

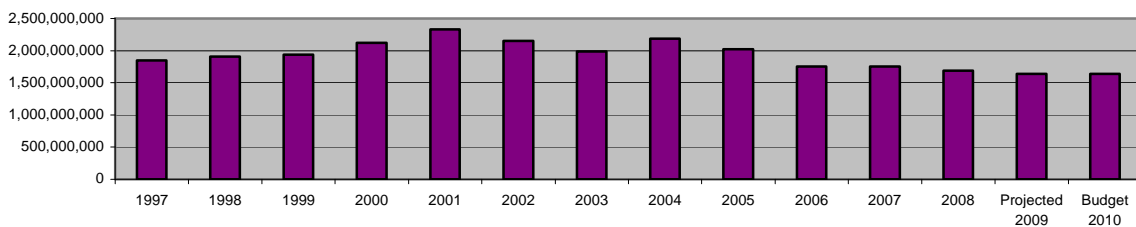
AIRFIELD

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 July 31, 2009, 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 2010 is expected to be 1,639,187 pounds which is the same as the 2009 projected amount forecasting zero growth in the budget. Under the airline use and lease agreement the landing fee for signatory airlines in 2010 will be \$2.65 per 1,000 pounds of Maximum Gross Landed Weight (MGLW). The rate for non-signatory airlines is 125 percent of the signatory rate or \$3.31. Using the calculated signatory and non-signatory landing fee rates, landing fees for 2010 are budgeted at \$4,683,852. The table below demonstrates the decrease in landing weight as a result of reduction in aircraft size and the decrease in airline operations.

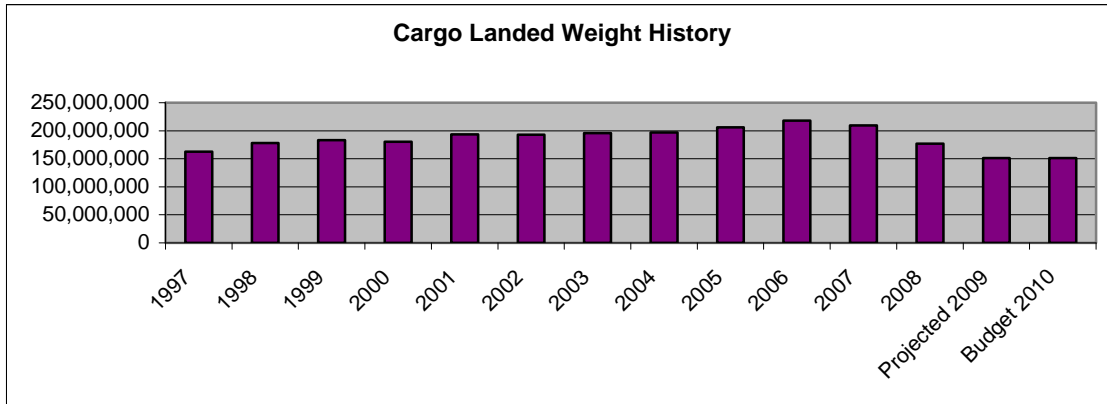
	Audited 2008	Budgeted 2009	Projected 2009	Budgeted 2010	% Inc/(Dec)
Signatory					
Landing Fee Rate	\$2.71	\$2.37	\$3.17	\$2.65	-16.4%
Landing Weights (MGLW)	1,231,539,000	1,198,086,000	1,185,845,000	1,185,845,000	0.0%
Non-Signatory					
Landing Fee Rate	\$3.39	\$2.96	\$3.96	\$3.31	-16.4%
Landing Weights (MGLW)	459,768,000	459,904,000	453,342,000	453,342,000	0.0%

LANDING WEIGHT HISTORY



CARGO LANDING FEES There are two major cargo carriers that signed the Cargo Carrier Airfield Use Agreement. For 2010, the signatory cargo carriers will be charged the signatory landing fee of \$2.65. Air cargo landing weight projected for 2010 will be 150,988,000 forecasting zero growth as demonstrated in the table below. The cargo landing fees for 2010 are budgeted at \$410,336.

	Audited 2008	Budgeted 2009	Projected 2009	Budgeted 2010	% Inc./Dec.)
Landing Fee Rate	\$2.71	\$2.37	\$3.17	\$2.65	-16.4%
Landing Weights (MGLW)	176,846,000	152,135,000	150,988,000	150,988,000	0.0%



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 \$0.10 per 1,000 pounds of MGLW for 2010. 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. The fee is \$2.25 per gallon and it is projected that there will be 164,618 gallons used. For 2010, \$370,391 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 (603,017 sq. ft). For 2010 the rate per square foot will be \$1.46 which is 3.3% less than the 2009 projected amount of \$1.51. Based on that rate, Apron Fees are budgeted at \$877,408.

TENANT MAINTENANCE Tenant maintenance is a recovery for services and materials rendered to tenants by Airport employees. The amount of \$86,818 is budgeted for 2010.

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 \$665,776 of revenues in 2010, the same projected for 2009.

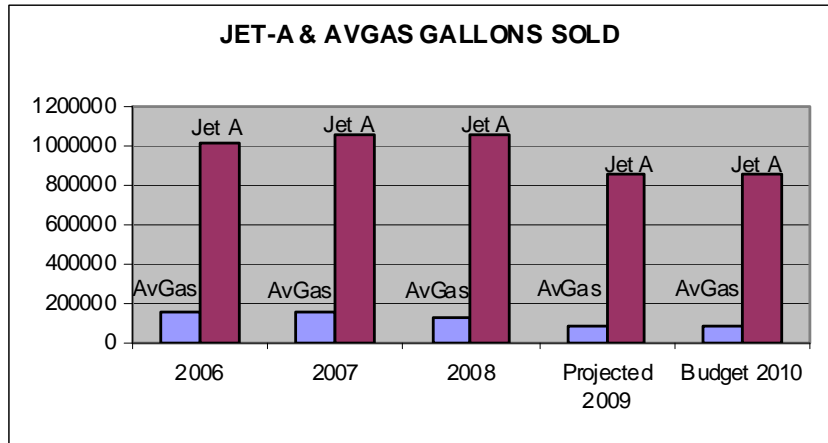
FIXED BASE OPERATOR (FBO)

JET-A FUEL SALES Jet-A Fuel sales are the sale of fuel purchased by general aviation and charter companies. The amount of \$3,525,928 is budgeted for 2010 which is 5.1% higher than the 2009 projected amount of \$3,356,009 due primarily to an increase in fuel costs and an

increase in the profit margin. The budgeted amount for 2010 was determined by projecting we would sell 862,085 gallons at \$4.09 per gallon.

AVGAS FUEL SALES AvGas fuel sales are the sale of fuel purchased for general aviation. The amount of \$369,487 is budgeted for 2010 which is 3.4% higher than the 2009 projected amount of \$357,340 due primarily to an increase in fuel costs. The budgeted amount for 2010 was determined by projecting we would sell 86,531 gallons at \$4.27 per gallon.

The following graph demonstrates the trend used to calculate the gallons for the 2010 budget.



AUTO GAS FUEL SALES Auto gas fuel sales are the sale of gasoline to the airlines for ground equipment. The amount of \$50,437 is budgeted for 2010 which is 3% higher than the 2009 projected amount of \$48,968.

DIESEL FUEL SALES Diesel fuel sales are the sale of diesel fuel to the airlines for ground equipment. The amount of \$179,473 is budgeted for 2010 which is 3% higher than the 2009 projected amount of \$174,246.

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 \$819,359 is budgeted for 2010 which is forecasted using the 2008 audited amount of \$860,390 and the 2009 projected amount of \$795,494.

FUEL FARM Fuel Farm is a recovery fee for operating expenses by charging a fuel-flowage fee of \$0.03 per gallon in 2010. The amount of \$557,749 is budgeted for 2010 which is 10.8% higher than the 2009 projected amount of \$503,340 due to an increase of \$0.007 per gallon in July of 2009. It is projected there will be 18,591,645 gallons of fuel charged a fuel-flowage fee.

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 \$5.92 to \$1,731.60 depending on the size of the aircraft. The amount of \$158,393 is budgeted for 2010 which is in line with the 2009 projected amount to budget zero growth 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 \$5.00 to \$420.00 depending on the size of the aircraft. The amount of \$66,626 is budgeted for 2010 which is in line with the 2009 projected amount to budget zero growth as demonstrated in the graph on page 3-2.

AVGAS FUEL SALES COMMERCIAL This revenue generated from a carrier who purchases fuel directly from us. This carrier is projected to purchase 216,303 gallons of avgas at \$3.26 per gallon. The amount of \$705,148 is budgeted for 2010.

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 \$331,269 is budgeted for 2010. It is predicted that 29,952 gallons will be sold at \$11.06 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 \$61,816 is budgeted for 2010. It is predicted that 5,366 gallons will be sold at \$11.52 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 \$663,782 is budgeted for 2010. It is predicted that 109,535 gallons will be sold at \$6.06 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 \$98,825 is budgeted for 2010. It is predicted that 19,765 gallons will be sold at \$5.00 per gallon.

DEICING GENERAL AVIATION This is revenue generated from the sale of deicing fluid used solely for the general aviation aircraft and is difficult to budget due to unpredictable winter weather. The amount of \$60,970 is budgeted for 2010.

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 \$231,348 is budgeted for 2010 which is 3% higher than the 2009 projected amount of \$224,610.

GENERAL AVIATION CUSTOMER SERVICE Customer service is revenue rendered from handling, catering retail, and other general aviation services. The amount of \$136,907 is budgeted for 2010 which is 3% higher than the 2009 projected amount of \$132,919.

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 2010 is projected at \$78.57 annually per square foot versus \$87.11 annually per square foot in the 2009 adopted budget. The rate for non-signatory airlines will be 125 percent of the signatory rate or \$98.21 for 2010 versus \$108.89 budgeted for 2009. Space rental fees budgeted for 2010 are \$5,620,505.

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 2010 is \$346,549.

NON-AIRLINES SPACE RENTAL-FLAT RATE The Authority leases terminal space to certain tenants at a fixed rate. The amount of \$21,632 is budgeted for 2010 which is 18.1% higher than

the 2009 projected amount of \$18,310 due to more storage space being rented out to concessionaires.

NON-AIRLINES SPACE RENTAL The Authority leases terminal space at one-half the signatory airline rental rate of \$39.29 annually per square foot in 2010 versus \$43.56 annually per square foot in 2009 to non-airline tenants such as car rental companies, baggage delivery companies and others. The amount budgeted for 2010 is \$230,551.

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 2010 is \$20,490 which is in line with the 2009 projected amount demonstrating zero growth.

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 2010 the charge per loading bridge for the year will be \$36,838 annually per bridge versus \$38,775 per bridge annually per bridge in 2009. The amount budgeted for 2010 is \$552,574.

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 \$51,402 is budgeted for 2010.

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 2010 is \$26,949 which is 2.0% higher than the 2009 projected amount of \$26,420 due to an anticipated increase in utility charges.

GROUND TRANSPORTATION

PUBLIC PARKING Daily parking rates in short term, garage, long term, and economy parking lots are \$24, \$12.00, \$9.00, and \$5.00 respectively. For 2010, the parking revenue is projected to be \$10,770,250, or \$8.07 of revenue per enplanement (RPE) which is 2.0% higher than the 2009 projected amount of \$10,559,069. 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	\$6,451,047
Long Term Parking	\$9 per day, \$36 for five days, and \$45 for seven days	\$1,073,564
Garage Parking	\$12 per day, \$50 for five days, and \$64 for seven days	\$1,931,342
Economy Parking	\$5 per day every day	\$1,279,689
Total Parking Revenue		\$10,770,250

Available public parking spaces:

	As of <u>Dec-08</u>	As of <u>Sep-09</u>
Short Term - Garage/Surface	353	353
Long Term - Garage	1,907	1,907
Long Term - Surface Lot A	1,117	1,117
Economy - Surface Lot E	2,783	2,783
Rental Cars	307	307
Employees	514	514
Total:	<u>6,981</u>	<u>6,981</u>

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 2009 and 2010 are as follows:

		<u>Fees</u>	Projected <u>2009</u>	Budget <u>2010</u>	2010 Budget vs <u>Projected 2009</u>
Per Entrance:					
Limousine Services	\$1.25 per entrance		\$5,814	\$5,878	1.1%
Taxi Cab Companies (Agreement)	\$0.01 per deplanement plus \$1.00 per entrance		\$61,851	\$62,528	1.1%
Per Vehicle (unlimited access):					
Hotels and Motels (33 vehicles)	\$600 yearly per vehicle		\$19,800	\$19,800	0.0%
Off Airport Parking Facilities(Agreement)	92.7% x Gross Revenue x 7.3%		<u>\$140,359</u>	<u>\$141,897</u>	1.1%
			<u>\$227,824</u>	<u>\$230,103</u>	1.0%

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, and baggage cart rentals.

Revenues for concessions are based on enplanements being 1,334,316 for the 2010 budget and enplanements being 1,334,316 for projected 2009. 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:

	2009 RPE	Projected 2009	2010 RPE	Budget 2010	2010 Budget vs Projected 09
Rental Cars	\$2.88	\$3,836,699	\$2.96	\$3,951,800	3.0%
Food & Beverage	0.44	591,436	0.47	621,008	5.0%
Retail	0.29	390,258	0.30	394,161	1.0%
Advertising	0.22	300,000	0.22	300,000	0.0%
Museum Shop	0.19	252,574	0.19	260,151	3.0%
Operating Permits	0.06	77,184	0.06	79,499	3.0%
Telephone-Payphones	0.01	10,257	0.01	10,257	0.0%
Telephone-Tenants	0.08	107,531	0.08	110,757	3.0%
Phone Cards	0.00	1,350	0.00	1,390	3.0%
Bank ATMs	0.03	36,169	0.03	37,255	3.0%
Business Center	0.02	33,223	0.03	38,207	15.0%
Vending Machines	0.02	33,246	0.03	34,243	3.0%
Baggage Cart Concessions	0.01	7,000	0.01	7,000	0.0%
Registered Traveler Service	0.03	33,431	0.00	0	-100.0%
Total	\$4.28	\$5,710,359	\$4.38	\$5,845,728	2.4%

(1) Registered traveler service ended as of June 22, 2009.

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 \$251,124 is budgeted for 2010 is 23.0% less than the projected 2009 of \$326,327 due to the release of rent revenue incurred by Airport Noise Control and Land Use Compatibility (ANCLUC).

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 2010 the Industrial Park will generate \$334,143 in revenues, which represents a 0.5% less than the 2009 projected revenues of \$335,698 due to an expired lease.

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 \$108,971 budgeted for 2010 is 1.2% lower than the 2009 projected revenues of \$110,324.

GENERAL AVIATION TIE-DOWNS It is anticipated that in 2010 the Tie-Downs will generate \$7,458 which is 1.6% higher than the 2009 projected revenues of \$7,343.

AV GAS FUEL SALES AvGas fuel sales at the self service facility at the T-Hangars are based on General Aviation operations being 28,723 for the 2010 budget which is also projected for 2009. 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 2010 is \$2.23 and for projected 2009 \$2.23. The 2010 budgeted amount is \$64,106 which is the same as the 2009 projected amount.

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. No revenue is budgeted for 2010 because it is the end of the extended contract and the FAA has indicated it would obtain other contract weather observation services.

PARKING GARAGE SPACE RENT Included in the 2009 new rental car agreement is return space rent for the rental cars. The \$70,356 budgeted for 2010 is 4.0% higher than 2009 projected revenues of \$67,650 due to an annual increase.

HANGAR RENTAL The Authority purchased two hangars during 2003 and one during 2004. The \$347,065 budgeted for 2010 is in line with the 2009 projected amount.

BUILDING RENTAL Building rental includes building rental leases for Aeronautical Radio, Inc., Civil Air Patrol, JB Hunt, SITA, and Southwest Airlines. The 2010 budgeted amount is \$79,722 which is 60.4% higher than the 2009 projected amount of \$49,706 due to a new tenant.

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 \$855,307 are budgeted for 2010 which is 6.7% higher than the 2009 projected amount of \$801,440.

AIRCRAFT MAINTENANCE & SERVICE CENTER This aircraft maintenance and service center was completed in 2007. The initial tenant vacated the facility August 31, 2009. For 2010, \$100,000 in revenue is budgeted with the anticipation that the hangar space can be rented out to other general aviation tenants.

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 2010 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 \$138,716 reimbursed for 2010 which is 2.5% higher than the projected 2009 amount of \$135,333 due to an anticipated increase in utilities.

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 \$27,000 for 2010 which is in line with projected 2009.

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 \$12,400 of revenues will be generated in 2010. The following table represents the revenues incurred from this service.

Internet	13 lines at \$55 per month	\$8,580
Internet	1 line at \$85 per month	\$1,020
Cable	7 lines at \$100 per quarter	\$2,800
Total Internet and Cable Access		\$12,400

WIRELESS INTERNET During 2004, Wireless Internet access was installed in the Airport terminal. Wireless Internet is now a free service for passengers at the Airport.

FINGERPRINTING The Authority collects a fee of \$38 per person for tenants, \$48 per person for contractors, which includes an \$8.00 processing fee to offset the costs incurred to process fingerprints for Airport security clearance. It is anticipated that \$16,000 in revenues will be generated in 2010 which is in line with the 2009 projected amount of \$15,940. The Airport processes approximately 400 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 \$30,192 will be generated for 2010.

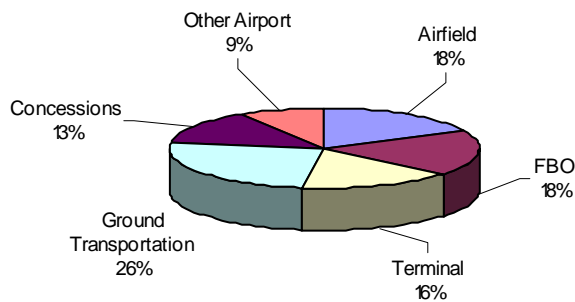
PURCHASING PROPOSALS The Authority collects fees from vendors who request proposals, contract bids and other forms of solicitations. The amount of \$3,000 is budgeted for 2010. The Authority collects fees of \$75 with drawings and \$20 without drawings.

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 \$2,500 is budgeted for 2010.

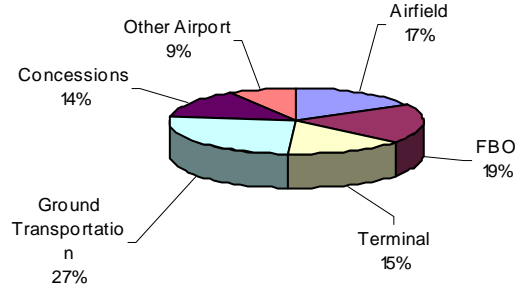
OTHER Various miscellaneous revenues are collected from non-repetitive sources. Revenues of \$15,000 are budgeted for 2010.

OPERATING REVENUES BY CATEGORY

Projected 2009



Budget 2010



OTHER REVENUES

INTEREST EARNINGS The Airport receives revenues from interest generated by investment of operating, capital, and reserve funds. The \$195,223 budgeted in 2010 is a 37.0% decrease from the 2009 projected amount of \$309,903 because of the decline in interest rates.

TSA (LEO) REIMBURSEMENT This is a Law Enforcement Officer Reimbursement Agreement Program through the Federal Government which offers reimbursement for Sheriff staffing. The amount of \$428,653 is budgeted for 2010.

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 2010 budget.



Albany County Airport Authority Albany International Airport 2010 Budget REVENUES				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
AIRFIELD				
Airline Landing Fees	\$4,422,523	\$4,246,770	\$5,101,021	\$4,683,852
Airline Airfield Revenue Sharing	(49,361)	(173,263)	(97,264)	(170,229)
Cargo Landing Fees	475,645	367,717	475,771	410,336
Airline Landing Fee Surcharge	168,520	171,432	171,376	171,376
Cargo Landing Fee Surcharge	18,641	15,730	15,786	15,786
Glycol Disposal Fee	116,517	240,000	297,806	370,391
Airline Apron Fee	893,046	907,610	911,982	877,408
Tenant Maintenance	116,918	116,614	84,290	86,818
Control Tower Rental	665,775	665,775	665,776	665,776
	<u>\$6,828,224</u>	<u>\$6,558,386</u>	<u>\$7,626,543</u>	<u>\$7,111,513</u>
FBO				
Jet A Fuel Sales	\$5,544,932	\$4,950,000	\$3,356,009	\$3,525,928
Avgas Fuel Sales General Aviation	585,374	589,000	357,340	369,487
Auto Gas Fuel Sales	119,964	142,141	48,968	50,437
Diesel Fuel Sales	229,351	240,466	174,246	179,473
Into-plane	860,390	895,317	795,494	819,359
Fuel Farm	463,935	491,396	503,340	557,749
General Aviation Landing Fees	162,513	178,303	158,393	158,393
General Aviation Parking Fees	88,652	99,801	66,626	66,626
Avgas Fuel Sales Commercial	182,143	884,928	638,791	705,148
Deicing Type I - Sprayed	471,383	394,350	328,283	331,269
Deicing Type IV - Sprayed	98,097	90,790	64,189	61,816
Deicing Type I - Consortium	717,083	695,000	717,374	663,782
Deicing Type IV - Consortium	189,119	155,800	129,452	98,825
Deicing - GA	66,073	0	59,195	60,970
General Aviation Tenants	225,019	236,638	224,610	231,348
General Aviation Customer Services	189,425	204,978	132,919	136,907
	<u>\$10,193,453</u>	<u>\$10,248,908</u>	<u>\$7,755,228</u>	<u>\$8,017,518</u>
TERMINAL				
Airline Space Rental	\$6,422,724	\$6,197,528	\$5,885,184	\$5,620,505
Airline Terminal Revenue Sharing	(115,176)	(404,281)	(226,949)	(397,201)
TSA Space Rental	460,749	346,549	346,549	346,549
Nonairline Space Rental - Flat Rate	16,148	18,133	18,310	21,632
Nonairline Space Rental	233,606	255,497	271,108	230,551
FIS Facility Use Fee	35,385	38,397	20,490	20,490
Loading Bridge Rentals	554,677	581,622	555,257	552,574
Tenant Maintenance	29,664	33,793	49,904	51,402
Utility Reimbursement	51,913	25,850	26,420	26,949
	<u>\$7,689,690</u>	<u>\$7,093,088</u>	<u>\$6,946,274</u>	<u>\$6,473,450</u>
GROUND TRANSPORTATION				
Parking	\$10,886,182	\$12,070,000	\$10,559,069	\$10,770,250
Access Fees	236,496	253,856	227,824	230,103
	<u>\$11,122,678</u>	<u>\$12,323,856</u>	<u>\$10,786,893</u>	<u>\$11,000,353</u>

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget REVENUES				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
CONCESSIONS				
Rental Cars	\$3,649,493	\$4,400,000	\$3,836,699	\$3,951,800
Food and Beverage	500,406	514,936	591,436	621,008
Retail	417,760	429,334	390,258	394,161
Advertising	229,065	250,000	300,000	300,000
Museum Shop	282,502	359,000	252,574	260,151
Operating Permits	21,104	25,000	77,184	79,499
Telephone - Payphones	13,119	13,106	10,257	10,257
Telephone - Tenants	128,147	133,079	107,531	110,757
Phone Cards	1,772	1,957	1,350	1,390
Bank ATMs	37,656	38,780	36,169	37,255
Business Center	59,943	63,647	33,223	38,207
Vending Machines	42,038	40,326	33,246	34,243
Baggage Cart Concessions	7,000	7,000	7,000	7,000
Registered Traveler Service	90,000	90,000	33,431	0
	<u>\$5,480,005</u>	<u>\$6,366,165</u>	<u>\$5,710,359</u>	<u>\$5,845,728</u>
OTHER AIRPORT				
Land Rental	\$157,236	\$174,231	\$326,327	\$251,124
Industrial Park	336,412	349,670	335,698	334,143
T Hangars	97,428	133,391	110,324	108,971
Tie Downs	6,873	7,283	7,343	7,458
T Hangar Avgas Fuel Sales	93,311	88,613	64,106	64,106
Weather Observation Services	143,881	158,724	158,724	0
Parking Garage Space Rent	43,696	67,650	67,650	70,356
Hangar Rentals	304,128	327,800	348,093	347,065
Building Rental	124,682	28,841	49,706	79,722
Cargo Building Rental	991,666	892,781	801,440	855,307
Eclipse Hangar Rental	318,996	0	73,804	100,000
State Executive Hangar/Maint	1,247,083	1,247,083	1,247,083	1,247,083
Utility Reimbursement	229,005	170,989	135,333	138,716
Reimbursement of Property Taxes	26,080	26,863	27,887	27,000
Internet and Cable Access	13,373	14,120	11,925	12,400
Wireless Internet	40,202	41,078	921	0
Fingerprinting	14,880	14,633	15,940	16,000
Tenant Maintenance	22,828	28,879	29,313	30,192
Purchasing Proposals	11,158	8,841	2,393	3,000
EBay/Scrap/Garage Sales	3,322	4,376	2,344	2,500
Other	135,014	15,000	14,334	15,000
	<u>\$4,361,254</u>	<u>\$3,800,845</u>	<u>\$3,830,686</u>	<u>\$3,710,143</u>
TOTAL REVENUES	\$45,675,304	\$46,391,248	\$42,655,983	\$42,158,706
OTHER REVENUES				
Interest Earnings	\$836,612	\$983,000	\$309,903	\$195,223
Investment Received - Net	-26,614	0	-77,077	0
TSA (LEO) Reimbursement	0	0	536,697	428,653
Improvement Charges	276,300	368,400	579,814	368,400
	<u>\$1,086,298</u>	<u>\$1,351,400</u>	<u>\$1,349,337</u>	<u>\$992,276</u>
TOTAL REVENUES	\$46,761,602	\$47,742,648	\$44,005,320	\$43,150,981
TOTAL REVENUES BEFORE REVENUE SHARING	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411
Airport Operations	\$35,646,388	\$36,719,884	\$35,224,969	\$34,708,618
FBO Operations	\$10,193,453	\$10,248,908	\$7,755,228	\$8,017,518
Other Revenues	\$1,086,298	\$1,351,400	\$1,349,337	\$992,276
Total Revenues	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411

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4) EXPENSES**SUMMARY OF EXPENSES**

Budgeted operating expenses for 2010 are \$30,623,656 which is 2.9% higher than the \$29,752,840 projected for 2009. 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 2008	Budget 2009	Projected 2009	Budget 2010
AvPorts	\$ 20,495,240	\$ 19,772,000	\$ 18,306,335	\$ 19,082,838
Million Air	3,273,021	3,409,795	2,859,607	2,884,215
Million Air Cost of Sales	6,601,032	6,554,798	4,474,823	4,539,272
Authority	3,861,896	4,179,550	4,112,075	4,117,331
Total Operating Expenses	\$ 34,231,189	\$ 33,916,143	\$ 29,752,840	\$ 30,623,656

DESCRIPTION OF BUDGETED 2010 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 2.9% in the 2010 budget of \$9,012,694 over the 2009 projected amount of \$8,755,251. COLA increases for management employees and pay rate adjustments have been provided for 2010 as dictated in various union contracts or other agreements. Positions that have remained vacant due to the decrease in operations at the Airport were removed for the 2010 budget. One electrical superintendant in airfield; one custodial worker, one curatorial assistant, and two sales associates in the terminal; one technical support supervisor, a part time shuttle operator, two and a half part time cashiers in parking; four and a half curbside monitors and the curbside supervisor decreased to part time in security; one firefighter; three airport operations officers in operations; and one vehicle maintenance supervisor in vehicle maintenance for AvPorts has been eliminated pending an increase in operations. One general aviation line service technician was transferred to commercial line service technician, three general aviation line service technicians has been eliminated, one facility maintenance technician has been transferred to a general aviation line service technician, and one Customer service representative was eliminated at Million Air pending an increase in operations. One part time worker for the Authority's office has been eliminated and two employees are scheduled to retire whose positions will remain vacant also pending an increase in operations.

Summary of Employees	2008 Audited	2009 Budget	2010 Budget	# of Additions
AvPorts	171.0	185.5	166.5	-19.0
Million Air Authority	37.0	38.0	34.0	-4.0
	34.0	29.0	27.5	-1.5
	242.00	252.50	228.00	-24.50

EMPLOYEE BENEFITS Employee Benefits are budgeted \$3,955,207 for 2010 which is 5.8% increase from the 2009 projected amount of \$3,738,291. In an effort to reduce expenses there was a reduction of positions that have been vacant as long as airport operations and enplanements do not increase. The reduction in employees will help compensate for the inflating costs of health insurance and retirement.

SUMMARY BY SALARIES & BENEFITS:	2008 Audited			2009 Budget			2010 Budget		
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total
AVPORTS	\$5,819,764	\$2,126,995	\$7,946,759	\$5,979,130	\$2,145,430	\$8,124,560	\$6,028,302	\$2,415,676	\$8,443,978
MILLION AIR AUTHORITY	1,416,291	338,587	1,754,878	1,474,961	459,009	1,933,970	1,242,249	395,039	1,637,288
	1,908,451	1,096,309	3,004,760	1,893,395	1,161,196	3,054,591	1,742,143	1,144,492	2,886,635
	\$9,144,506	\$3,561,890	\$12,706,396	\$9,347,486	\$3,765,635	\$13,113,121	\$9,012,694	\$3,955,207	\$12,967,901

UTILITIES AND COMMUNICATIONS This includes expenses to be incurred for electric charges, natural gas, sewer, water and communications. The \$2,911,350 budgeted for 2010 is 2.0% higher than projected 2009 amount of \$2,854,419. The increase is due to an expected increase in utilities.

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 \$55,500 budgeted for 2010 is in line with the 2009 projected amount of \$54,424.

Insurance The \$1,038,744 budgeted for 2010 is in line with the 2009 projected amount. Following is a summary of the 2009 projected and 2010 budgeted insurance coverage costs for the Authority:

	2009 Projected	2010 Budget
General Liability, including War Risk	\$ 670,397	\$ 670,397
Commercial Property	175,868	175,949
Business Automobile	73,945	73,945
Public Officials & Employee Practices	23,753	23,753
Environmental Liability	57,546	57,546
Crime	2,020	2,020
Agent Fee	30,000	30,000
Fiduciary Liability	1,134	1,134
Insurance Claims	66,684	4,000
TOTAL	\$ 1,101,346	\$ 1,038,744

Legal The 2010 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 2010 is \$165,060 which is 2.9% higher than the 2009 projected amount of \$160,415 to account for yearly increases.

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 \$1,978,613 budgeted for 2010 is 0.9% lower than the 2009 projected amount of \$1,997,094.

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 \$697,839 budgeted for 2010 is in line with the 2009 projected amount of \$698,365.

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 \$574,442 budgeted for 2010 is in line with the 2009 projected amount of \$570,692.

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 \$42,500 budgeted for 2010 is 11.3% less than the 2009 projected amount of \$47,897 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. \$763,865 is budgeted for 2010 which is 10.5% higher than the 2009 projected amount of \$691,499 due to an increase in the need for consultation at the Airport.

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 \$924,427 budgeted for 2010 is in line with 2009 projected amount of \$926,955 in an effort to maintain costs at the same level.

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 \$4,539,272 budgeted for 2010 is 1.4% higher than the 2009 projected amount of \$4,474,823 due to an increase 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 \$1,550,843 budgeted for 2010 is 6.1% higher than the 2009 projected amount of \$1,461,328 due to the increase costs of repairs and the age of the building.

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 \$579,636 budgeted for 2010 is 7.0% higher than the 2009 projected amount of \$541,928 due primarily to an increase in the 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 \$771,116 budgeted for 2010 is 10.0% higher than the 2009

projected amount of \$701,035 due to the increasing cost of maintenance for the Airport vehicles and heavy equipment combined with the increasing 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 \$338,471 budgeted for 2010 is 9.5% higher than the 2009 projected amount of \$309,237 due to an increase in need for computer system supplies and an increase in hardware/software maintenance agreement.

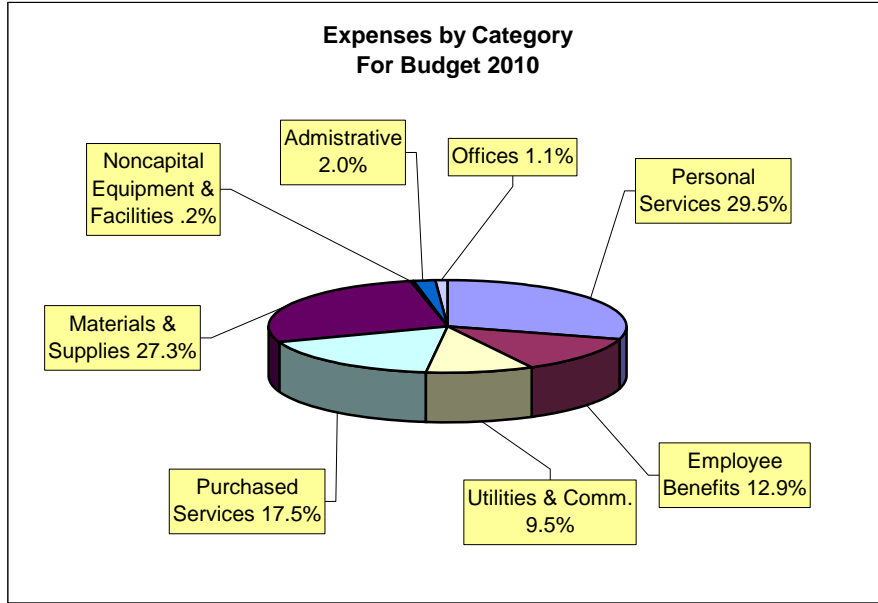
ADMINISTRATIVE This category contains the costs associated with dues, subscriptions, training, conferences, meetings, travel, advertising, property taxes, economic development, and credit card and EZPass processing fees. The \$609,576 budgeted for 2010 is 2.8% more than the 2009 projected amount of \$593,208 due to economic development and an increase in travel and education.

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 \$64,500 for 2010. The following table demonstrates the probable purchases for 2010

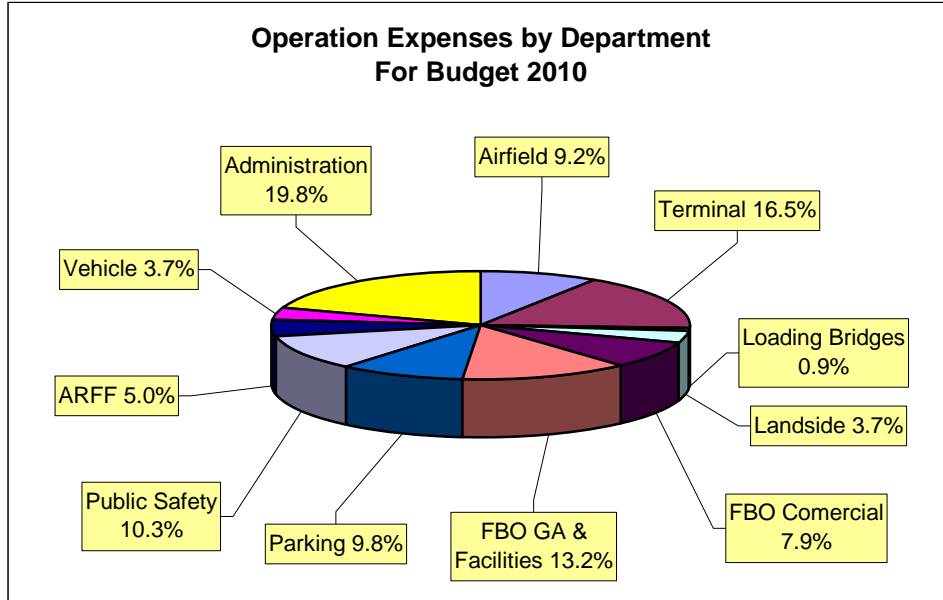
Albany County Airport Authority
Non Capital Equipment and Facilities (*Budget 2010*)
A/C 83000 (Between \$5,000 and \$50,000)

	Budget 2010	Item Requested
<u>Parking</u>	\$ 10,000	EZ Pass 2U Server or VM server Host
<u>ARFF</u>	5,500	Barcoded fire-asset management system
<u>Avports Administration</u>	25,000	Facilities Maintenance Management System Setup, Software
ACAA	<u>24,000</u>	New Voice Mail System
Total	\$ 64,500	





Albany County Airport Authority Albany International Airport 2010 Budget SUMMARY OF EXPENSES				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
EXPENSES - SUMMARY				
Airport Management	\$20,495,240	\$19,772,001	\$18,306,335	\$19,082,838
FBO Management	3,273,021	3,409,795	2,859,607	2,884,215
FBO Cost of Sales	6,601,032	6,554,798	4,474,823	4,539,272
Authority	3,861,896	4,179,550	4,112,075	4,117,331
TOTAL EXPENSES	\$34,231,189	\$33,916,143	\$29,752,840	\$30,623,656
EXPENSES BY CATEGORY				
Personal Services	\$9,144,507	\$9,347,486	\$8,755,251	\$9,012,694
Employee Benefits	3,561,890	3,765,635	3,738,291	3,955,207
Utilities & Communications	3,969,307	3,663,526	2,854,419	2,911,350
Purchased Services				
Accounting & Auditing	\$28,308	\$31,500	\$54,424	\$55,500
Insurance	984,450	976,097	1,101,346	1,038,744
Legal	48,683	50,000	40,414	50,000
Public Safety	157,549	158,021	160,415	165,060
Albany County Sheriffs	1,874,697	1,823,404	1,997,094	1,978,613
Janitorial	690,182	679,088	698,365	697,839
Public Communications	718,851	725,674	570,692	574,442
Special Studies & GIS Services	64,750	27,000	47,897	42,500
Professional Services	833,873	742,320	691,499	763,865
Total Purchased Services	\$5,421,146	\$5,213,104	\$5,362,145	\$5,366,563
Materials & Supplies				
Airfield	\$997,927	\$1,039,275	\$926,955	\$924,427
FBO	0	0	0	0
FBO - Cost of Sales	6,601,032	6,554,798	4,474,823	4,539,272
Buildings	1,739,724	1,709,385	1,461,328	1,550,843
Grounds	654,679	497,985	541,928	579,636
Vehicles & Equipment	1,038,153	923,916	701,035	771,116
Total Material & Supplies	\$11,031,515	\$10,725,359	\$8,106,069	\$8,365,294
Office	\$307,465	\$341,795	\$309,237	\$338,471
Administration	685,950	723,627	593,208	609,576
Noncapital Equipment & Facilities	109,409	135,609	34,220	64,500
TOTAL EXPENSES	\$34,231,189	\$33,916,142	\$29,752,840	\$30,623,656



Albany County Airport Authority Albany International Airport 2010 Budget SUMMARY OF EXPENSES				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
DEPARTMENT SUMMARY (Direct & Indirect)				
Direct Cost Centers				
Airfield	\$2,899,414	\$2,905,475	\$2,714,059	\$2,823,042
Terminal	5,785,346	5,511,268	4,781,558	5,057,340
Loading Bridges	287,692	287,973	256,612	281,239
Landside:				
Parking	3,290,402	3,235,509	2,869,598	2,994,626
Landside Development	1,464,646	1,144,916	1,080,562	1,131,540
FBO Commercial	2,256,670	2,808,173	2,453,532	2,416,876
FBO GA & Facilities	6,700,527	6,179,367	3,925,360	4,040,480
Total Direct Cost Centers	\$22,684,697	\$22,072,681	\$18,081,280	\$18,745,143
Indirect Cost Centers				
ARFF	\$1,453,357	\$1,399,654	\$1,383,603	\$1,536,417
Operations	784,843	796,605	809,761	809,305
Security	2,370,700	2,349,477	2,460,158	2,358,288
Vehicle/Equipment	1,209,557	1,158,968	1,007,127	1,125,475
Airport Management Administration	949,283	982,155	943,297	965,566
FBO Administration	916,856	977,053	955,539	966,132
Airport Authority Administration	3,861,896	4,179,550	4,112,075	4,117,331
Total Indirect Cost Centers	\$11,546,492	\$11,843,462	\$11,671,560	\$11,878,513
TOTAL EXPENSES	\$34,231,189	\$33,916,143	\$29,752,840	\$30,623,656

Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Projected AvPorts Totals	2010 Budget MA Totals	2010 Budget ACAA Admin	Budget 2010	Projected 2009	2010 Over 2009 Projected	2010 Over 2009 Projected
PERSONNEL SERVICES								
Salaries	1 1000	5,567,137	1,180,953	1,739,643	8,487,733	8,179,382	308,351	3.8%
Overtime (1.5)	1 2010	410,409	61,296	2,500	474,205	528,727	-54,522	-10.3%
Overtime (2.0)	1 2020	50,756	0	0	50,756	47,142	3,614	7.7%
Subtotal		6,028,302	1,242,249	1,742,143	9,012,694	8,755,251	257,443	2.9%
EMPLOYEE BENEFITS								
Social Security	2 1000	452,744	95,031	128,890	676,665	653,702	22,963	3.5%
Health-Active	2 2000	1,442,209	194,139	402,427	2,038,775	1,965,060	73,715	3.8%
Health-Retirees	2 2100	0	0	0	0	1,869	-1,869	-100.0%
OPEB	2 2105	0	0	421,041	421,041	421,041	0	0.0%
Health-Dental	2 2200	0	0	32,854	32,854	27,791	5,063	18.2%
Health-Vision	2 2300	0	0	6,869	6,869	6,042	827	13.7%
Health-Aflac	2 3000	0	0	9,720	9,720	10,491	-771	-7.3%
Medical Exams	2 4000	10,000	5,142	0	15,142	11,283	3,859	34.2%
Capital EAP Program	2 4010	3,942	0	2,050	5,993	5,007	986	19.7%
Smoking Cessation Class	2 4015	0	0	350	350	350	0	0.0%
Uniforms & Laundry	2 5000	49,191	9,721	0	58,912	58,653	258	0.4%
Uniform Purchases	2 5005	12,828	10,235	0	23,063	17,382	5,681	32.7%
NYS Disability Insurance/Life Insur	2 6010	68,298	2,664	1,574	72,536	76,452	-3,916	-5.1%
Unemployment Insurance	2 6020	68,067	14,455	2,163	84,685	90,383	-5,698	-6.3%
Workers Compensation	2 6030	213,134	27,230	8,127	248,491	157,839	90,652	57.4%
Retirement Plans	2 9000	95,263	36,422	128,427	260,112	234,945	25,167	10.7%
Subtotal		2,415,676	395,039	1,144,492	3,955,207	3,738,291	216,916	5.8%
UTILITIES & COMMUNICATIONS								
Electric	3 1000	1,839,944	81,865	59,310	1,981,119	1,943,548	37,571	1.9%
Natural Gas	3 3000	452,070	51,837	38,768	542,676	532,034	10,642	2.0%
Sewer	3 4000	75,659	0	0	75,659	75,576	83	0.1%
Water	3 5000	81,139	500	0	81,639	81,560	79	0.1%
Telephone Charges - Local	3 6010	14,150	850	6,850	21,850	20,958	892	4.3%
Telephone Charges - Long Distance	3 6011	826	400	950	2,176	1,958	218	11.1%
Telephone-Sheriff	3 6012	4,400	0	0	4,400	4,412	-12	-0.3%
Telephones-Monthly Service	3 6015	0	0	7,300	7,300	7,284	16	0.2%
Telephones-Monthly Usage	3 6016	0	0	6,800	6,800	6,772	28	0.4%
Payphones-Annual& Monthly Serv	3 6017	62,570	0	0	62,570	72,183	-9,613	-13.3%
Payphones-Monthly Usage	3 6018	2,721	0	0	2,721	2,721	0	0.0%
Telephone Parts & Repairs	3 6020	0	1,000	28,700	29,700	12,872	16,829	130.7%
Telephone Cellular	3 6030	42,000	0	0	42,000	41,809	191	0.5%
Internet Access	3 6032	0	0	20,400	20,400	20,400	0	0.0%
Wireless	3 6033	0	0	6,600	6,600	6,600	0	0.0%
Radio Communications	3 6035	15,080	0	0	15,080	15,080	0	0.0%
Paging Services	3 6040	2,900	0	0	2,900	2,893	7	0.3%
Cable Television	3 6060	4,537	1,034	189	5,760	5,760	0	0.0%
Subtotal		2,597,996	137,486	175,867	2,911,350	2,854,419	56,931	2.0%
PURCHASED SERVICES								
Accounting and Auditing								
Financial	4 1010	0	0	50,000	50,000	50,054	-54	-0.1%
Rates and Charges	4 1020	0	0	5,500	5,500	4,370	1,130	25.9%
Subtotal		0	0	55,500	55,500	54,424	1,076	2.0%
Insurance								
Airport Liability	4 2010	114,140	187,110	369,147	670,397	670,397	0	0.0%
Automotive	4 2020	70,499	3,446	0	73,945	73,945	0	0.0%
Environmental Liability	4 2041	0	57,546	0	57,546	57,546	0	0.0%
Property Insurance	4 2060	131,180	43,311	1,458	175,949	175,868	82	0.0%
Crime	4 2065	0	0	2,020	2,020	2,020	0	0.0%
Public Officials Liability	4 2070	0	0	23,753	23,753	23,753	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	4,000	0	0	4,000	66,684	-62,684	-94.0%
Subtotal		319,819	291,413	427,512	1,038,744	1,101,346	-62,602	-5.7%

Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Projected AvPorts Totals	2010 Budget MA Totals	2010 Budget ACAA Admin	Budget 2010	Projected 2009	2010 Over 2009 Projected	2010 Over 2009 Projected
Outside Services								
Legal	4 3000	0	0	50,000	50,000	40,414	9,586	23.7%
Public Safety	4 4000	1,978,613	0	0	1,978,613	1,997,094	-18,481	-0.9%
Perimeter Security	4 4005	157,560	0	0	157,560	152,971	4,589	3.0%
Armored Car Services	4 4010	7,500	0	0	7,500	7,444	56	0.8%
Janitorial Services	4 5000	597,208	0	13,122	610,330	610,701	-371	-0.1%
Refuse Removal Services	4 5010	84,509	3,000	0	87,509	87,664	-155	-0.2%
Public Relations	4 6010	0	42,000	66,100	108,100	118,985	-10,885	-9.1%
Artistic Exhibits	4 6012	50,100	0	0	50,100	43,188	6,912	16.0%
Departure	4 6013	258,384	0	0	258,384	258,384	0	0.0%
Advertising	4 6015	0	0	34,705	34,705	26,982	7,723	28.6%
Passenger Information Booth	4 6020	123,153	0	0	123,153	123,153	0	0.0%
Special Studies	4 7000	0	0	28,000	28,000	33,397	-5,397	-16.2%
GIS Services	4 7010	14,500	0	0	14,500	14,500	0	0.0%
Subtotal		3,271,527	45,000	191,927	3,508,454	3,514,876	-6,423	-0.2%
Professional Services								
Architectural	4 9010	2,000	0	0	2,000	5,935	-3,935	-66.3%
Consultant	4 9015	0	0	85,000	85,000	19,170	65,831	343.4%
Engineering Services	4 9020	0	0	5,000	5,000	0	5,000	100.0%
Inspection	4 9030	0	520	0	520	520	0	0.0%
Professional Management	4 9040	407,284	245,000	0	652,284	646,932	5,352	0.8%
Testing	4 9050	0	1,400	0	1,400	1,314	86	6.5%
Code Enforcement	4 9060	7,661	0	10,000	17,661	17,628	33	0.2%
Subtotal		416,945	246,920	100,000	763,865	691,499	72,366	10.5%
Total Purchased Services		4,008,291	583,333	774,939	5,366,563	5,362,145	4,418	0.1%
MATERIALS AND SUPPLIES								
Airfield								
Fencing	5 1010	10,000	0	0	10,000	17,181	-7,181	-41.8%
Airfield Lighting System	5 1011	50,000	0	0	50,000	40,000	10,000	25.0%
Pavement Repairs	5 1014	5,000	0	0	5,000	5,000	0	0.0%
Apron Maintenance	5 1015	10,000	0	0	10,000	10,000	0	0.0%
Runway Painting	5 1016	20,000	0	0	20,000	22,796	-2,796	-12.3%
Airfield Shop Supplies	5 1017	8,000	0	0	8,000	8,000	0	0.0%
Airfield Shop Tools	5 1018	2,000	0	0	2,000	6,563	-4,563	-69.5%
Snow Removal Supplies	5 1019	400,000	0	0	400,000	382,728	17,272	4.5%
Rubber Removal	5 1020	25,000	0	0	25,000	25,000	0	0.0%
ARFF								
EMS Supplies	5 1030	5,200	0	0	5,200	5,200	0	0.0%
ARFF Supplies	5 1031	25,500	0	0	25,500	20,000	5,500	27.5%
Foam	5 1033	11,227	0	0	11,227	11,227	0	0.0%
Glycol								
Glycol Disposal (BOD)	5 1051	9,000	0	0	9,000	8,760	240	2.7%
Waste Water Conveyance	5 1052	7,500	0	0	7,500	7,500	0	0.0%
Electricity & Gas	5 1053	150,000	0	0	150,000	150,000	0	0.0%
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	7,000	-1,000	-14.3%
System Maintenance & Repairs	5 1057	175,000	0	0	175,000	195,000	-20,000	-10.3%
Subtotal		924,427	0	0	924,427	926,955	-2,528	-0.3%
FBO								
Fuel Cost - Jet	5 1101	0	2,319,009	0	2,319,009	2,198,395	120,614	5.5%
Fuel Discounts - Jet A	5 1102	0	170,000	0	170,000	169,869	131	0.1%
Fuel Cost - Avgas	5 1103	0	282,956	0	282,956	271,718	11,239	4.1%
Fuel Cost - Auto	5 1105	0	39,000	0	39,000	38,371	629	1.6%
Fuel Cost Diesel	5 1107	0	129,000	0	129,000	128,362	638	0.5%
Fuel Cost - Avgas Commercial	5 1108	0	625,116	0	625,116	565,786	59,330	10.5%
Deicing Type I - Sprayed	5 1109	0	90,755	0	90,755	119,454	-28,699	-24.0%
Deicing Type IV - Sprayed	5 1110	0	26,830	0	26,830	42,314	-15,484	-36.6%
Deicing Type I - Consortium	5 1111	0	663,782	0	663,782	717,374	-53,592	-7.5%
Deicing Type IV - Consortium	5 1112	0	98,825	0	98,825	129,452	-30,627	-30.9%
Catering	5 1120	0	88,000	0	88,000	87,696	304	0.3%
Oil	5 1125	0	3,000	0	3,000	3,095	-95	-3.1%
TKS (Deicing fluid)	5 1126	0	1,000	0	1,000	1,000	0	0.0%
Charts, Pilot Supplies	5 1130	0	2,000	0	2,000	1,939	61	3.2%
Subtotal		0	4,539,272	0	4,539,272	4,474,823	64,450	1.4%

Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Projected AvPorts Totals	2010 Budget MA Totals	2010 Budget ACAA Admin	Budget 2010	Projected 2009	2010 Over 2009 Projected	2010 Over 2009 Projected
BUILDINGS								
Alarm and PA Systems	5 2010	74,363	690	2,520	77,573	82,948	-5,375	-6.5%
Card Access Control	5 2012	38,000	0	0	38,000	37,981	19	0.1%
CCTV Repair	5 2013	15,000	0	0	15,000	27,212	-12,212	-44.9%
Key Access System	5 2014	3,000	0	0	3,000	5,508	-2,508	-45.5%
Baggage System	5 2020	15,000	0	0	15,000	13,941	1,059	7.6%
Electrical Repairs & Supplies	5 2031	121,000	5,500	1,000	127,500	127,382	118	0.1%
Elevator Repairs & Supplies	5 2032	84,848	2,040	2,040	88,928	120,270	-31,342	-26.1%
HVAC	5 2033	148,000	15,500	5,000	168,500	132,713	35,787	27.0%
Roof	5 2034	16,500	1,500	500	18,500	16,672	1,828	11.0%
Plumbing Repairs & Supplies	5 2035	38,000	2,500	500	41,000	49,533	-8,533	-17.2%
Automatic Door Repairs & Supplies	5 2036	13,000	2,000	0	15,000	13,889	1,111	8.0%
Pest Control	5 2037	5,424	744	504	6,672	6,492	180	2.8%
Fire Extinguishers	5 2040	7,115	0	0	7,115	5,700	1,415	24.8%
Fire Equipment Testing	5 2041	2,365	0	0	2,365	650	1,715	263.8%
US Customs	5 2050	12,000	0	0	12,000	12,512	-512	-4.1%
Control Tower	5 2051	300,000	0	0	300,000	300,000	0	0.0%
Storage Space Rental	5 2059	0	0	10,000	10,000	9,948	52	0.5%
Building Maintenance	5 2060	335,000	12,000	3,000	350,000	237,427	112,573	47.4%
Janitorial Supplies	5 2062	143,000	6,000	0	149,000	149,310	-310	-0.2%
Window Washing	5 2063	32,400	4,800	2,150	39,350	41,517	-2,167	-5.2%
ID Tags	5 2071	30,000	0	0	30,000	33,688	-3,688	-10.9%
Sign Expense	5 2080	5,000	500	0	5,500	5,194	306	5.9%
FIDS	5 2090	30,840	0	0	30,840	30,840	0	0.0%
Subtotal		1,469,855	53,774	27,214	1,550,843	1,461,328	89,515	6.1%
GROUNDS								
Landscaping	5 3010	3,850	500	150	4,500	3,749	751	20.0%
Fencing	5 3020	500	0	0	500	4,659	-4,159	-89.3%
Pavement Repairs	5 3030	12,500	100	0	12,600	13,720	-1,120	-8.2%
Utility Repairs	5 3035	500	0	0	500	0	500	100.0%
Sign Expense	5 3040	9,000	100	0	9,100	5,727	3,373	58.9%
Traffic Light Repairs and Materials	5 3041	1,000	0	0	1,000	1,000	0	0.0%
Catch Basin Maintenance	5 3045	3,500	0	0	3,500	3,000	500	16.7%
Snow Removal Supplies	5 3048	72,000	0	0	72,000	71,670	330	0.5%
Snow Removal Contract Services	5 3050	150,800	0	0	150,800	121,314	29,486	24.3%
NYS Police Hangar	5 3051	125,000	0	0	125,000	125,000	0	0.0%
Dump Fees - Landfill	5 3060	1,801	0	0	1,801	2,136	-335	-15.7%
Hazardous Waste Management	5 3070	2,900	2,500	0	5,400	5,975	-575	-9.6%
Wildlife Hazard Management	5 3071	10,000	0	0	10,000	4,043	5,957	147.4%
Liquid Waste Disposal	5 3078	13,000	4,500	0	17,500	14,500	3,000	20.7%
Land Lease	5 3085	15,435	0	0	15,435	15,435	0	0.0%
T-Hangar Maintenance	5 3090	150,000	0	0	150,000	150,000	0	0.0%
Subtotal		571,786	7,700	150	579,636	541,928	37,708	7.0%
VEHICLES AND EQUIPMENT								
Gasoline	5 4010	38,000	13,000	0	51,000	49,932	1,068	2.1%
Diesel Fuel	5 4011	69,200	44,000	0	113,200	110,973	2,227	2.0%
CNG	5 4015	45,000	0	0	45,000	44,737	263	0.6%
Oil/Grease	5 4012	21,000	2,500	0	23,500	24,225	-725	-3.0%
Vehicle/Equipment Tires	5 4013	22,000	12,500	0	34,500	16,936	17,564	103.7%
Vehicle Repair and Maintenance	5 4021	75,000	2,000	0	77,000	63,567	13,433	21.1%
Veh Communication Equip. Repairs	5 4022	16,500	500	0	17,000	6,521	10,479	160.7%
Sheriff Vehicle Repair and Mainten	5 4023	2,000	0	0	2,000	2,007	-7	-0.3%
General Equip. Repair/Maintenance	5 4030	40,000	20,000	0	60,000	37,899	22,101	58.3%
Quality Control Testing Equipment	5 4031	0	3,500	0	3,500	2,908	592	20.4%
Heavy Equipment Maintenance	5 4040	40,000	45,000	0	85,000	92,238	-7,238	-7.8%
ARFF Equipment Maintenance	5 4045	20,000	0	0	20,000	32,558	-12,558	-38.6%
Snow Equipment Repair/Maintenan	5 4050	60,000	0	0	60,000	50,446	9,554	18.9%
Mower Repair/Maintenance	5 4060	12,500	0	0	12,500	17,940	-5,440	-30.3%
Vehicle Shop Tools and Supplies	5 4070	40,000	2,500	0	42,500	23,733	18,767	79.1%
Fuel Truck Rental	5 4075	0	124,416	0	124,416	124,416	0	0.0%
Subtotal		501,200	269,916	0	771,116	701,035	70,081	10.0%
Total Materials and Supplies		3,467,268	4,870,662	27,364	8,365,294	8,106,069	259,226	3.2%

Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Projected AvPorts Totals	2010 Budget MA Totals	2010 Budget ACAA Admin	Budget 2010	Projected 2009	2010 Over 2009 Projected	2010 Over 2009 Projected
OFFICE								
Office Equipment Rental	5 5010	9,872	5,276	15,200	30,348	30,303	46	0.2%
Copy Machine Use	5 5011	1,800	500	4,000	6,300	6,058	242	4.0%
Office Equipment Service Agreeme	5 5012	4,281	2,063	5,809	12,153	12,152	1	0.0%
Office Equipment Repairs	5 5013	200	150	500	850	1,031	-181	-17.6%
Computer System Supplies	5 5014	27,254	1,200	31,550	60,004	34,034	25,970	76.3%
Hardware/Software Maint Agreeme	5 5015	49,575	8,385	28,906	86,866	92,060	-5,194	-5.6%
Computer Equipment	5 5016	12,650	750	3,200	16,600	10,528	6,072	57.7%
Office Furniture and Fixtures	5 5020	750	500	1,000	2,250	6,343	-4,093	-64.5%
Printed Forms/Letterhead	5 5030	3,800	1,500	3,000	8,300	4,410	3,890	88.2%
Parking Ticket Stock	5 5031	12,000	0	0	12,000	10,569	1,431	13.5%
Printing Outside Services	5 5032	100	150	10,000	10,250	10,529	-279	-2.7%
Postage	5 5040	0	0	11,000	11,000	12,551	-1,551	-12.4%
Express Mail	5 5041	1,200	0	2,000	3,200	2,841	359	12.6%
Reference Materials	5 5050	500	0	3,000	3,500	2,512	988	39.3%
Office Supplies	5 5060	10,100	3,000	14,000	27,100	27,107	-7	0.0%
Payroll Services	5 5070	30,000	12,000	5,750	47,750	46,209	1,541	3.3%
Subtotal		164,082	35,474	138,915	338,471	309,237	29,234	9.5%
ADMINISTRATIVE								
Dues and Subscriptions	6 6000	1,675	16,300	20,000	37,975	36,759	1,216	3.3%
AAAAE	6 6002	0	0	420	420	420	0	0.0%
GFOA	6 6003	0	0	500	500	500	0	0.0%
NYS Bar Association	6 6005	0	0	120	120	120	0	0.0%
NY Airport Managers Association	6 6006	0	0	5,000	5,000	5,000	0	0.0%
Local Chambers of Commerce	6 6007	0	0	3,070	3,070	3,982	-912	-22.9%
Center for Economic Growth	6 6008	0	0	2,500	2,500	2,500	0	0.0%
AvPorts/MA Training & Travel	6 6010	28,305	19,944	0	48,249	48,138	111	0.2%
Authority Travel and Education	6 6011	0	0	500	500	98	402	410.2%
Mgmt. Travel and Education	6 6012	0	0	15,000	15,000	12,196	2,804	23.0%
Functions/Refreshments	6 6013	500	2,000	8,000	10,500	8,342	2,158	25.9%
Outside Functions	6 6014	0	0	5,000	5,000	3,777	1,223	32.4%
Incentives	6 6015	0	35,000	0	35,000	36,553	-1,553	-4.2%
Tuition Reimbursement	6 6020	0	0	2,500	2,500	1,394	1,106	79.4%
Advertising/Public Meetings	6 6030	1,000	1,000	5,000	7,000	3,396	3,604	106.1%
Economic Development	6 6031	10,000	5,000	1,000	16,000	10,147	5,853	57.7%
License and Permits	6 6040	1,806	0	0	1,806	1,894	-88	-4.6%
Property Taxes	6 6050	38,436	0	0	38,436	38,436	0	0.0%
Credit Card Service Charges	6 6060	189,000	80,000	10,000	279,000	279,115	-115	0.0%
EZPass Fees	6 6061	90,000	0	0	90,000	89,440	560	0.6%
County Indirect	6 6095	0	0	11,000	11,000	11,000	0	0.0%
Subtotal		360,722	159,244	89,610	609,576	593,208	16,368	2.8%
TOTAL OPERATIONS		19,042,338	7,423,487	4,093,331	30,559,156	29,718,620	840,536	2.8%
Non-Capital Equipment	8 3000	40,500	0	24,000	64,500	34,220	30,280	88.5%
Total Expenses		19,082,838	7,423,487	4,117,331	30,623,656	29,752,840	870,816	2.9%

5) AFCO AVPORTS MANAGEMENT, LLC'S COST CENTER STRUCTURE

The Authority has contracted with Maquire Aviation North America 2 Inc. (Macquarie), AFCO AvPorts Management LLC ("AFCO") and Aviation Facilities Company, Inc. ("AFCO Parent") to manage the day-to-day operations and maintenance of the Airport. Under AFCO 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 2009, the 2010 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 AFCO AvPorts operating expenses by cost center is summarized in the following table.

	Audited 2008	Projected 2009	Budget 2010
Airfield	\$ 2,899,414	\$ 2,714,059	\$ 2,823,042
Terminal	5,785,346	4,781,558	5,057,340
Loading Bridges	287,692	256,612	281,239
Parking	3,290,402	2,869,598	2,994,626
Landside Development	1,464,646	1,080,562	1,131,540
ARFF	1,453,357	1,383,603	1,536,417
Operations	784,843	809,761	809,305
Security	2,370,700	2,460,158	2,358,288
Vehicle/Equipment	1,209,557	1,007,127	1,125,475
AFCO AvPorts Administration	949,283	943,297	965,566
TOTAL OPERATING EXPENSES	\$ 20,495,240	\$ 18,306,335	\$ 19,082,838



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 Final	2009 Projected	2010 Budget
Number of vehicle accidents on Airfield over \$1,000	2	1	1	1
Airport remained open for all airline operations	100%	100%	100%	100%
Electrical work-orders	New measurement for 2008	392	548	500
SPEDES permit sanctions	0	0	0	0
Gallons of deicing aircraft storm water fluid collected	New measurement for 2008	24,073,734	25,000,000	25,000,000
Pounds of Biochemical Oxygen Demand in the collected storm water removed (the higher the better)	New measurement for 2009	3.2%	4.9%	3.0%
Employees with CDL licenses	New measurement for 2008	9	25	32
Runway incidents	1	0	0	0
Notices to Airmen (NOTAMs) for airfield lighting	1	0	0	0
Occupational Safety and Health Administration (OSHA) reportable incidents	3	5	4	0
Liquid potassium acetate used on runways (avg gallons per snow ice event)	New measurement for 2008	2,900	2,800	2,800
Airfield lighting usage (KWH)	235,626	244,342	248,455	250,000
Overtime/Personnel Services (%)	16.0%	14.2%	11.5%	8.7%

2009 Strategic Plan Results for Airfield

Goals	Objectives	Activities	Results Achieved
Improved snow removal	Monitored maintenance costs while operating efficiently	<ul style="list-style-type: none"> Scheduled workers for 12-hour shifts during storms Assigned specially trained employees to specific areas Cleaned obscured airfield lighting 	<ul style="list-style-type: none"> Maintained a safe runway without aircraft incidents Reduced overtime 2.7% Protected life and property No Notices to Airmen (NOTAMS) on lights being out
Improved the effectiveness of wastewater treatment	Monitored the percentage of biochemical oxygen demand (BOD) over storm water collected (the higher the percentage the better)	<ul style="list-style-type: none"> Used BOD as a gauge to test the effectiveness of waste water treatment 	<ul style="list-style-type: none"> Improved wastewater treatment No fines Did not exceed BOD allowance
Promoted safety	Provided safe work place	<ul style="list-style-type: none"> Supplied proper safety equipment Educated staff on safety through training and meetings Provided employees with proper training and drive time to pass CDL certification 	<ul style="list-style-type: none"> Reduced Occupational Safety and Health Administration (OSHA) reportable accidents by 20% Twenty-five employees will have 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

2010 Strategic Goals for Airfield

Goals	Objectives	Activities	Results to be Achieved
Improve snow removal	Monitor maintenance costs while operating efficiently Reduce overtime	<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 Implement third shift Adjust the shifts for glycol employees Employ temporary employees 	<ul style="list-style-type: none"> Airport remains open 100% for all airline operations Maintain a safe 140 foot runway Protect life and property Cost reduction Reduce overtime 2.8%
Reduce glycol treatment system sludge removal and disposal costs	Convert treatment system sludge into usable compost	<ul style="list-style-type: none"> Use BOD as a gauge to test the effectiveness of waste water treatment Install and operate onsite composting system 	<ul style="list-style-type: none"> Improve wastewater treatment Reduce volume of sludge treated off site
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 Thirty-two 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

	2008 <u>Audited</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 1,002,850	\$ 1,034,684	\$ 983,511	\$1,049,506
Employee Benefits	373,349	358,974	399,855	428,526
Utilities & Communications	216,742	224,800	154,100	157,254
Purchased Services	186,078	179,933	182,233	187,184
Material & Supplies	1,082,971	1,092,800	984,345	987,689
Office	2,305	4,139	4,872	5,039
Administration	27,083	10,145	5,143	7,845
Non-capital Equipment & Facilities	8,036	-	-	-
Total	\$ 2,899,414	\$ 2,905,475	\$ 2,714,059	\$ 2,823,042
 Employee Count	 24.5	 26.5	 24.5	 25.5



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 Final	2009 Projected	2010 Budget
HVAC Equipment in operation	99.9%	100.0%	99.8%	100.0%
Work Orders	4,173	3,659	3,044	2,770
	New measurement for 2008			
Survey: cleanliness of the terminal		N/A	80%	80%
Average # of days a work order remains open	4.8	4.1	4.0	4.5
Plumbing Equipment in operation	100%	100%	100%	100%
Terminal Maintenance cost per square foot	\$19.96	\$19.07	\$16.47	\$17.42
Terminal electrical usage (KWH): 79 Building	1,801,280	1,765,120	1,617,067	1,568,555
Terminal electrical usage (KWH): 98 Building	11,880,703	12,081,832	11,569,073	11,222,001
Overtime/Personnel Services (%)	7.2%	6.4%	6.0%	5.2%

2009 Strategic Plan Results for Terminal

Goals	Objectives	Activities	Results 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 reduce costs in supplies and equipment Compared the cost of outside contractors to the option of performing duties in-house Performed a preventative maintenance program Monitored work performed by outside contractors Compared actual hours contractors worked to invoiced hours Monitored electricity usage by observing actual usage stated on invoices 	<ul style="list-style-type: none"> Reduced the costs of purchased services 5.4% Reduced the costs of materials and supplies 14.9% Reduced work orders by 16.8% Ensured quality of work performed by contractors Verified actual hours worked being invoiced Lowered energy usage by 4.8%
	Maintained an attractive, clean and maintained terminal	<ul style="list-style-type: none"> Conducted a survey Conducted a daily walk through of the terminal 	<ul style="list-style-type: none"> Achieved an 80% favorable survey response Attained a well maintained and clean environment
	Improved staff efficiency	<ul style="list-style-type: none"> Improved work assignments Conducted work inspection program 	<ul style="list-style-type: none"> Improved work accountability Decreased overtime .4% Maintained 38.0 FTE count; 3.5 FTE below budgeted amount
		<ul style="list-style-type: none"> Contracted HVAC and plumbing repair to an outside company Issued daily assignments to leads 	<ul style="list-style-type: none"> Maintain personnel services at budget levels; 12.0% less than budgeted amount

2010 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 • Monitor 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 • Verify actual hours worked by contractors • Minimize costs of repairs and maintenance and purchased services • 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 • Conduct work inspection program 	<ul style="list-style-type: none"> • Improve work accountability
		<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

	2008 Actual	2009 Budget	2009 Projected	2010 Budget
Personal Services	\$ 987,566	\$ 1,049,082	\$ 922,839	\$ 1,115,800
Employee Benefits	413,707	408,358	433,636	455,365
Utilities & Communications	2,149,878	2,031,302	1,599,006	1,617,074
Purchased Services	1,240,856	1,256,907	1,173,759	1,146,985
Material & Supplies	730,435	733,500	621,258	703,029
Office	11,876	17,719	18,871	19,088
Administration	232,724	800	-	-
Non-capital Equipment & Facilities	18,304	13,600	12,189	-
Total	\$5,785,346	\$5,511,268	\$4,781,558	\$5,057,340
 Employee Count	 39.5	 41.5	 38.0	 37.5



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 Final	2009 Projected	2010 Budget
Direct Cost per Loading Bridge	\$18,169	\$18,683	\$17,107	\$18,749
Airline Employees trained	3	6	4	4
Over-the-Wing (OTW) Loading Bridge total operations*	New measurement for 2009	4,228	2,596	3,837
OTW Loading Bridge Maintenance calls*	New measurement for 2009	265	149	134
OTW Loading Bridge out of service*	New measurement for 2009	7.8%	5.7%	3.5%
Overtime/Personnel Services (%)	17.5%	14.3%	10.5%	9.9%

*Over-the-Wing Jetbridge was out of service for March and April of 2009

2009 Strategic Plan Results for Loading Bridges

Goal	Objectives	Activities	Results 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 Continued to monitor OTW loading bridges Improved maintenance coordination for Over the Wing (OTW) bridges 	<ul style="list-style-type: none"> Completed loading bridge PM's per schedule No disruptions or delays to airline operations Reduced maintenance calls by 43.8% for OTW bridges Decreased down time for OTW loading bridges 2.1% Improved OTW loading bridge availability Reduced overtime 3.8%
	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

2010 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 Reduce down time 2.2% for OTW loading bridges Improve OTW loading bridge availability Reduce overtime 0.6%
	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

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 64,091	\$ 70,017	\$ 49,601	\$ 69,131
Employee Benefits	21,691	28,456	18,437	22,108
Utilities & Communications	65,000	65,000	65,000	65,000
Purchased Services	-	-	-	-
Material & Supplies	129,331	124,500	123,574	125,000
Office	-	-	-	-
Administration	7,579	-	-	-
Non-capital Equipment & Facilities	-	-	-	-
Total	\$287,692	\$287,973	\$256,612	\$281,239
 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 Final	2009 Projected	2010 Budget
Express parking transactions	175,157	171,427	174,189	177,673
Cashier parking transactions	661,063	603,945	538,009	485,753
Cashier parking transaction errors	242	208	135	132
	New measurement for 2008			
Shuttle Bus Survey		94%	94%	80%
OSHA recordable accidents	6	5	3	0
Parking electrical usage (KWH)	435,193	416,065	301,602	301,000
Average over/short per 1,000 transactions	-\$1.78	-\$2.31	\$0.52	\$0.51
Overtime/Personnel Services (%)	13.7%	9.1%	7.3%	7.3%

2009 Strategic Plan Results for Parking

Goals	Objectives	Activities	Results 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"> Used display near baggage claim area to educate customers how to use express parking machines Ambassadors distributed flyers to customers describing the check out process for express parking 	<ul style="list-style-type: none"> Increased the awareness of express parking Increase express parking use by 1.6%
Provided safe parking	Improved parking safety	<ul style="list-style-type: none"> Improved lighting Improved Signage Improved pavement markings Designated employee as Safety Supervisor to oversee parking 	<ul style="list-style-type: none"> Reduced electric (KWH) usage by 27.5% Increased awareness of entrances and exits to the different parking lots Increased visibility of parking spaces Completed pavement markings Reduced OSHA recordable accident by 40%
Provided quality customer service	Be courteous and responsive to all customers	<ul style="list-style-type: none"> Developed more processes to improve employee interaction Monitored employee's work performance 	<ul style="list-style-type: none"> Received 94% positive response on parking survey Parking transaction errors reduced by 35.1% Over/short per 1,000 transactions reduced by 122.5%
Cost reduction	Used available resources to become cost effective	<ul style="list-style-type: none"> Installed automated gates at the end of long term parking eliminating the need of an employee by the gate Repositioned guardrails in short term parking 	<ul style="list-style-type: none"> Employee overtime reduced by 1.8%

2010 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"> • Provide display with procedures to use cashier free exits • Provide flyers to be distributed by ambassadors describing the procedures to use cashier free exits • Train cashiers to assist customers with problem transactions at cashier free exits 	<ul style="list-style-type: none"> • Achieve customer satisfaction for express parking • Increase express parking by 2%
Provide safe parking	Improve parking safety	<ul style="list-style-type: none"> • Monitor and inspect parking areas • Conduct safety meetings with employees 	<ul style="list-style-type: none"> • Reduce risk of customer/vehicle contact to zero • Reduce OSHA recordable accidents to zero
Provide quality customer service	Be courteous and responsive to all customers	<ul style="list-style-type: none"> • Monitor and provide training to 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 2% • Reduce over/short per 1,000 transactions 2%
Cost Reduction	Control the use of supplies	<ul style="list-style-type: none"> • Monitor salt use and procedures during the snow season 	<ul style="list-style-type: none"> • Reduce salt use by 10%

Summary of Expenses for Parking

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 1,307,118	\$1,366,970	\$1,318,996	\$1,324,213
Employee Benefits	472,335	502,358	438,844	546,290
Utilities & Communications	590,617	502,100	303,604	309,685
Purchased Services	51,429	49,925	78,482	44,322
Material & Supplies	566,027	471,187	390,027	415,595
Office	49,928	65,159	60,371	62,480
Administration	252,948	255,810	279,274	282,040
Non-capital Equipment & Facilities	-	22,000	-	10,000
Total	\$ 3,290,402	\$ 3,235,509	\$ 2,869,598	\$ 2,994,626
Employee Count	45	48.5	43.5	44.5



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 Final	2009 Projected	2010 Budget
Number of tenants	47	61	60	58
Landside building rental (Sq ft) *	218,248	390,804	357,471	311,164
Landside land rental (acres)*	50	50	52	52
Tenant complaints	5	6	2	0

2009 Strategic Plan Results for Landside

Goals	Objectives	Activities	Results Achieved
Maintained properties	Maintained properties to appropriate safety, operational, and appearance levels	<ul style="list-style-type: none"> Scheduled preventative maintenance Conducted monthly inspections of all buildings Responded timely to emergency conditions Inspected properties on timely basis 	<ul style="list-style-type: none"> Reduced cost of materials and supplies 14.7% Reduced tenant complaints 66%
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 Conducted tenant survey 	<ul style="list-style-type: none"> Reinforced airport community spirit Anticipated tenant concerns 80% positive results

2010 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"> Schedule preventative maintenance Conduct monthly inspections of all buildings Timely response to emergency conditions Inspect properties on timely basis 	<ul style="list-style-type: none"> Maintain the cost of materials and supplies at budget level Reduce tenant complaints Maintain good tenant relationships
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

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Utilities & Communications	\$ 414,934	\$ 299,922	\$ 294,730	\$ 300,833
Purchased Services	105,673	54,324	55,355	54,780
Material & Supplies*	801,687	711,470	683,640	724,190
Office	699	3,400	3,400	3,300
Administration	141,653	45,000	43,436	48,436
Non-capital Equipment & Facilities	-	30,800	-	-
Total	\$1,464,646	\$1,144,916	\$1,080,562	\$1,131,540
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 Final	2009 Projected	2010 Budget
Annual Dispatch Calls	652	519	536	600
Tour conducted by ARFF	43	36	33	40
AED classes conducted	27	11	9	10
Fire Extinguishers inspected/serviced	5,332	6,368	6,251	6,350
NYS Fire Fighter training (training hours)	2,000	2,000	2,000	2,000
OSHA required fire training (training hours)	160	160	160	160
NYS EMT training (training hours)	480	480	480	480
FAA ARFF training (training hours)	520	520	520	520
Building code inspections	127	127	127	127
Overtime/Personnel Services (%)	22.7%	18.2%	12.5%	12.3%

2009 Strategic Plan Results for ARFF

Goals	Objectives	Activities	Results Achieved
Life Safety	Provided trained employees with life saving equipment	<ul style="list-style-type: none"> • Trained employees in the use of AEDs • Purchased one new Automated External Defibrillations (AEDs) for the comfort station at the economy parking lot • Placed Public Access AEDs' cabinets online • Sent employees for Fire Fighter training 	<ul style="list-style-type: none"> • Provided trained employees with life saving equipment • Preserved life • Fire department informed if AEDs have been removed or tampered with • Met state Fire Fighter requirement • Trained employees • Met FAA requirements
Fire Alarm system	Improved the current fire alarm system and expanded its capabilities	<ul style="list-style-type: none"> • Enhanced the use of the fiber optic system • Increased fire alarm reporting capacity 	<ul style="list-style-type: none"> • Provided better reporting • Increased capabilities to enter information to a specific room/area • Prepared quote to upgrade system • Preserved life
Airfield critical area project	Identified potential hazards and recommend safety solutions	<ul style="list-style-type: none"> • Provided training to employees on safety by water • Improved safe access in wet areas • Purchased water safety devices (WSD); life preservers 	<ul style="list-style-type: none"> • Improved awareness to Airport employees of critical wet areas • Updated training procedures • Provided easier access for ARFF vehicles • Provided safe area for Airport employees to work in • Protected employees from water hazardous areas • Gained better access to hazardous areas • Required areas have WSD

2010 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 new Automated External Defibrillations (AEDs) to place the ACAA building and the Million Air building • Placed Public Access AEDs' cabinets online • Send employees for Fire Fighter training 	<ul style="list-style-type: none"> • Trained Airport community • Preserve life • Fire department informed if AEDs have been removed or tampered with • 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"> • Upgrade the present fiber optic system • Increase fire alarm reporting capacity 	<ul style="list-style-type: none"> • Provide better reporting • Increase capabilities to enter information to a specific room/area • Meet the current needs of the terminal • 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 in wet areas • Purchase water safety devices (WSD); life preservers 	<ul style="list-style-type: none"> • Improve awareness to Airport employees of critical wet areas • Trained employees • Provide easier access for ARFF vehicles • Allow safe area for Airport employees to work in • Protect employees from water hazardous areas • Gain better access to hazardous areas • Provide required areas with WSD

Summary of Expenses for ARFF

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 960,306	\$ 876,182	\$ 873,802	\$ 971,564
Employee Benefits	345,359	341,356	351,801	402,235
Utilities & Communications	48,110	47,950	38,648	39,549
Purchased Services	2,679	2,679	2,827	2,908
Material & Supplies	66,184	77,952	92,307	89,165
Office	5,224	6,584	7,276	8,546
Administration	25,495	16,951	16,943	16,951
Non-capital Equipment & Facilities	-	30,000	-	5,500
Total	\$ 1,453,357	\$ 1,399,654	\$ 1,383,603	\$ 1,536,417
 Employee Count	 19	 20	 19	 19



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 Final	2009 Projected	2010 Budget
Work Orders (Facility) Building Maintenance calls	4,176	3,696	3,267	3,500
Work Orders (139) aeronautical areas	936	633	612	650
Notice to airmen (NOTAMS)	433	650	645	600
Snow condition notices (SNOTAMS)	423	97	100	100
Bird Strikes	18	42	25	22
Property Damage Reports	170	129	139	130
Bodily Injury Reports	257	227	216	200
FAA 139 Inspections discrepancies	23	22	22	0
Operations' employee accidents	New measurement for 2010	New measurement for 2010	0	0
Operations' property accidents	New measurement for 2010	New measurement for 2010	0	0
Overtime/Personnel Services (%)	7.7%	6.3%	4.5%	6.5%

2009 Strategic Plan Results for Operations

Goals	Objectives	Activities	Results 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"> Maintained employee accidents to zero Maintained property 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 Worked in conjunction with USDA to assist with wildlife mitigation techniques 	<ul style="list-style-type: none"> Revised hazard management plan for wildlife Received Wildlife Hazard Assessment results from USDA Instituted goose mitigation program with Airport neighbors to reduce the number of geese settling at Airport vicinity Reduced bird strikes 40.5%
	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 full scale exercise of the emergency plan Increased awareness of the emergency plan 	<ul style="list-style-type: none"> Improved emergency effectiveness by eliminating unnecessary and out-of date practices Improved emergency response
	Revised the terminal evacuation plan	<ul style="list-style-type: none"> Worked closely with ACAA, Airport Management and various agencies to revise plan 	<ul style="list-style-type: none"> Expanded emergency plan beyond a fire emergency to include other incidents which would require the evacuation of the Airport terminal

2010 Strategic Goals for Operations

Goals	Objectives	Activities	Results to be Achieved
<p>Continue to operate a safe and efficient facility for our tenants and traveling public</p>	<p>Improve department safety</p>	<ul style="list-style-type: none"> • Continue a department “clean program” 	<ul style="list-style-type: none"> • Maintain accidents to zero
	<p>Minimize the impact of airport-based wildlife on air carriers</p>	<ul style="list-style-type: none"> • Implement new wildlife hazard management plan • Work in conjunction with USDA to assist with wildlife mitigation techniques • Operations’ employees attend FAA required wildlife training 	<ul style="list-style-type: none"> • Reduce bird strikes 12% • Improve effectiveness of wildlife mitigation procedures • Educate employees on current techniques and requirements
	<p>Conduct a review exercise of the emergency plan</p>	<ul style="list-style-type: none"> • Test the effectiveness 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
	<p>Improve communications system in the security operations center</p>	<ul style="list-style-type: none"> • Procure updated PC based communication console 	<ul style="list-style-type: none"> • Provide operations with the enhanced ability to communicate with several agencies and tenants more efficiently • Enhance communications during emergencies, inclement weather, snow operations and security incidents
	<p>Enhance the efficiency of the field condition reporting system</p>	<ul style="list-style-type: none"> • Subscribe to PASSUR OpsNet web based software platform which is viewable by airport users on a secure web-based platform 	<ul style="list-style-type: none"> • Allow air carriers (local and national) to make better real-time operational decisions by being instantly aware of the status of the airfield • Provide field condition reports containing standard operational content areas • Post vital Airport information for airfield and terminal instantly through automatic email to Airport users

Summary of Expenses for Operations

	2008 Actual	2009 Budget	2009 Projected	2010 Budget
Personal Services	\$ 538,967	\$ 550,738	\$ 537,146	\$ 525,330
Employee Benefits	191,424	188,565	210,329	216,871
Utilities & Communications	45,475	41,380	52,065	52,330
Purchased Services	-	-	-	-
Material & Supplies	-	-	-	-
Office	7,751	11,322	9,168	12,739
Administration	1,226	4,600	1,053	2,035
Non-capital Equipment & Facilities	-	-	-	-
Total	\$ 784,843	\$ 796,605	\$ 809,761	\$ 809,305
Employee Count	13	16	13	13



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 Final	2009 Projected	2010 Budget
Security Trainees	758	657	597	600
Driver Trainees	408	361	22,032	300
Finger Printing	967	725	605	625
Badges Issued	1,056	721	733	750
Revalidations	15	952	533	600
Escort Required Badges Issued	4,590	3,370	3,832	3,600
Business Center Security Passes	2,352	2,753	3,273	3,000
Curbside Accidents	0	0	0	0
Curbside Security - Overtime/Personnel Services (%)	6.7%	6.6%	6.5%	7.1%

2009 Strategic Plan Results for Security

Goals	Objectives	Activities	Results Achieved
Continued to operate a secure facility for our tenants and traveling public; meet or exceed Transportation Security Agency (TSA) requirements	Tested the effectiveness of the security plan	<ul style="list-style-type: none"> Conducted a security table top Participated in monthly meetings with TSA Promoted security awareness 	<ul style="list-style-type: none"> Increased public safety
	Increased the reliability of the card access control computer system	<ul style="list-style-type: none"> Procured service support agreement (SSA) 	<ul style="list-style-type: none"> Ensured the availability of the system to ensure compliance with the Airport security program and TSAs
	Decreased class times for security training	<ul style="list-style-type: none"> Maximized the employee training time with a standardized training process to meet Federal requirements 	<ul style="list-style-type: none"> Classroom time reduced 15 minutes Implemented escort badge policy for airlines Offered increased time for processing
	Increased the reliability of the digital video recording system	<ul style="list-style-type: none"> Replaced the video recording system 	<ul style="list-style-type: none"> Ensured availability of the system to ensure compliance with the Airport Security Plan
	Increased the reliability of the Airport badge printer	<ul style="list-style-type: none"> Purchased new badge printer 	<ul style="list-style-type: none"> Ensured there are not any interruptions with the badging process

2010 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
	Achieve zero civil penalties of fines from the Transportation Security Administration	<ul style="list-style-type: none"> Meet with TSA to review effectiveness of ASP and current procedures to maintain compliance Develop a security newsletter to be distributed to all Airport badge holders 	<ul style="list-style-type: none"> Identify areas that need improvement and develop solutions in conjunction with TSA Increase security awareness of Airport badge holders and reduce security violations
	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 reducing training time by one hour and saving five man hours
	Improve the process for obtaining an Airport badge	<ul style="list-style-type: none"> Develop a web based interface including a secure login and individual account for agencies that require an Airport badge 	<ul style="list-style-type: none"> Provide online service to users in order to complete and submit applications, make appointments, and receive security information improving efficiency and customer service

Summary of Expenses for Security

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 292,172	\$ 290,708	\$ 247,772	\$ 197,902
Employee Benefits	70,221	68,218	70,302	65,869
Utilities & Communications	19,848	19,000	18,412	18,400
Purchased Services	1,874,697	1,823,404	1,997,094	1,978,613
Material & Supplies	75,514	113,304	104,388	86,000
Office	18,701	13,135	16,535	11,004
Administration	538	3,000	-	500
Non-capital Equipment & Facilities	19,009	18,709	5,656	-
Total	\$2,370,700	\$2,349,477	\$2,460,158	\$2,358,288
Employee Count	11.0	13.0	9.5	8.0



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 Final	2009 Projected	2010 Budget
Heavy Equipment (Units)	61	61	61	61
Light Vehicles (Units)	47	47	47	47
Light Equipment (Units)	233	233	233	233
Average age of ARFF Fleet (yrs)	14	11	11	11
Average age of Shuttle Buses (yrs)	6	6	6	6
Average age of Fuel Trucks (yrs)	5	5	6	6
Average age of other large vehicles	New measurement for 2008	14	15	15
Average age of Pick-ups	New measurement for 2008	7	8	8
Shuttle Bus (Not less than 6 operational)	New measurement for 2008	6	6	6
Fuel Truck (Not less than 7 operational)	New measurement for 2008	7	7	7
Technicians trained	28	11	2	2
Overtime/Personnel Services (%)	16.3%	12.6%	8.3%	8.4%

2009 Strategic Plan Results for Vehicles and Equipment

Goals	Objectives	Activities	Results Achieved
Maintained ACAA owned fleet	Maintained fuel trucks	<ul style="list-style-type: none"> Placed trucks on a preventive maintenance schedule 	<ul style="list-style-type: none"> Provided not less than seven operational fuel trucks Minimized repairs on fuel trucks Provided zero downtime to provide on-time service to customers
	Maintained deicer trucks	<ul style="list-style-type: none"> Placed trucks on a preventive maintenance schedule 	<ul style="list-style-type: none"> Provided not less than two operational deicer trucks Minimized repairs on deicer trucks Provided zero downtime to provide on-time service to customers
	Maintained shuttle buses	<ul style="list-style-type: none"> Purchased one new buses Setting up the All Data Maintenance Program for shuttle buses 	<ul style="list-style-type: none"> Minimized shuttle bus down time Provided not less than six shuttle buses Maintained average age of six years
	Maintained snow fleet	<ul style="list-style-type: none"> Purchased new snow blower Purchased new sanding/plowing truck 	<ul style="list-style-type: none"> Maintained an average age of ten years One break-down in 44 snow events
	Maintained ARFF fleet	<ul style="list-style-type: none"> Received factory training on various systems and new equipment 	<ul style="list-style-type: none"> Maintained FAA Index Maintain an average age of eleven years Trained 9 vehicle employees for Runway Deicing truck Trained 2 vehicle employees for Rosenbauer Fire Truck Trained nine employees for new shuttle bus Trained nine mechanics for glycol recovery vehicle
	Improved work efficiency	<ul style="list-style-type: none"> Utilized All Data Maintenance Program Set up preventive maintenance program Provided welding training for two employees 	<ul style="list-style-type: none"> Allocated cost per vehicle Managed preventative maintenance program Created estimates and repair orders more efficiently Provided in-house welding repairs Minimized outside contracting for welding Generated a savings by providing in-house repairs

2010 Strategic Goals for Vehicles and Equipment

Goals	Objectives	Activities	Results to be Achieved
Maintain ACAA owned fleet	Maintain fuel trucks	<ul style="list-style-type: none"> Continue preventative maintenance program 	<ul style="list-style-type: none"> Provide not less than seven operational fuel trucks Minimize repairs on fuel trucks Provide zero downtime to provide on-time service to customers
	Maintain deicer trucks	<ul style="list-style-type: none"> Continue preventative maintenance program 	<ul style="list-style-type: none"> Provide not less than two operational deicer trucks Minimize repair on deicer trucks Provide zero downtime to provide on-time service to customers
	Maintain shuttle buses	<ul style="list-style-type: none"> Purchase two new buses 	<ul style="list-style-type: none"> Provide not less than six shuttle buses Minimize shuttle bus down time
	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; factory training required with each new piece of equipment 	<ul style="list-style-type: none"> Maintain FAA Index Maintain an average age of eleven years Trained employees for ARFF equipment
	Improve work efficiency	<ul style="list-style-type: none"> Utilize All Data Maintenance Program Continue preventive maintenance program 	<ul style="list-style-type: none"> Allocate cost per vehicle Manage preventative maintenance Create estimates and repair orders with ease

Summary of Expenses for Vehicles and Equipment

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 399,966	\$ 452,494	\$ 434,099	\$ 479,303
Employee Benefits	165,743	168,743	177,243	196,005
Utilities & Communications	45,455	45,350	36,557	37,321
Purchased Services	66,861	66,861	72,076	72,076
Material & Supplies	502,148	415,000	283,208	336,600
Office	677	1,920	3,679	4,079
Administration	4,465	8,600	265	90
Non-capital Equipment & Facilities	24,242	-	-	-
Total	\$ 1,209,557	\$ 1,158,968	\$ 1,007,127	\$ 1,125,475
 Employee Count	 11	 12	 11	 11



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

AFCO AvPort's Administration Performance Measurements				
	2007 Final	2008 Final	2009 Projected	2010 Budget
AvPort's total full time employment equivalents	172.5	171.0	166.5	166.5
Employee participation in Incentive Program	41.5	117.5	132.5	132.5
Total AvPort's overtime	13.2%	10.6%	8.1%	7.6%
Budgetary needs met	yes	yes	yes	yes
Saving/revenue producing ideas	N/A	10	55	10
Total AvPORTS Property Damage Reports	52	25	19	17
Administration Overtime/Personnel Services (%)	5.6%	2.0%	0.0%	0.0%
Employee turnover	18.0%	21.1%	7.0%	6.0%

2009 Strategic Plan Results for AFCO AvPorts Administration

Goals	Objectives	Activities	Results Achieved
Improved staff efficiency	Reduced overtime	<ul style="list-style-type: none"> Continued reward lottery for unused sick days Continued with the housekeeping plans in all departments 	<ul style="list-style-type: none"> Reduced available sick day use 5% Reduced overtime 2.5%
Improved safety	Reduced accidents	<ul style="list-style-type: none"> Instituted Safety Management System (SMS) Improved Safety Program Continued the Safety Encouragement and Recognition Program 	<ul style="list-style-type: none"> SMS Program awaiting Federal approval Reduce all accidents 5% Reduced property damage reports 24%
Team Albany	Recognized employees	<ul style="list-style-type: none"> Continued recognition programs and reevaluate programs 	<ul style="list-style-type: none"> Recognized an employee's good work effort

2010 Strategic Goals for AFCO 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 5% Reduce overtime .5%
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 3% Reduce all accidents 5% Reduced property damage reports 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 AFCO AvPorts' Administration

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 266,729	\$ 288,256	\$ 294,143	\$ 295,553
Employee Benefits	73,168	80,402 *	86,570	82,407
Utilities & Communications	543	550	519	550
Purchased Services	558,385	566,631	521,424	521,424
Material & Supplies	-	-	-	-
Office	41,570	37,321	34,821	37,807
Administration	8,888	3,495	5,820	2,825
Non-capital Equipment & Facilities	-	5,500	-	25,000
Total	\$ 949,283	\$ 982,155	\$ 943,297	\$ 965,566
Employee Count	3.5	3.5	3.5	3.5



Albany County Airport Authority AFCO AvPorts' 2010 Expenditures by Line Item

DESCRIPTION	ACCT	Direct Cost Centers					Indirect Cost Centers				Admin	Budget 2010	2009 Projected
		Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment	AFCO AvPorts Admin	AFCO AvPorts Totals	AFCO AvPorts Totals
							ARFF	Operations	Security				
PERSONNEL SERVICES													
Salaries	1 1000	957,784	1,058,059	62,280	1,227,848		851,708	491,221	183,792	438,892	295,553	5,567,137	5,206,049
Overtime (1.5)	1 2010	75,409	53,958	6,228	94,224		96,285	34,109	12,827	37,369		410,409	408,718
Overtime (2.0)	1 2020	16,313	3,783	623	2,141		23,571	0	1,283	3,042		50,756	47,142
Subtotal		1,049,506	1,115,800	69,131	1,324,213	0	971,564	525,330	197,902	479,303	295,553	6,028,302	5,661,909
EMPLOYEE BENEFITS													
Social Security	2 1000	78,922	83,592	5,289	98,550		74,325	39,885	15,139	36,332	20,710	452,744	419,188
Health-Active	2 2000	253,680	288,767	11,596	332,401		234,508	138,255	29,882	116,962	36,158	1,442,209	1,358,171
Medical Exams	2 4000	400			200		2,400				7,000	10,000	7,468
Capital EAP Program	2 4010										3,942	3,942	2,957
Uniforms & Laundry	2 5000	10,712	9,400	450	15,626				4,303	8,700		49,191	48,929
Uniforms Purchases	2 5005	1,800	750	200	1,000		8,000	325	153	600		12,828	7,147
NYS Disability Insurance/Life Insu	2 6010	11,464	13,338	781	13,405		10,263	6,140	1,658	6,951	4,298	68,298	68,089
Unemployment Insurance	2 6020	11,528	13,349	809	20,225		7,630	5,259	4,450	3,444	1,373	68,067	71,192
Workers Compensation	2 6030	44,574	30,953	2,983	43,379		40,797	20,180	8,804	20,814	650	213,134	110,459
Retirement Plans	2 9000	15,446	15,216	0	21,504		24,312	6,827	1,480	2,202	8,276	95,263	93,417
Subtotal		428,526	455,365	22,108	546,290	0	402,235	216,871	65,869	196,005	82,407	2,415,676	2,187,017
UTILITIES & COMMUNICATIONS													
Electric	3 1000	155,392	1,149,987	65,000	307,275	134,350	20,279			7,661		1,839,944	1,805,141
Natural Gas	3 3000		259,753			144,333	18,449			29,535		452,070	443,206
Sewer	3 4000	1,040	68,210		10	6,400						75,659	75,576
Water	3 5000	493	69,046		400	11,200						81,139	81,069
Telephone Charges - Local	3 6010	200	150		1,950	4,500	750	6,200		100	300	14,150	13,377
Telephone Charges - Long Distance	3 6011	130	100		50	50	71	150		25	250	826	638
Telephone-Sheriff	3 6012								4,400			4,400	4,412
Payphones-Annual& Monthly Serv	3 6017		62,570									62,570	72,183
Payphones-Monthly Usage	3 6018		2,721									2,721	2,721
Telephone Cellular	3 6030							42,000				42,000	41,809
Radio Communications	3 6035							1,080	14,000			15,080	15,080
Paging Services	3 6040							2,900				2,900	2,893
Cable Television	3 6060		4,537									4,537	4,537
Subtotal		157,254	1,617,074	65,000	309,685	300,833	39,549	52,330	18,400	37,321	550	2,597,996	2,562,641
PURCHASED SERVICES													
Insurance													
Airport Liability	4 2010										114,140	114,140	114,140
Automotive	4 2020									70,499		70,499	70,499
Property Insurance	4 2060	11,284	55,716		35,272	26,132	2,777					131,180	131,100
Insurance Claims	4 2095	500	2,500		1,000							4,000	66,684
Subtotal		11,784	58,216	0	36,272	26,132	2,777	0	0	70,499	114,140	319,819	382,422
Outside Services													
Public Safety	4 4000							1,978,613				1,978,613	1,997,094
Perimeter Security	4 4005	157,560										157,560	152,971
Armored Car Services	4 4010				7,500							7,500	7,444
Janitorial Services	4 5000	10,200	576,860		0	10,148						597,208	598,592
Refuse Removal Services	4 5010	7,000	77,509									84,509	84,655
Artistic Exhibits	4 6012		50,100									50,100	43,188
Departure	4 6013		258,384									258,384	258,384
Passenger Information Booth	4 6020		123,153									123,153	123,153
GIS Services	4 7010	500	500		0	13,500						14,500	14,500
Subtotal		175,260	1,086,506	0	7,500	23,648	0	0	1,978,613	0	0	3,271,527	3,279,981
Professional Services													
Architectural	4 9010		2,000		0							2,000	5,935
Professional Management	4 9040										407,284	407,284	407,284
Code Enforcement	4 9060	140	263		550	5,000	131			1,577		7,661	7,628
Subtotal		140	2,263	0	550	5,000	131	0	0	1,577	407,284	416,945	420,847
Total Purchased Services		187,184	1,146,985	0	44,322	54,780	2,908	0	1,978,613	72,076	521,424	4,008,291	4,083,250
MATERIALS AND SUPPLIES													
Airfield													
Fencing	5 1010	10,000										10,000	17,181
Airfield Lighting System	5 1011	50,000										50,000	40,000
Pavement Repairs	5 1014	5,000										5,000	5,000
Apron Maintenance	5 1015	10,000										10,000	10,000
Runway Painting	5 1016	20,000										20,000	22,796
Airfield Shop Supplies	5 1017	8,000										8,000	8,000
Airfield Shop Tools	5 1018	2,000										2,000	6,563
Snow Removal Supplies	5 1019	400,000										400,000	382,728
Rubber Removal	5 1020	25,000										25,000	25,000

Albany County Airport Authority AFCO AvPorts' 2010 Expenditures by Line Item

DESCRIPTION	ACCT	Direct Cost Centers					Indirect Cost Centers				Admin AFCO AvPorts Admin	Budget 2010	2009 Projected
		Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment		AFCO AvPorts Totals	AFCO AvPorts Totals
							ARFF	Operations	Security				
ARFF													
EMS Supplies	5 1030						5,200					5,200	5,200
ARFF Supplies	5 1031						25,500					25,500	20,000
Foam	5 1033						11,227					11,227	11,227
Glycol													
Glycol Disposal (BOD)	5 1051	9,000										9,000	8,760
Waste Water Conveyance	5 1052	7,500										7,500	7,500
Electricity & Gas	5 1053	150,000										150,000	150,000
Sewer District Charges	5 1054	5,000										5,000	5,000
Water District Chemical Analysis	5 1055	6,000										6,000	7,000
System Maintenance & Repairs	5 1057	175,000										175,000	195,000
Subtotal		882,500	0	0	0	0	41,927	0	0	0	0	924,427	926,955
BUILDINGS													
Alarm and PA Systems	5 2010		48,409		11,000	10,000	4,954					74,363	79,738
Card Access Control	5 2012							38,000				38,000	37,981
CCTV Repair	5 2013							15,000				15,000	27,212
Key Access System	5 2014							3,000				3,000	5,508
Baggage System	5 2020	15,000										15,000	13,941
Electrical Repairs & Supplies	5 2031	5,000	50,000	20,000	25,000	20,000	1,000					121,000	121,247
Elevator Repairs & Supplies	5 2032		65,000		19,848							84,848	114,802
HVAC	5 2033	3,500	115,000	2,000	1,000	25,000	1,500					148,000	102,971
Roof	5 2034	1,000	7,500		500	7,000	500					16,500	14,683
Plumbing Repairs & Supplies	5 2035	2,000	30,000		1,000	4,000	1,000					38,000	47,667
Automatic Door Repairs & Supplies	5 2036		10,000		3,000							13,000	13,889
Pest Control	5 2037	288	2,580		312	1,740		504				5,424	5,244
Fire Extinguishers	5 2040							7,115				7,115	5,700
Fire Equipment Testing	5 2041							2,365				2,365	650
US Customs	5 2050	12,000										12,000	12,512
Control Tower	5 2051					300,000						300,000	300,000
Building Maintenance	5 2060	3,000	155,000	100,000	35,000	40,000	2,000					335,000	225,890
Janitorial Supplies	5 2062	0	140,000				3,000					143,000	143,474
Window Washing	5 2063		25,900		6,500							32,400	34,567
ID Tags	5 2071							30,000				30,000	33,688
Sign Expense	5 2080		4,000		500	500						5,000	5,194
FIDS	5 2090		30,840									30,840	30,840
Subtotal		26,788	699,229	122,000	103,660	408,240	23,938	0	86,000	0	0	1,469,855	1,377,397
GROUNDS													
Landscaping	5 3010	500	1,500		1,000	750	100					3,850	2,862
Fencing	5 3020					500						500	4,659
Pavement Repairs	5 3030				10,000	2,500						12,500	13,620
Utility Repairs	5 3035					500						500	0
Sign Expense	5 3040				2,000	7,000						9,000	5,627
Traffic Light Repairs and Materials	5 3041					1,000						1,000	1,000
Catch Basin Maintenance	5 3045	500				3,000						3,500	3,000
Snow Removal Supplies	5 3048					67,000	5,000					72,000	71,670
Snow Removal Contract Services	5 3050	62,400				78,000	10,400					150,800	121,314
NYS Police Hangar	5 3051					125,000						125,000	125,000
Dump Fees - Landfill	5 3060	1,001	100			100			600			1,801	2,136
Hazardous Waste Management	5 3070	1,000				200	700		1,000			2,900	3,993
Wildlife Hazard Management	5 3071	10,000										10,000	4,043
Liquid Waste Disposal	5 3078	3,000				10,000						13,000	10,000
Land Lease	5 3085					15,435						15,435	15,435
T-Hangar Maintenance	5 3090					150,000						150,000	150,000
Subtotal		78,401	1,600	0	173,435	315,950	800	0	0	1,600	0	571,786	534,359
VEHICLES AND EQUIPMENT													
Gasoline	5 4010					22,000			16,000			38,000	36,957
Diesel Fuel	5 4011		2,200		4,000				63,000			69,200	67,781
CNG	5 4015					45,000						45,000	44,737
Oil/Grease	5 4012			1,000					20,000			21,000	19,942
Vehicle/Equipment Tires	5 4013			2,000			2,500		12,500			22,000	15,163
Vehicle Repair and Maintenance	5 4021					45,000			30,000			75,000	62,931
Veh Communication Equip. Repair	5 4022				2,500				14,000			16,500	6,348
Sheriff Vehicle Repair and Maintenan	5 4023								2,000			2,000	2,007
General Equip. Repair/Maintenance	5 4030				15,000				25,000			40,000	23,922
Quality Control Testing Equipment	5 4031											0	0
Heavy Equipment Maintenance	5 4040								40,000			40,000	41,589
ARFF Equipment Maintenance	5 4045						20,000					20,000	32,558
Snow Equipment Repair/Maintenan	5 4050								60,000			60,000	50,446
Mower Repair/Maintenance	5 4060								12,500			12,500	17,940
Vehicle Shop Tools and Supplies	5 4070								40,000			40,000	21,715
Subtotal		0	2,200	3,000	138,500	0	22,500	0	335,000	0	0	501,200	444,035
Total Materials and Supplies		987,689	703,029	125,000	415,595	724,190	89,165	0	86,000	336,600	0	3,467,268	3,282,746

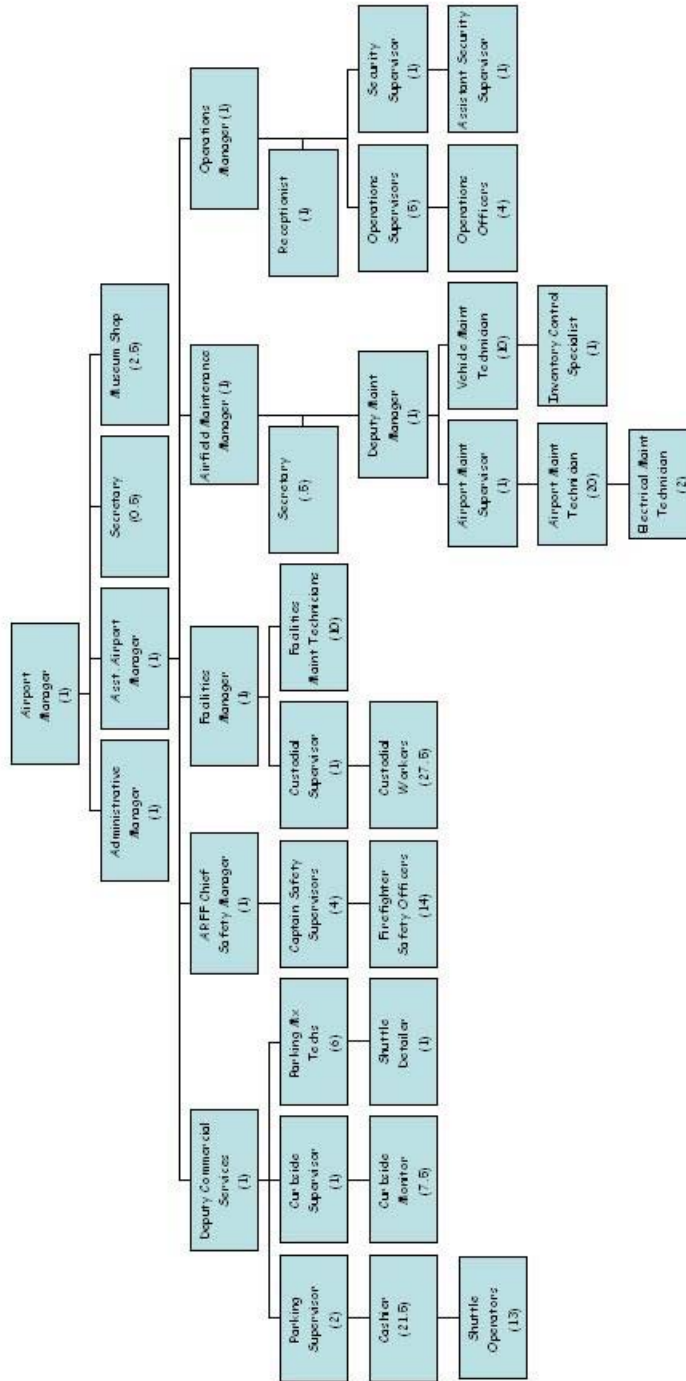
Albany County Airport Authority AFCO AvPorts' 2010 Expenditures by Line Item

DESCRIPTION	ACCT	Direct Cost Centers					Indirect Cost Centers				Admin	Budget 2010	2009 Projected
		Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS			Vehicles & Equipment	AFCO AvPorts Admin	AFCO AvPorts Totals	AFCO AvPorts Totals
							ARFF	Operations	Security				
OFFICE													
Office Equipment Rental	5 5010	700	515		1,000		2,621	3,800		36	1,200	9,872	9,919
Copy Machine Use	5 5011				0			1,800				1,800	1,835
Office Equipment Service Agree	5 5012	789	222		280		575	1,289		318	807	4,281	4,280
Office Equipment Repairs	5 5013				100		0	0		100	0	200	125
Computer System Supplies	5 5014	750	4,450		2,400	3,300	750	2,500	11,004	800	1,300	27,254	21,971
Hardware/Software Maint Agree	5 5015		10,350		35,700		1,400			2,125		49,575	61,034
Computer Equipment	5 5016	1,200	2,550		6,000		1,400	1,500			0	12,650	4,022
Office Furniture and Fixtures	5 5020				0		250	500				750	1,678
Printed Forms/Letterhead	5 5030	500			2,000		150	150		300	700	3,800	3,000
Parking Ticket Stock	5 5031				12,000							12,000	10,569
Printing Outside Services	5 5032										100	100	0
Express Mail	5 5041										1,200	1,200	1,148
Reference Materials	5 5050	100					400					500	227
Office Supplies	5 5060	1,000	1,000		3,000		1,000	1,200		400	2,500	10,100	10,508
Payroll Services	5 5070										30,000	30,000	28,677
Subtotal		5,039	19,088	0	62,480	3,300	8,546	12,739	11,004	4,079	37,807	164,082	158,992
ADMINISTRATIVE													
Dues and Subscriptions	6 6000				50		1,500	35			90	1,675	1,636
AvPorts/MA Training & Travel	6 6010	6,039			2,990		15,451	2,000			1,825	28,305	26,648
Functions/Refreshments	6 6013								500		0	500	0
Advertising/Public Meetings	6 6030										1,000	1,000	0
Economic Development	6 6031					10,000						10,000	5,000
License and Permits	6 6040	1,806										1,806	1,894
Property Taxes	6 6050						38,436					38,436	38,436
Credit Card Service Charges	6 6060				189,000							189,000	188,880
EZPass Fees	6 6061				90,000							90,000	89,440
Subtotal		7,845	0	0	282,040	48,436	16,951	2,035	500	90	2,825	360,722	351,934
TOTAL OPERATIONS		2,823,042	5,057,340	281,239	2,994,626	1,131,540	1,530,917	809,305	2,358,288	1,125,475	940,566	19,042,338	18,288,490
Non-Capital Equipment	8 3000	0			10,000		5,500				25,000	40,500	17,845
Total Expenses		2,823,042	5,057,340	281,239	2,994,626	1,131,540	1,536,417	809,305	2,358,288	1,125,475	965,566	19,082,838	18,306,335

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget SCHEDULE OF SALARIES AND BENEFITS FOR AVPORTS													
SUMMARY OF AUTHORIZED POSITIONS:													
Department	2007 Audited OF FTE POSITIONS			2008 Audited OF FTE POSITIONS			2009 Budget OF FTE POSITIONS			2010 Budget OF FTE POSITIONS			FTE Count As of Sept 2009
	Add	Transfer	Count	Add	Transfer	Count	Add	Transfer	Count	Add	Transfer	Count	
Airfield													
Maintenance Manager			1.0			1.0			1.0			1.0	1.0
Deputy Maintenance Manager			1.0			1.0			1.0			1.0	1.0
Airport Maintenance Supervisor			1.0			1.0			1.0			1.0	1.0
Airport Maintenance Lead-Airfield			1.0			1.0	1.0		2.0			2.0	2.0
Electrical Superintendent	-1.0		0.0			0.0	1.0		1.0	-1.0		0.0	0.0
Electrician	1.0		1.0			1.0			1.0			1.0	1.0
Airport Maintenance Tech-Electrical			1.0			1.0			1.0			1.0	1.0
Airport Maintenance Lead-Grounds			1.0			1.0			1.0			1.0	1.0
Airport Maint Tech Lead-Glycol			1.0			1.0			1.0			1.0	1.0
Airport Maint Tech-Glycol	1.0		3.0			3.0			3.0			3.0	3.0
Airport Maint Tech Airfield	-1.0		13.0			13.0			13.0			13.0	12.0
Secretary		-0.5	0.5			0.5			0.5			0.5	0.5
Terminal													
Facilities Manager			1.0			1.0			1.0			1.0	1.0
Facilities Maint Lead			3.0			3.0			3.0			3.0	3.0
Custodial Supervisor			1.0			1.0			1.0			1.0	1.0
Custodial Lead			5.0			5.0			5.0			5.0	5.0
Custodial Worker		-0.5	18.0			18.0	1.0		19.0	-1.0		18.0	18.0
Floor Care Technician	1.0		1.0			1.0			1.0			1.0	1.0
Airport Custodial Technician	-1.0		1.0			1.0			1.0			1.0	1.0
Facility Maint Lead-HVAC			1.0			1.0			1.0			1.0	1.0
Facilities Maint Tech-Sewer Drain			1.0	-1.0		0.0			0.0			0.0	0.0
Facilities Maint Technician	-1.0		3.0	1.0		4.0		-1.0	3.0		-1.0	4.0	4.0
Facility Maint Worker			0.0			0.0		1.0	1.0		1.0	0.0	0.0
Artistic Exhibits			1.0			1.0			1.0	-1.0		0.0	0.0
Museum Shop	-0.5		4.5	-1.0		3.5	1.0		4.5	-2.0		2.5	3.0
Loading Bridges													
Facilities Maint Lead-Loading Bridge	1.0		2.0			2.0			2.0			2.0	2.0
Parking													
Deputy, Commercial Services			1.0			1.0			1.0			1.0	1.0
Parking Supervisor			2.0			2.0			2.0			2.0	2.0
Tech Support Spvr, Commercial Services			1.0			1.0			1.0	-1.0		0.0	1.0
Training & Staff Develop. Coordinator			0.0			0.0			0.0			0.0	0.0
Lead Cashier			5.0			5.0			5.0			5.0	5.0
Shuttle Operator Lead			1.0			1.0			1.0			1.0	1.0
Shuttle Detailer			1.0			1.0			1.0			1.0	1.0
Shuttle Operator, Full Time	-1.0		8.0	1.0		9.0			9.0			9.0	9.0
Shuttle Operator, Part Time - FTE	2.5		4.5	-1.5		3.0	0.5		3.5	-0.5		3.0	3.0
Cashier, Full Time			14.0	-1.0		13.0	1.0		14.0			14.0	12.0
Cashier, Part Time - FTE			3.0			3.0	2.0		5.0	-2.5		2.5	2.5
Lead Parking Maint Tech	1.0		2.0			2.0	-1.0		1.0			1.0	1.0
Parking Assistant			0.0			0.0			0.0		1.0	1.0	1.0
Parking Maint Technician			4.0			4.0	1.0		5.0		-1.0	4.0	4.0
Security													
Curbside Supervisor			1.0			1.0			1.0	-0.5		0.5	0.5
Curbside Monitor Lead	-1.5		0.5			0.5	1.0		1.5	-1.5		0.0	0.0
Curbside Monitors		-5.0	5.0	1.0		6.0			6.0	-1.0		5.0	6.0
Curbside Monitors, Part Time - FTE	-0.5	5.0	4.5	-1.0		3.5	1.0		4.5	-2.0		2.5	3.0
Landside													
Tower/Custodial			2.0			2.0			2.0			2.0	2.0
Admin Bldg/Custodial		0.5	0.5			0.5			0.5			0.5	0.5
ARFF													
Chief/Safety Manager			1.0			1.0			1.0			1.0	1.0
Captains/Safety Supervisor			4.0			4.0			4.0			4.0	4.0
Firefighters/Safety Officer	1.0		15.0	-1.0		14.0	1.0		15.0	-1.0		14.0	14.0
Operations													
Airport Operations Manager			1.0			1.0			1.0			1.0	1.0
Airport Security Supervisor			1.0			1.0			1.0			1.0	1.0
Assistant Airport Security Supervisor			1.0			1.0			1.0			1.0	1.0
Airport Operations Supervisor			5.0			5.0			5.0			5.0	5.0
Airport Operations Officer	-2.0		3.0	1.0		4.0	3.0		7.0	-3.0		4.0	4.0
Receptionist			1.0			1.0			1.0			1.0	1.0
Vehicles & Equipment													
Vehicle Maint. Supervisor	-1.0		0.0			0.0	1.0		1.0	-1.0		0.0	0.0
Airport Maint Lead-Vehicle Maint			2.0			2.0			2.0			2.0	2.0
Inventory Control Specialist			1.0			1.0			1.0			1.0	1.0
Airport Maint Tech-Vehicle Maint			7.0	1.0		8.0			8.0			8.0	8.0
Administration		0.5	3.5			3.5			3.5			3.5	3.5
Total AvPorts Positions	-2.0	0.0	172.5	-1.5	0.0	171.0	14.5	0.0	185.5	-19.0	0.0	166.5	166.5
SUMMARY BY SALARIES & BENEFITS:													
AvPorts	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	# of Additions/Transfers
Airfield	1,012,798	353,983	1,366,781	1,002,849	373,349	1,376,198	1,034,684	358,974	1,393,658	1,049,506	428,526	1,478,032	-1.0
Terminal	1,105,171	414,825	1,519,996	987,566	413,707	1,401,273	1,049,082	408,358	1,457,440	1,115,800	455,365	1,571,165	-4.0
Loading Bridges	64,593	19,390	83,983	64,091	21,690	85,781	70,017	28,456	98,473	69,131	22,108	91,239	0.0
Parking	1,263,412	444,907	1,708,319	1,307,118	472,334	1,779,452	1,366,970	502,358	1,869,328	1,324,213	546,290	1,870,503	-4.0
ARFF	969,279	326,711	1,295,990	960,306	345,359	1,305,665	876,182	341,356	1,217,538	971,564	402,235	1,373,799	-1.0
Operations	586,151	205,301	791,452	538,967	191,424	730,391	550,737	188,565	739,302	525,330	216,871	742,201	-3.0
Security	286,189	88,813	375,002	292,172	70,221	362,393	290,708	68,218	358,926	197,902	65,869	263,771	-5.0
Vehicles & Equipment	443,985	175,233	619,218	399,966	165,743	565,709	452,494	168,743	621,237	479,303	196,005	675,308	-1.0
Administration	277,104	70,954	348,058	266,729	73,168	339,897	288,256	80,402	368,658	295,553	82,407	377,960	0.0
Total AvPorts Salaries & Benefits	6,008,682	2,100,117	8,108,799	5,819,764	2,126,995	7,946,759	5,979,130	2,145,430	8,124,560	6,028,302	2,415,676	8,443,978	-19.0

AFCO 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 2010 are summarized in the following table.

Albany County Airport Authority FBO Operations Summary For the projected year 2010					
	Commercial Fueling 60	GA & Facilities 61	Admin 69	2010 Total	Adopted 2009
Revenues					
Retail Fuel					
Jet A Fuel Sales	\$ -	\$ 3,525,928	\$ -	\$ 3,525,928	\$ 4,950,000
AvGas Fuel Sales	-	369,487	-	369,487	589,000
Auto & Diesel Fuel Sales	-	229,910	-	229,910	382,607
Retail Fuel Sales	-	4,125,326	-	4,125,326	5,921,607
Into-Plane Fees	819,359	-	-	819,359	895,317
Fuel Farm Fees	557,749	-	-	557,749	491,396
Landing Fees	-	158,393	-	158,393	178,303
Parking Fees	-	66,626	-	66,626	99,801
Commercial AvGas	705,148	-	-	705,148	884,928
Deicing	1,155,693	60,970	-	1,216,663	1,335,940
Properties	-	231,348	-	231,348	236,638
FBO Services (Catering, etc)	-	136,907	-	136,907	204,978
Total Revenues	3,237,948	4,779,569	-	8,017,518	10,248,908
Cost of Sales ()					
Fuel Cost - Jet A	-	2,319,009	-	2,319,009	3,630,000
Fuel Volume Discounts	-	170,000	-	170,000	177,000
Fuel Cost - AvGas	-	282,956	-	282,956	465,000
Fuel Cost - Auto & Diesel	-	168,000	-	168,000	290,000
Fuel Cost	-	2,939,965	-	2,939,965	4,562,000
Fuel Cost - Avgas Commercial	625,116	-	-	625,116	832,128
Deicing Type I - Sprayed	90,755	-	-	90,755	114,840
Deicing Type IV - Sprayed	26,830	-	-	26,830	54,530
Deicing Type I - Consortium	663,782	-	-	663,782	695,000
Deicing Type IV - Consortium	98,825	-	-	98,825	155,800
Deicing Cost	880,192	-	-	880,192	1,020,170
Catering	-	94,000	-	94,000	140,500
Total Cost of Sales	1,505,307	3,033,965	-	4,539,272	6,554,798
Gross Operating Revenue	1,732,641	1,745,604	-	3,478,246	3,694,110
Expenses ()					
Personal Services					
Salaries	391,982	338,136	450,835	1,180,953	1,299,961
Overtime	31,119	24,576	5,601	61,296	175,000
Total Personal Services	423,101	362,712	456,436	1,242,249	1,474,961
Employee Benefits	134,490	139,045	121,504	395,039	459,009
Utilities & Communications	32,923	102,414	2,150	137,486	192,283
Purchased Services	131,473	122,750	329,110	583,333	584,334
Material & Supplies					
Buildings	2,000	51,774	-	53,774	84,350
Grounds	7,000	700	-	7,700	7,700
Vehicles	177,832	92,084	-	269,916	308,916
Total Material & Supplies	186,832	144,558	-	331,390	400,966
Administration	2,750	135,037	56,932	194,718	283,242
Non-Capital Equipment	-	-	-	-	15,000
Total Expenses	911,569	1,006,515	966,132	2,884,215	3,409,795
FBO Net Direct Revenue	\$ 821,072	\$ 739,090	\$ (966,132)	\$ 594,031	\$ 284,316
Allocation of Indirect Cost Centers					
ARFF	\$ 46,093	\$ 46,093	\$ -	\$ 92,185	\$ 83,979
Operations	40,465	40,465	-	80,931	79,660
Security	23,583	23,583	-	47,166	46,990
Vehicles & Equipment	56,274	33,764	-	90,038	92,717
AvPorts Administration	51,951	55,442	-	107,394	126,623
FBO Administration	467,363	498,768	(966,132)	-	-
ACAA Administration	299,385	319,502	-	618,887	692,288
Total Allocation	985,114	1,017,618	(966,132)	1,036,600	1,122,257
Debt Service					
Depreciation - Capital Assets	148,300	86,451	-	234,751	234,751
FBO Net Results	\$ (312,341)	\$ (364,979)	\$ -	\$ (677,321)	\$ (1,072,693)

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 2009, the 2010 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 Final	2009 Projected	2010 Budget
Number of accidents/incidents	0	1	0	0
Number of airline delays counted against MA	2	2	4	2
Into-plane gallons pumped	22,317,200	20,781,139	18,591,645	18,591,645
AvGas fuel sales commercial	N/A	60,513	216,303	216,303
Deicing gallons pumped	164,985	199,854	164,618	164,618
Workers' compensation cases	0	1	3	0
Employees who have completed Safety Programs	17	14	14	14
Quality control audits at the Fuel Farm (less the better)	0	16	16	14
Completed monthly training programs	12	12	12	12
Monthly survey of airlines	100%	100%	100%	100%
Overtime/Personnel Services (%)	24.0%	26.0%	16.1%	7.4%

2009 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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2010 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

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 439,578	\$ 428,856	\$ 414,253	\$ 423,101
Employee Benefits	111,920	150,912	127,023	134,490
Utilities & Communications	45,881	47,825	32,213	32,923
Purchased Services	118,811	118,200	125,346	131,473
Material & Supplies	1,546,797	2,059,630	1,751,946	1,692,139
Office	3,928	-	-	-
Administration	(10,245)	2,750	2,750	2,750
Non-capital Equipment & Facilities	-	-	-	-
Total	\$ 2,256,670	\$ 2,808,173	\$ 2,453,532	\$ 2,416,876
Employee Count	10.0	11.0	10.0	12.0



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 Final	2008 Final	2009 Projected	2010 Budget
AvGas fuel sales (gallons)	158,999	118,788	86,531	86,531
Jet A fuel sales (gallons)	1,058,498	1,056,042	862,085	862,085
Number of international flights	634	630	496	500
General Aviation Aircraft customer transactions	10,386	9,381	8,131	8,131
Employees who completed the NATA Safety 1st Program	25	23	24	24
Employees who completed all Safety Programs	17	14	14	13
Property Accidents	0	1	1	0
Quarterly reports from monthly safety meetings	100%	100%	100%	100%
Top 20 customers survey	19	20	20	20
Overtime/Personnel Services (%)	23%	22%	11%	7%

2009 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%

2010 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

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	531,428	557,236	370,584	362,712
Employee Benefits	138,370	196,149	135,344	139,045
Utilities & Communications	137,712	143,008	100,425	102,414
Purchased Services	174,760	140,234	123,448	122,750
Material & Supplies	5,495,462	4,896,134	3,045,196	3,178,523
Office	743	1,600	1,413	1,487
Administration	222,052	230,006	135,050	133,550
Non-capital Equipment & Facilities	0	15,000	13,900	0
Total	\$6,700,527	\$6,179,367	\$3,925,360	\$4,040,480
Employee Count	15.0	16.0	11.0	12.0



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 Final	2009 Projected	2010 Budget
Million Air's total full time employment equivalents	32	37	34	34
Total Million Air overtime	19.0%	17.9%	9.7%	4.9%
Employee turnover annum	15%	34%	10%	5%
Workers' compensation cases	0	1	0	0
Number of customers gained (prior year comparison)	-1%	-8%	-17%	0%
Number of positive customer comments	38	68	75	80
Overtime/Personnel Services (%)	7%	5.5%	2.4%	1.5%

2009 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

2010 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

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	\$ 445,285	\$ 488,869	\$ 448,720	\$ 456,436
Employee Benefits	88,294	111,948	121,343	121,504
Utilities & Communications	1,107	1,450	1,103	2,150
Purchased Services	331,504	325,900	329,110	329,110
Material & Supplies	0	0	0	0
Office	27,455	30,886	32,552	33,988
Administration	23,211	18,000	22,711	22,944
Non-capital Equipment & Facilities	0	0	0	0
Total	\$ 916,856	\$ 977,053	\$ 955,539	\$ 966,132
Employee Count	12.0	11.0	11.0	10.0



**Albany County Airport Authority
Million Air's 2010 Expenditures by Line Item**

DESCRIPTION	ACCT	MA Cost Centers			2010 Budget MA Totals	2009 Projected MA Totals	
		MA	MA	MA			
		Comm	GA & Fac	Admin			
PERSONNEL SERVICES							
Salaries	1	1000	391,982	338,136	450,835	1,180,953	1,114,044
Overtime (1.5)	1	2010	31,119	24,576	5,601	61,296	119,513
Subtotal			423,101	362,712	456,436	1,242,249	1,233,557
EMPLOYEE BENEFITS							
Social Security	2	1000	32,367	27,747	34,917	95,031	93,727
Health-Active	2	2000	65,210	74,390	54,539	194,139	189,134
Medical Exams	2	4000	0	0	5,142	5,142	3,815
Uniforms & Laundry	2	5000	3,250	6,471	0	9,721	9,724
Uniform Purchases	2	5005	3,114	4,547	2,574	10,235	10,235
NYS Disability Insurance/Life Insu	2	6010	892	874	898	2,664	7,046
Unemployment Insurance	2	6020	4,956	5,369	4,130	14,455	16,726
Workers Compensation	2	6030	12,008	9,611	5,611	27,230	32,025
Retirement Plans	2	9000	12,693	10,036	13,693	36,422	21,279
Subtotal			134,490	139,045	121,504	395,039	383,711
UTILITIES & COMMUNICATIONS							
Electric	3	1000	29,454	52,412	0	81,865	80,260
Natural Gas	3	3000	2,869	48,968	0	51,837	50,820
Water	3	5000	500	0	0	500	491
Telephone Charges - Local	3	6010	50	0	800	850	732
Telephone Charges - Long Distance	3	6011	50	0	350	400	404
Telephone Parts & Repairs	3	6020	0	0	1,000	1,000	0
Cable Television	3	6060	0	1,034	0	1,034	1,034
Subtotal			32,923	102,414	2,150	137,486	133,741
PURCHASED SERVICES							
Insurance							
Airport Liability	4	2010	0	0	187,110	187,110	187,110
Automotive	4	2020	0	3,446	0	3,446	3,446
Environmental Liability	4	2041	57,546	0	0	57,546	57,546
Property Insurance	4	2060	32,527	10,784	0	43,311	43,311
Subtotal			90,073	14,230	187,110	291,413	291,413
Outside Services							
Refuse Removal Services	4	5010	0	3,000	0	3,000	3,009
Public Relations	4	6010	0	0	42,000	42,000	42,000
Subtotal			0	3,000	42,000	45,000	45,009
Professional Services							
Inspection	4	9030	0	520	0	520	520
Professional Management	4	9040	40,000	105,000	100,000	245,000	239,648
Testing	4	9050	1,400	0	0	1,400	1,314
Subtotal			41,400	105,520	100,000	246,920	241,482
Total Purchased Services			131,473	122,750	329,110	583,333	577,903
MATERIALS AND SUPPLIES							
Airfield							
FBO							
Fuel Cost - Jet	5	1101	0	2,319,009	0	2,319,009	2,198,395
Fuel Discounts - Jet A	5	1102	0	170,000	0	170,000	169,869
Fuel Cost - Avgas	5	1103	0	282,956	0	282,956	271,718
Fuel Cost - Auto	5	1105	0	39,000	0	39,000	38,371
Fuel Cost Diesel	5	1107	0	129,000	0	129,000	128,362
Fuel Cost - Avgas Commercial	5	1108	625,116	0	0	625,116	565,786
Deicing Type I - Sprayed	5	1109	90,755	0	0	90,755	119,454
Deicing Type IV - Sprayed	5	1110	26,830	0	0	26,830	42,314
Deicing Type I - Consortium	5	1111	663,782	0	0	663,782	717,374
Deicing Type IV - Consortium	5	1112	98,825	0	0	98,825	129,452
Catering	5	1120	0	88,000	0	88,000	87,696
Oil	5	1125	0	3,000	0	3,000	3,095
TKS (Deicing fluid)	5	1126	0	1,000	0	1,000	1,000
Charts, Pilot Supplies	5	1130	0	2,000	0	2,000	1,939
Subtotal			1,505,307	3,033,965	0	4,539,272	4,474,823

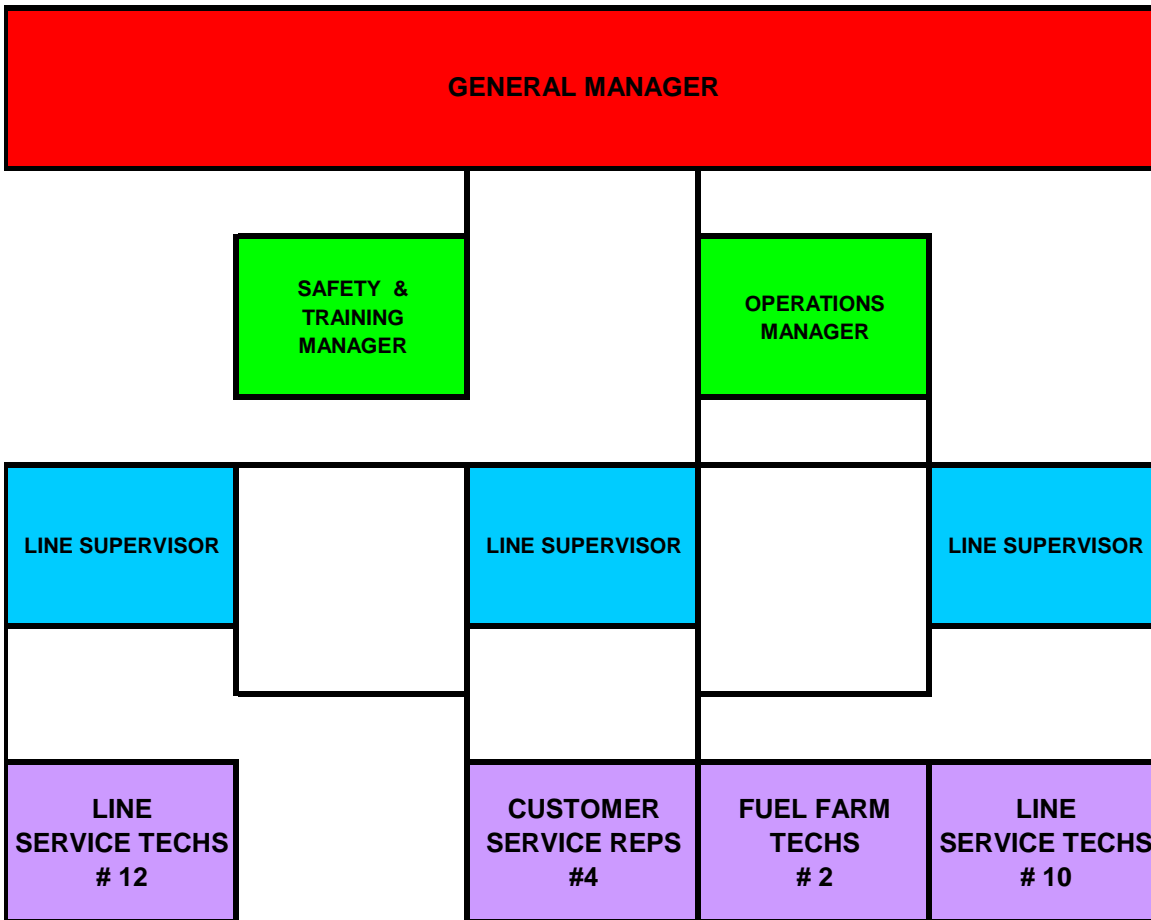
**Albany County Airport Authority
Million Air's 2010 Expenditures by Line Item**

DESCRIPTION	ACCT	MA Cost Centers			2010 Budget	2009 Projected
		MA	MA	MA	MA	MA
		Comm	GA & Fac	Admin	Totals	Totals
BUILDINGS						
Alarm and PA Systems	5 2010	0	690	0	690	690
Electrical Repairs & Supplies	5 2031	500	5,000	0	5,500	5,925
Elevator Repairs & Supplies	5 2032	0	2,040	0	2,040	2,040
HVAC	5 2033	500	15,000	0	15,500	26,001
Roof	5 2034	500	1,000	0	1,500	748
Plumbing Repairs & Supplies	5 2035	500	2,000	0	2,500	1,866
Automatic Door Repairs & Supplies	5 2036	0	2,000	0	2,000	0
Pest Control	5 2037	0	744	0	744	744
Building Maintenance	5 2060	0	12,000	0	12,000	9,222
Janitorial Supplies	5 2062	0	6,000	0	6,000	5,836
Window Washing	5 2063	0	4,800	0	4,800	4,800
Sign Expense	5 2080	0	500	0	500	0
Subtotal		2,000	51,774	0	53,774	57,872
GROUNDS						
Landscaping	5 3010	0	500	0	500	764
Pavement Repairs	5 3030	0	100	0	100	100
Sign Expense	5 3040	0	100	0	100	100
Hazardous Waste Management	5 3070	2,500	0	0	2,500	1,982
Liquid Waste Disposal	5 3078	4,500	0	0	4,500	4,500
Subtotal		7,000	700	0	7,700	7,447
VEHICLES AND EQUIPMENT						
Gasoline	5 4010	6,500	6,500	0	13,000	12,975
Diesel Fuel	5 4011	22,000	22,000	0	44,000	43,191
Oil/Grease	5 4012	2,000	500	0	2,500	4,282
Vehicle/Equipment Tires	5 4013	10,000	2,500	0	12,500	1,773
Vehicle Repair and Maintenance	5 4021	1,000	1,000	0	2,000	636
Veh Communication Equip. Repairs	5 4022	500	0	0	500	173
General Equip. Repair/Maintenance	5 4030	12,000	8,000	0	20,000	13,977
Quality Control Testing Equipment	5 4031	3,500	0	0	3,500	2,908
Heavy Equipment Maintenance	5 4040	30,000	15,000	0	45,000	50,649
Vehicle Shop Tools and Supplies	5 4070	2,000	500	0	2,500	2,018
Fuel Truck Rental	5 4075	88,332	36,084	0	124,416	124,416
Subtotal		177,832	92,084	0	269,916	257,000
Total Materials and Supplies		1,692,139	3,178,523	0	4,870,662	4,797,142
OFFICE						
Office Equipment Rental	5 5010	0	987	4,289	5,276	5,276
Copy Machine Use	5 5011	0	0	500	500	500
Office Equipment Service Agreeme	5 5012	0	0	2,063	2,063	2,063
Office Equipment Repairs	5 5013	0	0	150	150	0
Computer System Supplies	5 5014	0	0	1,200	1,200	274
Hardware/Software Maint Agreeme	5 5015	0	0	8,385	8,385	8,385
Computer Equipment	5 5016	0	0	750	750	650
Office Furniture and Fixtures	5 5020	0	500	0	500	1,265
Printed Forms/Letterhead	5 5030	0	0	1,500	1,500	1,013
Printing Outside Services	5 5032	0	0	150	150	146
Office Supplies	5 5060	0	0	3,000	3,000	2,570
Payroll Services	5 5070	0	0	12,000	12,000	11,823
Subtotal		0	1,487	33,988	35,474	33,965

**Albany County Airport Authority
Million Air's 2010 Expenditures by Line Item**

DESCRIPTION	ACCT	MA Cost Centers			2010 Budget MA Totals	2009 Projected MA Totals
		MA	MA	MA		
		Comm	GA & Fac	Admin		
ADMINISTRATIVE						
Dues and Subscriptions	6 6000	0	8,800	7,500	16,300	16,005
AvPorts/MA Training & Travel	6 6010	2,750	3,750	13,444	19,944	21,490
Functions/Refreshments	6 6013	0	1,000	1,000	2,000	1,000
Incentives	6 6015	0	35,000	0	35,000	36,553
Advertising/Public Meetings	6 6030	0	0	1,000	1,000	462
Economic Development	6 6031	0	5,000	0	5,000	5,000
Credit Card Service Charges	6 6060	0	80,000	0	80,000	80,000
Subtotal		2,750	133,550	22,944	159,244	160,511
TOTAL OPERATIONS		2,416,876	4,040,480	966,132	7,423,487	7,320,530
Non-Capital Equipment	8 3000	0	0	0	0	13,900
Total Expenses		2,416,876	4,040,480	966,132	7,423,487	7,334,430

2010 Budget SCHEDULE OF SALARIES AND BENEFITS FOR MILLION AIR													
Department	2007 Audited OF FTE POSITIONS			2008 Audited OF FTE POSITIONS			2009 Budget OF FTE POSITIONS			2010 Budget OF FTE POSITIONS			FTE Count As of Sept 2009
	Add	Transfer	Count	Add	Transfer	Count	Add	Transfer	Count	Add	Transfer	Count	
Commercial													
Line Service Supervisor	-1.0		0.0			0.0			0.0			0.0	0.0
Fuel Farm Technician			2.0			2.0			2.0			2.0	2.0
Ground Service Fueler	0.5		0.5	-0.5		0.0			0.0			0.0	0.0
Line Service Technician	-1.0		6.0	2.0		8.0	1.0		9.0	1.0		10.0	8.0
General Aviation													
Line Service Technician	-1.0		15.0	-1.0		14.0	1.0		15.0	-4.0	1.0	12.0	10.0
Facilities Maintenance			1.0			1.0			1.0		-1.0	0.0	1.0
Administration													
General Manager			1.0			1.0			1.0			1.0	1.0
Operations Manager			1.0			1.0			1.0			1.0	1.0
Training Supervisor			1.0			1.0			1.0			1.0	1.0
Operations Supervisor			0.0	3.0		3.0			3.0			3.0	3.0
Customer Service Representative	0.5		4.5	1.5		6.0	-1.0		5.0	-1.0		4.0	5.0
Total Million Air	-2.0	0.0	32.0	5.0	0.0	37.0	1.0	0.0	38.0	-4.0	0.0	34.0	32.0
SUMMARY BY SALARIES & BENEFITS:	2007 Audited			2008 Audited			2009 Budget			2010 Budget			# of Additions/ Transfers
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	
Commercial	444,113	100,808	544,921	439,578	111,920	551,498	428,856	150,912	579,768	423,101	134,490	557,591	1.0
General Aviation	591,165	149,411	740,576	531,428	138,370	669,798	557,236	196,149	753,385	362,712	139,045	501,757	-4.0
Administration	331,803	54,162	385,965	445,285	88,297	533,582	488,869	111,948	600,817	456,436	121,504	577,940	-1.0
Total MILLION AIR Salaries & Benefits	1,367,081	304,381	1,671,462	1,416,291	338,587	1,754,878	1,474,961	459,009	1,933,970	1,242,249	395,039	1,637,288	-4.0



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 Final	2009 Projected	2010 Budget
ACAA's total full time employment equivalents	38.5	38.5	28.5	26
Community meetings	35	7	11	7
Aviation conferences/meetings	15	18	8	10
Open Accounts Receivable/Total Operating Revenues	4.0%	4.7%	4.7%	4.7%
Open Accounts Payable/Total Operating Expenses	3.7%	1.5%	1.5%	1.5%
SPDES Permit	yes	yes	yes	yes
FAA: Part 139 Operation Compliance	yes	yes	yes	yes
Part 77 Airspace Compliance	yes	yes	yes	yes
Part 150 Noise Program	yes	yes	yes	yes
Part 121 Air Cargo Carriers	yes	yes	yes	yes
Update maps & charts of Airport	yes	yes	yes	yes
Landside building rent increase from previous year	5.3%	12.6%	-8.4%	-7.6%
T Hangar rent increase from previous year	30.0%	29.4%	13.2%	-1.2%
Tie Down rent increase from previous year	15.3%	-18.3%	6.8%	1.6%
Landside land rent increase from previous year	66.8%	58.5%	28.7%	24.1%
DBE Participation for construction/engineer contractors	9%	11%	11%	11%
Minority Representation in the Workforce-Concessions				
Creative Host Services (no longer a tenant as of 2009)	18.4%	19.0%	21.4%	-
Coffee Beanery (no longer a tenant as of 2009)	45.5%	37.7%	-	-
HMS Host	N/A	N/A	17.9%	18.0%
McDonalds	64.7%	51.9%	49.9%	50.0%
Villa Fresh Italian Kitchen/Green Leafs	53.3%	38.3%	39.0%	40.0%
Paradies	23.3%	21.6%	27.1%	27.0%
Ambassador Program-hours volunteered	13,931	13,303	14,416	15,000
Ambassador assistance - landside	2,409	5,928	12,860	13,000
Ambassador assistance - airside	18,845	24,573	25,199	26,000
Concession revenue increase from previous year	7.9%	-3.6%	4.2%	2.4%
	New measurement for 2010	New measurement for 2010		
Community tours			45	50
Foreign Currency Transactions	2,902	2,695	2,333	2,500
Business Center Visitors	3,825	2,996	2,329	2,500

2009 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 • 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 	<ul style="list-style-type: none"> • Fuel purchases were closely timed to capture the lowest possible market price thus maximized the Authority’s margin

		<ul style="list-style-type: none"> 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"> 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 billboard advertising campaign Maximized media access to Airport and Airport programs Represented Airport at public events 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 services on Airport web site Managed local media during Presidential visit Responded to Airport and airline emergencies and delays
		<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 to maintain and grow Airport facilities and services to meet current and 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 existing and new properties to provide competitive rental rates sufficient to recover costs and provide a reasonable financial return to the Airport • Listed available buildings on multiple listing service (MLS) Worked with tenant on construction drawings for new building on Airport location • Contacted targeted aviation companies • Identified tenants for T-hangers 	<ul style="list-style-type: none"> • Increased awareness and revenue of landside properties; % based on dollar amount <ul style="list-style-type: none"> ❖ Building rent -8.4% ❖ T Hangar rent 13.2% ❖ Tie Down rent 6.8% ❖ Land rent 28.7% • Generated new interest from companies in a location at the Airport • Leased building occupancy was 357,471 sq ft • Leased land rental was 52 acres
	<p>Concessions, Customer Service and Marketing Increased concession revenue while improving the customer experience by offering a larger assortment of goods and 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 ❖ RFP for flower machine services created • Customer Service <ul style="list-style-type: none"> ❖ Enhanced Ambassador Program Community tours ❖ Trained ambassadors to assist with office work ❖ Implemented tighter controls on schedules and commitment 	<ul style="list-style-type: none"> • Selected new food concessionaire as a result of RFP • Food concession revenue increased 18.2% • RFP for flower machine services created • Flower machine contract awarded • Concession revenue increased 4.2% • Improved and enhanced public opinion and community relations • More organized, trained, efficient ambassadors • Ambassadors performing office activities • Ambassador volunteer hours increased 8.4% • Ambassador landside assistance increased 116.9% • Ambassador airside assistance increased 2.5%
		<ul style="list-style-type: none"> • Marketing <ul style="list-style-type: none"> ❖ Created new Foreign Currency Exchange card for advertising ❖ Promoted Wi-Fi ❖ Pursued advertising possibilities for Wi-Fi 	<ul style="list-style-type: none"> • New foreign currency cards created • Free Wi-Fi pilot project plan created • Three advertisers on Wi-Fi

2010 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 Enhance financial position through economic development opportunities</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>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"> • 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>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"> • Increase staff awareness of Authority financial objectives • 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 2010 modified Airport-wide SPDES Permit to reflect new airfield and glycol threshold limits • Renewed Federal Aviation regulation Part 139 Certification Renewal
<p>Public Affairs Maintain strong relationships with local media, national media and trade magazines; monitor all Airport programs, services and concessions that relate to the public; facilitate communications between Airport and the public and media; and act as spokesperson for the Airport</p>	<ul style="list-style-type: none"> • Respond to media inquiries in a timely manner • Develop media strategy for Airport events and programs • Review media policy and media guide • Recommend commercial photo and video taping guidelines • Meet with advertising company and potential clients to promote new business • Maintain contact and relationship with airline administration to further airline's mission and improve customer service • Update and improve Airport website 	<ul style="list-style-type: none"> • Informed public • Improved customer service experience through media and airport program such as Fearful Fliers Program • Updated Airport media guide • Maintain high level of customer service • Increase enplanements • Advance economic development of Airport • Increased terminal advertising revenue • Increase Airport-related services on website
<p>Economic Development Develop plans and identify opportunities to maintain and grow Airport facilities and services to meet current and 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 • Develop and lease existing and new properties to provide competitive rental rates sufficient to recover costs and provide a reasonable financial return 	<ul style="list-style-type: none"> • Generate new 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 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"> • Concessions <ul style="list-style-type: none"> ❖ Issue RFP for food and beverage concession at location before security checkpoint • Customer Service <ul style="list-style-type: none"> ❖ Update ambassador handbook and tour guide handbook ❖ Organize, train, and encourage Ambassadors to be more efficient in operation • Marketing <ul style="list-style-type: none"> ❖ Promote foreign currency exchange ❖ Promote Wi-Fi advertising ❖ Promote Airport concessions on Airport website ❖ Promote parking on Airport website 	<ul style="list-style-type: none"> • Select new concessionaire as a result of RFP • Maximize revenues while maintaining close-to-street pricing • Trained Ambassadors for customer service at the Business Center • Ambassadors are more trained, organized and efficient • Increase awareness of and maximize revenue from foreign currency exchange • Increase revenue from advertising on Wi-Fi • Increase revenues from concessions • Increase revenues from parking
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Summary of Expenses for ACAA

	2008 <u>Actual</u>	2009 <u>Budget</u>	2009 <u>Projected</u>	2010 <u>Budget</u>
Personal Services	1,908,451	1,893,395	1,859,785	1,742,143
Employee Benefits	1,096,309	1,161,196	1,167,564	1,144,492
Utilities & Communications	188,005	193,889	158,037	175,867
Purchased Services	709,413	628,107	700,992	774,939
Material & Supplies	34,959	29,882	26,181	27,364
Office	136,608	148,611	116,280	138,915
Administration	-251,667 *	124,470	80,763	89,610
Non-capital Equipment & Facilities	39,818	0	2,475	24,000
Total	\$3,861,896	\$4,179,550	\$4,112,075	\$4,117,331
Employee Count	34	29	28.5	27.5

**The negative expenditure amount for Administration expenses in 2008 was caused by the reversal of an accrued expense for the settlement of a claim.*



Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Budget		2009
		ACAA	Admin	Projected ACAA Totals
PERSONNEL SERVICES				
Salaries	1	1000	1,739,643	1,859,289
Overtime (1.5)	1	2010	2,500	495
Subtotal			1,742,143	1,859,785
EMPLOYEE BENEFITS				
Social Security	2	1000	128,890	140,787
Health-Active	2	2000	402,427	417,756
Health-Retirees	2	2100	0	1,869
OPEB	2	2105	421,041	421,041
Health-Dental	2	2200	32,854	27,791
Health-Vision	2	2300	6,869	6,042
Health-Aflac	2	3000	9,720	10,491
Capital EAP Program	2	4010	2,050	2,050
Smoking Cessation Class	2	4015	350	350
NYS Disability Insurance/Life Insur	2	6010	1,574	1,317
Unemployment Insurance	2	6020	2,163	2,465
Workers Compensation	2	6030	8,127	15,355
Retirement Plans	2	9000	128,427	120,249
Projected Vacancy Savings	2	9090		
Subtotal			1,144,492	1,167,564
UTILITIES & COMMUNICATIONS				
Electric	3	1000	59,310	58,147
Natural Gas	3	3000	38,768	38,008
Telephone Charges - Local	3	6010	6,850	6,849
Telephone Charges - Long Distance	3	6011	950	916
Telephones-Monthly Service	3	6015	7,300	7,284
Telephones-Monthly Usage	3	6016	6,800	6,772
Telephone Parts & Repairs	3	6020	28,700	12,872
Internet Access	3	6032	20,400	20,400
Wireless	3	6033	6,600	6,600
Cable Television	3	6060	189	189
Subtotal			175,867	158,037
PURCHASED SERVICES				
Accounting and Auditing				
Financial	4	1010	50,000	50,054
Rates and Charges	4	1020	5,500	4,370
Subtotal			55,500	54,424
Insurance				
Airport Liability	4	2010	369,147	369,147
Property Insurance	4	2060	1,458	1,458
Crime	4	2065	2,020	2,020
Public Officials Liability	4	2070	23,753	23,753
Fiduciary Liability	4	2090	1,134	1,134
Agent Fee	4	2093	30,000	30,000
Subtotal			427,512	427,512

Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Budget ACAA Admin	2009 Projected ACAA Totals
Outside Services			
Legal	4 3000	50,000	40,414
Janitorial Services	4 5000	13,122	12,109
Public Relations	4 6010	66,100	76,985
Special Studies	4 7000	28,000	33,397
GIS Services	4 7010		
Subtotal		191,927	189,887
Professional Services			
Consultant	4 9015	85,000	19,170
Engineering Services	4 9020	5,000	0
Code Enforcement	4 9060	10,000	10,000
Subtotal		100,000	29,170
Total Purchased Services		774,939	700,992
MATERIALS AND SUPPLIES			
BUILDINGS			
Alarm and PA Systems	5 2010	2,520	2,520
Electrical Repairs & Supplies	5 2031	1,000	210
Elevator Repairs & Supplies	5 2032	2,040	3,429
HVAC	5 2033	5,000	3,741
Roof	5 2034	500	1,241
Plumbing Repairs & Supplies	5 2035	500	0
Pest Control	5 2037	504	504
Storage Space Rental	5 2059	10,000	9,948
Building Maintenance	5 2060	3,000	2,315
Window Washing	5 2063	2,150	2,150
Subtotal		27,214	26,058
GROUNDS			
Landscaping	5 3010	150	122
Subtotal		150	122
Total Materials and Supplies		27,364	26,181
OFFICE			
Office Equipment Rental	5 5010	15,200	15,108
Copy Machine Use	5 5011	4,000	3,723
Office Equipment Service Agreeme	5 5012	5,809	5,809
Office Equipment Repairs	5 5013	500	906
Computer System Supplies	5 5014	31,550	11,789
Hardware/Software Maint Agreeme	5 5015	28,906	22,641
Computer Equipment	5 5016	3,200	5,856
Office Furniture and Fixtures	5 5020	1,000	3,400
Printed Forms/Letterhead	5 5030	3,000	397
Printing Outside Services	5 5032	10,000	10,383
Postage	5 5040	11,000	12,551
Express Mail	5 5041	2,000	1,693
Reference Materials	5 5050	3,000	2,285
Office Supplies	5 5060	14,000	14,030
Payroll Services	5 5070	5,750	5,708
Subtotal		138,915	116,280

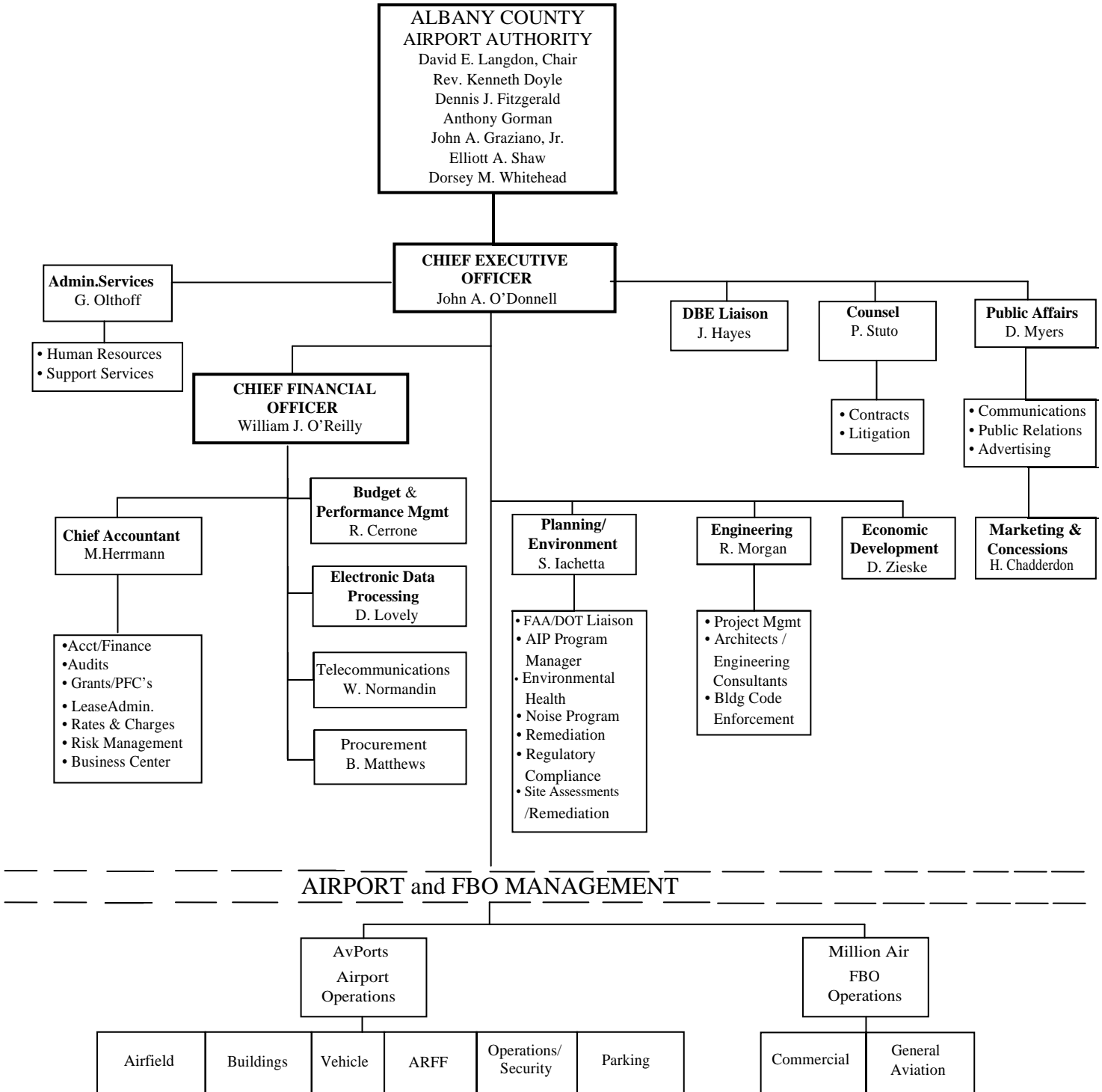
Albany County Airport Authority 2010 Expenditures by Line Item

DESCRIPTION	ACCT	2010 Budget ACAA Admin	2009 Projected ACAA Totals
ADMINISTRATIVE			
Dues and Subscriptions	6 6000	20,000	19,118
AAAE	6 6002	420	420
GFOA	6 6003	500	500
NYS Bar Association	6 6005	120	120
NY Airport Managers Association	6 6006	5,000	5,000
Local Chambers of Commerce	6 6007	3,070	3,982
Center for Economic Growth	6 6008	2,500	2,500
Authority Travel and Education	6 6011	500	98
Mgmt. Travel and Education	6 6012	15,000	12,196
Functions/Refreshments	6 6013	8,000	7,342
Outside Functions	6 6014	5,000	3,777
Tuition Reimbursement	6 6020	2,500	1,394
Advertising/Public Meetings	6 6030	5,000	2,934
Economic Development	6 6031	1,000	147
Credit Card Service Charges	6 6060	10,000	10,235
County Indirect	6 6095	11,000	11,000
Subtotal		89,610	80,763
TOTAL OPERATIONS		4,093,331	4,109,600
Non-Capital Equipment	8 3000	24,000	2,475
Total Expenses		4,117,331	4,112,075

Albany County Airport Authority Albany International Airport 2010 Budget SCHEDULE OF SALARIES AND BENEFITS FOR AUTHORITY													
Department	2007 Audited OF FIE POSITIONS			2008 Audited OF FIE POSITIONS			2009 Budget OF FIE POSITIONS			2010 Budget OF FTE POSITIONS			FTE Count As of Sept 2009
	Add	Transfer	2007 Count	Add	Transfer	2008 Count	Add	Transfer	2009 Count	Add	Transfer	2010 Count	
Administration	-1.0		33.0	1.0		34.0	-5.0		29.0	-1.5		27.5	28.5
Total Authority Positions	-1.0	0.0	33.0	1.0	0.0	34.0	-5.0	0.0	29.0	-1.5	0.0	27.5	28.5
Department	2007 Audited			2008 Audited			2009 Budget			2010 Budget			# of Additions/ Transfers
	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	Salaries	Benefits	Total	
Administration	1,780,164	1,087,444	2,867,608	1,908,451	1,096,309	3,004,760	1,893,395	1,161,196	3,054,591	1,742,143	1,144,492	2,886,635	-1.5
Total AUTHORITY Salaries & Benefits	1,780,164	1,087,444	2,867,608	1,908,451	1,096,309	3,004,760	1,893,395	1,161,196	3,054,591	1,742,143	1,144,492	2,886,635	-1.5

ALBANY INTERNATIONAL AIRPORT ORGANIZATIONAL CHART

As of January 1, 2010



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 Rate 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;

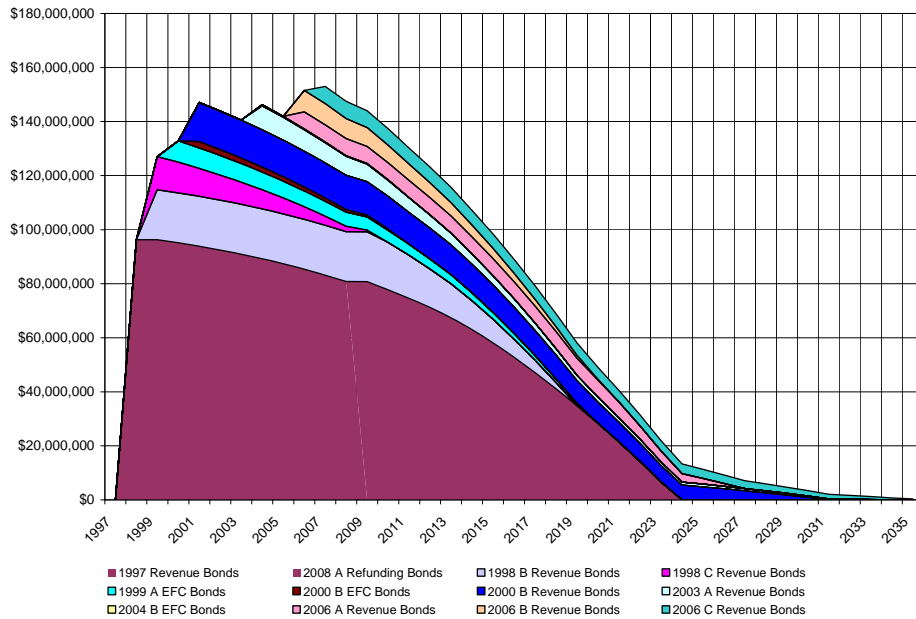
- “Net Permanent Variable Rate Debt Exposure” exposure is permanent variable rate debt that is not offset by the cash, cash equivalent and short-term investment assets of the Authority;
- Permanent variable rate debt excludes, with some exceptions, variable debt that has been synthetically changed to 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:



Debt outstanding at beginning of year
(excludes County of Albany Bond Issues)

Debt Outstanding (In Millions)		Debt Outstanding (In Millions)		Debt Outstanding (In Millions)		Debt Outstanding (In Millions)	
Year		Year		Year		Year	
1997	\$0.0	2007	\$153.0	2017	\$79.2	2027	\$7.1
1998	\$96.3	2008	\$147.5	2018	\$68.9	2028	\$5.9
1999	\$127.0	2009	\$144.0	2019	\$58.1	2029	\$4.7
2000	\$132.9	2010	\$137.4	2020	\$49.1	2030	\$3.4
2001	\$147.1	2011	\$130.2	2021	\$40.5	2031	\$2.1
2002	\$143.9	2012	\$123.1	2022	\$31.4	2032	\$1.7
2003	\$140.6	2013	\$115.6	2023	\$21.9	2033	\$1.2
2004	\$146.2	2014	\$107.1	2024	\$13.3	2034	\$0.7
2005	\$141.9	2015	\$98.4	2025	\$11.3	2035	\$0.4
2006	\$151.5	2016	\$89.0	2026	\$9.3		

Debt Service per Enplaned Passenger

	Audited 2008	Budget 2009	Projected 2009	Budget 2010
Debt Outstanding	\$147,528,620	\$144,005,000	\$144,005,000	\$136,892,000
Enplaned Passengers	1,380,483	1,362,125	1,334,316	1,334,316
Debt Service per Enplaned Passenger	\$107	\$106	\$108	\$103

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 2010, it is anticipated there will be \$136,892,000 of debt outstanding issued directly by the Authority, excluding the debt issued by Albany County, and assuming the Authority defeases the final payment of \$485,000 on Series 2000 A EFC Revenue Bonds on or before December 31, 2009. Remaining Principal payments of \$6,723,000 are due and payable during 2010. The chart below exhibits for each issue the original issue amounts, the debt to be outstanding as of December 31, 2009, the principal payments due in 2010, the interest due in 2010, the amortization of bond related receipts and expenditures that were deferred into interest costs in 2010 and the amount in debt service reserve funds.

Series	Original Issue Amount	Outstanding 12-31-09	Principal Payments Due in 2010	Interest Due in 2010 net of EFC Interest Subsidy	2010 Amortization of Items deferred into Interest Cost**	Total Payments Due in 2010	Available Debt Service Reserve Funds
1997 Airport Revenue Bond	\$ 96,305,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1998 B&C Airport Revenue Bonds	30,695,000	17,570,000	1,605,000	840,310	(39,034)	2,406,276	2,447,415
1999 EFC Revenue Bonds	7,895,303	4,452,000	368,000	92,793	9,337	470,130	442,237
2000 A EFC Revenue Bonds	2,374,936	-	-	-	-	-	237,494
2000 B Airport Revenue Bonds	14,500,000	12,105,000	340,000	622,138	(8,473)	953,665	926,700
2003 Airport Revenue Bonds	8,885,000	5,945,000	535,000	212,444	(2,166)	745,278	514,100
2004 EFC Revenue Bonds	388,316	175,000	35,000	2,789	900	38,690	38,831
2006 A&B Airport Revenue Bonds	14,230,000	12,850,000	505,000	598,487	(1,944)	1,101,543	1,128,600
2006 C Airport Revenue Bonds	6,330,000	6,075,000	135,000	267,063	1,974	404,037	404,263
2008 A Airport Refunding Bonds*	83,200,000	77,720,000	3,200,000	4,150,248	84,439	7,434,687	8,232,976
	\$ 264,803,555	\$ 136,892,000	\$ 6,723,000	\$ 6,786,272	\$ 45,033	\$ 13,554,306	\$ 14,372,616

* Before applying available PFC funds (see page 8-17)

**Net of EFC interest subsidy.

***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 (the Bank) 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. On January 31, 2008, the Authority issued Series 2008A variable rate bonds to refund Series 1997 bonds and at the same time the forward starting interest rate exchange agreement (swap) became effective. Under the terms of the swap agreement, the Authority pays interest at the rate of 4.56%, less 70% of the One-Month LIBOR rate. This obligation is separate from the Authority obligation to also pay interest on its Series 2008A bonds at variable rates set by its remarketing agent each week based upon the current market conditions. The value of the \$5.3 million upfront payment to the Authority is reflected in the 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 elected to receive the upfront payment.

Due to changes in market rates since the Swaption was entered, the swap had value of \$12,885,563 at August 31, 2009 which the Authority would be required to pay to the Bank if the swap were to be terminated. Potential termination payments owed by the Authority to the Bank are secured by a lien on the Authority's Net Revenues which is junior and inferior to the lien on and pledge of Net Revenues created for the payment and security of the Revenue Bonds and any other bonds, notes, certificates, and certain other obligations provided for in the agreement. The fair value of the swap fluctuates with the change in the One Month LIBOR rate which affects the amount of the payments the Authority is due each month from its swap counterparty.

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 \$278,847 in 2010 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>
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>\$ 998,254</u>	<u>\$ 455,782</u>	<u>\$ 1,454,036</u>

2002 Refunding:

Principal paid annually on June 1, in payments ranging from \$685,000 in 2010 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>
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>\$ 2,420,000</u>	<u>\$ 180,506</u>	<u>\$ 2,600,506</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 (underlying) Moody's: A3
Standard & Poor's: BBB+
Fitch's: A-

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>
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>\$ 17,570,000</u>	<u>\$ 4,439,690</u>	<u>\$ 22,009,690</u>

\$7,895,303**1999 New York State Environmental Facilities Corporation (EFC)**

<u>Date:</u>	July 29, 1999
<u>Payable:</u>	Principal is paid annually on October 15 with interest paid semiannual each April 15 and October 15. (Callable at par July 29, 2009)
<u>Rating</u>	N/A
<u>Purpose</u>	The bonds were issued to finance the construction of a new glycol wastewater treatment system.
<u>Security:</u>	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>
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>\$ 4,452,000</u>	<u>\$ 1,448,439</u>	<u>\$ (804,875)</u>	<u>\$ 5,095,564</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>
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>\$12,105,000</u>	<u>\$8,058,724</u>	<u>\$20,163,724</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
(underlying) Moody’s: A3
Standard & Poor’s: BBB+
Fitch’s: A-

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>
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>\$ 5,945,000</u>	<u>\$ 1,945,505</u>	<u>\$ 7,890,505</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>
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>\$ 175,000</u>	<u>\$ 15,806</u>	<u>\$ (6,681)</u>	<u>\$ 184,125</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
(underlying) Moody’s: A3
Standard & Poor’s: BBB+
Fitch’s: A-

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>
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>\$4,143,425</u>	<u>\$10,458,425</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
 (underlying) Moody’s: A3
 Standard & Poor’s: BBB+
 Fitch’s: A-

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>
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>\$ 6,535,000</u>	<u>\$ 1,893,499</u>	<u>\$ 8,428,499</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
 (underlying) Moody’s: A3
 Standard & Poor’s: BBB+
 Fitch’s: A-

Purpose The bonds were issued to finance the construction of a 42,800 square foot 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>
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>\$ 6,075,000</u>	<u>\$4,362,994</u>	<u>\$10,437,994</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 2010 budget, it is assumed the variable rate interest payments in 2010 on the variable rate bonds outstanding will equal 30 basis points greater than 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>All-In Rate with Support Costs plus 30 bps</u>	<u>Principal</u>	<u>All-In Cost With SWAP, Interest and Support Costs (5.34%)</u>	<u>Total (*)</u>
2010	5.34%	\$ 3,200,000	\$ 4,150,248	\$ 7,350,248
2011	5.34%	3,415,000	3,979,368	7,394,368
2012	5.34%	3,635,000	3,797,007	7,432,007
2013	5.34%	4,470,000	3,602,898	8,072,898
2014	5.34%	4,885,000	3,364,200	8,249,200
2015	5.34%	5,395,000	3,103,341	8,498,341
2016	5.34%	5,665,000	2,815,248	8,480,248
2017	5.34%	5,945,000	2,512,737	8,457,737
2018	5.34%	6,240,000	2,195,274	8,435,274
2019	5.34%	6,550,000	1,862,058	8,412,058
2020	5.34%	6,885,000	1,512,288	8,397,288
2021	5.34%	7,225,000	1,144,629	8,369,629
2022	5.34%	7,585,000	758,814	8,343,814
2023	5.34%	6,625,000	353,775	6,978,775
Debt outstanding		<u>\$ 77,720,000</u>	<u>\$ 35,151,885</u>	<u>\$ 112,871,885</u>

* Before applying available PFC funds (see page 8-17)

**Interest based upon assumption that variable rates on Series 2008A will be 30 basis points greater than 70% of the One Month LIBOR rate.

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 was \$3.00 per enplaned passenger beginning March 1, 1994 through August 31, 2009, not to exceed \$40,726,364 and amended in 1996 to increase the amount of PFC's authorized for collections to \$116,888,308. Beginning September 1, 2009 the fee increased to \$4.50 per enplaned passenger not to exceed collections of \$116,888,308. The Authority predicts that it will collect PFC's from approximately 93.6% of its enplanements. The projected 2010 deposited amount is \$5,482,758 after a deduction of a \$0.11 per enplanement airline service charge and the addition of interest earnings of \$30,687 on PFC funds. As of December 31, 2009 it is projected the Airport will have collected approximately 92% cumulative through 2009 of the total authorized collections.

DEBT SERVICE COVERAGE

For 2010, 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 2008 actual, 2009 adopted budget, 2009 projected, and 2010 budget.

Albany County Airport Authority Albany International Airport 2010 Budget DEBT SERVICE COVERAGE CALCULATION (1)				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
NET REVENUES				
Revenues	\$45,839,841	\$46,968,792	\$42,980,197	\$42,726,136
Airline Revenue Sharing	(164,537)	(577,544)	(324,213)	(567,430)
	\$45,675,304	\$46,391,248	\$42,655,983	\$42,158,706
Interest Income (2)	597,990	735,000	221,590	157,598
Investment Received - Net			-77,077	
Improvement Charges	276,300	368,400	579,814	368,400
	\$46,549,594	\$47,494,648	\$43,380,311	\$42,684,704
Total Airport Revenues	\$46,549,594	\$47,494,648	\$43,380,311	\$42,684,704
LESS: Total Airport Expenses (GAAP)	(34,231,189)	(33,916,143)	(29,752,840)	(30,623,656)
LESS: Albany County G.O. Bonds Outstanding Reimbursable by the Authority	(1,202,184)	(1,161,623)	(1,161,623)	(1,085,890)
Airport Net Revenues (3)	\$11,116,222	\$12,416,881	\$12,465,848	\$10,975,157
DEBT SERVICE ON BONDS ISSUED UNDER THE MASTER RESOLUTION				
1997 Revenue Bond Debt Service	\$388,433	\$0	\$0	\$0
Less: PFC's Applied to 1997 Revenue Bond	0	0	0	0
1998 Series B & C Bond Debt Service	2,360,652	2,447,040	2,447,040	2,445,310
1999 A EFC Revenue Bond	634,745	618,239	618,239	604,584
Less: 1999 NYS EFC Interest Subsidy	(174,600)	(157,294)	(157,294)	(143,792)
2000 B EFC Revenue Bond	275,149	271,493	271,493	-
Less: 2000 B NYS EFC Interest Subsidy	(18,996)	(12,843)	(12,843)	-
2000 B Revenue Bond	957,753	958,138	958,138	962,138
2003 A Revenue Bond	748,863	749,344	749,344	747,444
2004 B EFC Revenue Bonds Debt Service	41,985	41,311	41,311	40,462
Less: 2004 B NYS EFC Interest Subsidy	(4,009)	(3,341)	(3,341)	(2,673)
2006 A & B Revenue Bonds	1,099,926	1,100,088	1,100,088	1,103,488
2006 C Revenue Bonds	402,054	402,263	402,263	402,063
2008 A Refunding Bonds	6,348,023	7,320,982	7,320,982	7,350,248
Offset of Deferred Income	0	0	0	0
Less: PFC's Applied to 2008 A Revenue Bond	(4,167,236)	(3,765,192)	(3,725,788)	(4,730,826)
Net Debt Service on Bonds (4)	\$8,892,742	\$9,970,228	\$10,009,632	\$8,778,446
NET REVENUE COVERAGE ON BONDS ISSUED UNDER THE MASTER RESOLUTION (MUST BE > 1.25)	1.25	1.25	1.25	1.25
CLAIMS, CHARGES, OBLIGATIONS PAYABLE FROM NET REVENUES				
Deposits to the Operation and Maintenance Reserve	\$112,084	-\$25,598	-\$25,598	-\$548,748
Debt Service on Bonds Issued under the Master Resolution	8,892,742	9,970,228	10,009,632	8,778,446
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	\$9,004,826	\$9,944,630	\$9,984,034	\$8,229,698
NET REVENUE COVERAGE ON BONDS AND OTHER INDEBTEDNESS (MUST BE > 1.00)	1.23	1.25	1.25	1.33
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 2010 Budget CALCULATION OF PFC REVENUES				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
ENPLANEMENTS	1,380,483	1,362,125	1,334,316	1,334,316
PFC's charged	\$3.00	\$3.00	\$3.38	\$4.50
LESS: Carrier Compensation	(0.11)	(0.11)	(0.11)	(0.11)
Net PFC Revenue	\$2.89	\$2.89	\$3.27	\$4.39
% of PFCs collected on Enplanements	90.6%	94.4%	93.6%	93.6%
PFC Revenue	\$3,613,377	\$3,716,095	\$4,083,968	\$5,482,758
LESS: Applied Pay-As-You-Go	0	0	0	0
PFC's Available for Debt Service	\$3,613,377	\$3,716,095	\$4,083,968	\$5,482,758
PFC DEBT SERVICE FUND ACTIVITY				
BEGINNING BALANCE	\$4,167,236	\$3,765,192	\$3,725,788	\$4,130,826
PLUS: Deposit of PFC's	3,613,377	3,716,095	4,083,968	5,482,758
PLUS: Interest Earnings on PFC's	112,411	84,164	46,859	30,687
LESS: Applied Towards Debt Service	(4,167,236)	(3,765,192)	-3,725,788	-4,730,826
ENDING BALANCE	\$3,725,788	\$3,800,259	\$4,130,826	\$4,913,445
PFC's APPLIED TO DEBT SERVICE	\$4,167,236	\$3,765,192	\$3,725,788	\$4,730,826
Allocation of PFC's to Cost Centers				
Airfield	\$502,284	\$453,825	\$449,076	\$570,215
Control Tower				
Terminal	2,910,549	2,629,747	2,602,226	3,304,181
Loading Bridges	83,345	75,304	74,516	94,617
Landside	671,058	606,316	599,971	761,814
Total	\$4,167,236	\$3,765,192	\$3,725,788	\$4,730,826

**SCHEDULES SHOWING ALLOCATION OF DEBT ISSUES TO COST CENTER FOR 2008
AUDITED, 2009 ADOPTED BUDGET, 2009 PROJECTED, AND 2010 BUDGET:**

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget ALBANY COUNTY G.O. BONDS OUTSTANDING REIMBURSABLE BY THE AUTHORITY				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
PRINCIPAL				
1993 Drainage System - (Glycol Collection System)	\$273,016	\$276,100	\$276,100	\$278,847
1994 Consolidated Bond Issue	735,000	725,000	725,000	685,000
	<u>\$1,008,016</u>	<u>\$1,001,100</u>	<u>\$1,001,100</u>	<u>\$963,847</u>
INTEREST				
1993 Drainage System - (Glycol Collection System)	\$65,244	\$55,005	\$55,005	\$41,200
1994 Consolidated Bond Issue	128,924	105,518	105,518	80,843
	<u>\$194,168</u>	<u>\$160,523</u>	<u>\$160,523</u>	<u>\$122,043</u>
COMBINED P&I G.O. BONDS DEBT SERVICE				
1993 Drainage System - (Glycol Collection System)	\$338,260	\$331,105	\$331,105	\$320,047
1994 Consolidated Bond Issue	863,924	830,518	830,518	765,843
G.O. BONDS DEBT SERVICE	<u>\$1,202,184</u>	<u>\$1,161,623</u>	<u>\$1,161,623</u>	<u>\$1,085,890</u>
Amortization of Bond Issue Costs	<u>44,184</u>	<u>42,763</u>	<u>42,763</u>	<u>41,494</u>
TOTAL OF G.O. BONDS DEBT SERVICE	<u>\$1,246,368</u>	<u>\$1,204,386</u>	<u>\$1,204,386</u>	<u>\$1,127,384</u>
Allocation of G.O. Bonds Debt Service to Cost Centers				
Airfield	\$527,243	\$509,484	\$509,484	\$476,911
Terminal	572,945	553,647	553,647	518,250
Landside	146,179	141,255	141,255	132,224
Total	<u>\$1,246,368</u>	<u>\$1,204,386</u>	<u>\$1,204,386</u>	<u>\$1,127,384</u>

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
1997 Revenue Bonds Debt Service*	\$388,433	\$0	\$0	\$0
Amortization of Bond Issue Costs	0	0	0	0
TOTAL 1997 REVENUE BONDS DEBT SERVICE	\$388,433	\$0	\$0	\$0
Allocation of 1997 Revenue Bonds Debt Service to Cost Centers				
Airfield	\$47,389	\$0	\$0	\$0
Control Tower				
Terminal	264,911	0	0	0
Loading Bridges	7,769	0	0	0
Landside	68,364	0	0	0
Total	\$388,433	\$0	\$0	\$0
*Bonds were refunded January 31, 2008				
2008A Revenue Refunding Bonds Debt Service	\$6,348,023	\$7,320,982	\$7,320,982	\$7,350,248
Amortization of Bond Issue Costs	60,731	87,709	87,709	84,439
TOTAL 2008A REVENUE BONDS DEBT SERVICE	\$6,408,754	\$7,408,691	\$7,408,691	\$7,434,687
Allocation of 2008A Refunding Bonds Debt Service to Cost Centers				
Airfield	\$737,217	\$852,243	\$852,243	\$855,233
Control Tower	0	0		
Terminal	4,113,845	4,755,715	4,755,715	4,772,402
Loading Bridges	128,175	148,174	148,174	148,694
Landside	1,429,517	1,652,560	1,652,560	1,658,358
Total	\$6,408,754	\$7,408,691	\$7,408,691	\$7,434,687

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
1998 B & C Revenue Bonds Debt Service	\$2,360,652	\$2,447,040	\$2,447,040	\$2,445,310
Amortization of Bond Issue Costs	18,682	(10,867)	(10,867)	(39,034)
TOTAL 1998 REVENUE BONDS DEBT SERVICE	\$2,379,334	\$2,436,173	\$2,436,173	\$2,406,276
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	2,379,334	2,436,173	2,436,173	2,406,276
Total	\$2,379,334	\$2,436,173	\$2,436,173	\$2,406,276
2000 B Revenue Bonds Debt Service	\$957,753	\$958,138	\$958,138	\$962,138
Amortization of Bond Issue Costs	(7,652)	(8,138)	(8,138)	(8,473)
TOTAL 2000 B REVENUE BONDS DEBT SERVICE	\$950,101	\$950,000	\$950,000	\$953,665
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	950,101	950,000	950,000	953,665
Total	\$950,101	\$950,000	\$950,000	\$953,665

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
2003 A Revenue Bonds Debt Service	\$748,863	\$749,344	\$749,344	\$747,444
Amortization of Bond Issue Costs	350	(4,784)	(4,784)	(2,166)
TOTAL 2003 A REVENUE BONDS DEBT SERVICE	\$749,213	\$744,560	\$744,560	\$745,278
Allocation of 2003 A Revenue Bonds Debt Service to Cost Centers				
Airfield	\$140,328	\$139,456	\$139,456	\$139,591
ARFF	68,778	68,351	68,351	68,417
Control Tower	0	0	0	0
Terminal	125,493	124,714	124,714	124,834
Loading Bridges	0	0	0	0
Landside	310,024	308,099	308,099	308,396
Parking	104,590	103,941	103,941	104,041
Total	\$749,213	\$744,560	\$744,560	\$745,278
2006 A & B Revenue Bonds Debt Service	\$1,099,926	\$1,100,088	\$1,100,088	\$1,103,488
Amortization of Bond Issue Costs	1,044	(677)	(677)	(1,944)
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$1,100,970	\$1,099,411	\$1,099,411	\$1,101,544
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers				
Airfield	\$269,517	\$269,135	\$269,135	\$269,657
FBO	272,081	271,696	271,696	272,223
Parking	210,079	209,781	209,781	210,188
Landside and other	268,732	268,351	268,351	268,872
Terminal	80,562	80,447	80,447	80,604
Total	\$1,100,970	\$1,099,411	\$1,099,411	\$1,101,544
2006 C Revenue Bonds Debt Service	\$402,054	\$402,263	\$402,263	\$402,063
Amortization of Bond Issue Costs	2,011	1,872	1,872	1,974
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$404,065	\$404,135	\$404,135	\$404,037
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers				
Landside and other	404,065	404,135	404,135	404,037
Total	\$404,065	\$404,135	\$404,135	\$404,037

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget NYS ENVIRONMENTAL FACILITIES CORPORATION (EFC) AIRPORT REVENUE BONDS DEBT SERVICE				
	Audited 2008	Budget 2009	Projected 2009	Budget 2010
1999 A EFC Revenue Bonds Debt Service	\$634,745	\$618,239	\$618,239	\$604,584
Amortization of Bond Issue Costs	10,141	9,745	9,745	9,337
Less: Interest Subsidy Earnings	(174,600)	(157,294)	(157,294)	(143,792)
TOTAL 1999 A EFC REVENUE BONDS DEBT SERVICE	\$470,286	\$470,690	\$470,690	\$470,129
Allocation of EFC Revenue Bonds Debt Service to Cost Centers				
Airfield	\$470,286	\$470,690	\$470,690	\$470,129
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	0	0	0	0
Total	\$470,286	\$470,690	\$470,690	\$470,129
2000 B EFC Revenue Bonds Debt Service	\$275,149	\$271,493	\$271,493	\$0
Amortization of Bond Issue Costs	5,420	4,911	4,911	0
Less: Interest Subsidy Earnings	(18,996)	(12,843)	(12,843)	0
TOTAL 2000 B EFC REVENUE BONDS DEBT SERVICE	\$261,573	\$263,561	\$263,561	\$0
Allocation of EFC Revenue Bonds Debt Service to Cost Centers				
Airfield	\$261,573	\$263,561	\$263,561	\$0
Control Tower	0	0	0	0
Terminal	0	0	0	0
Loading Bridges	0	0	0	0
Landside	0	0	0	0
Total	\$261,573	\$263,561	\$263,561	\$0
2004 B EFC Revenue Bonds Debt Service	\$41,985	\$41,311	\$41,311	\$40,462
Amortization of Bond Issue Costs	1,075	987	987	900
Less: Interest Subsidy Earnings	(4,009)	(3,341)	(3,341)	(2,673)
TOTAL 2004 B EFC REVENUE BONDS DEBT SERVICE	\$39,051	\$38,957	\$38,957	\$38,689
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	39,051	38,957	38,957	38,689
Total	\$39,051	\$38,957	\$38,957	\$38,689

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 One.

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 promote 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 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. 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). In 2005, 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 42,800 square foot Aviation Service and Maintenance Facility which was completed in late 2007.

In 2008 the Authority completed construction of two general aviation T-Hangars, 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.

In 2009 the Authority continued the Latham Water Towers Runway 10/28 obstruction relocation which will continue into 2010. The Authority also undertook a rehabilitation of an existing Hangar, lighting energy upgrades in the parking garage and several smaller projects involving roof replacement, terminal improvements and improvements in landside buildings. During 2009 construction began on the Northway Exit 5 Roundabout which requires 20% funding from the airport estimated at \$220,000. Major renovations of six terminal concessions began in 2009 and will continue into 2010 at a cost of approximately \$3.0 million which is fully funded by the concessionaire.

As of December 31, 2008, the Authority reported \$299.5 million in capital assets net of depreciation. Also at December 31, 2008 the Authority had approximately \$140.5 million of outstanding debt related to these capital assets, which resulted in the Authority reporting \$159 of capital assets net or related debt.

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 five-year capital plan for the years 2005 through 2009 totaling \$264,900,000 was approved by the Authority May 3, 2004 and the Albany County Legislature Resolution No. 400, adopted

August 9, 2004.

The five-year capital plan presented herein for the years 2010-2014 provides for potential projects totaling \$132,300,000. The projects included represent the Authority's estimate of the numerous potential airport developments which could occur during the next five years. The estimates are based upon the best case scenario for variable economic and aviation industry conditions during the five-year plan period. A description of each project is included herein. Many of these projects contemplate the economy improving and current airport passenger traffic and airport Tenant activities substantially increasing. Therefore, the actual initiation and projected timing for each project could be altered and the project may not be actually be initiated during the five-year plan.

Any project in the 2005 through 2009 capital program not initiated as of July 2009 was either included in the 2010 through 2014 five-year program or was deemed 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 capital funds or from the issuance of Authority debt.

Many of the projects are dependent on future 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.

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 current 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 2010 would be calculated as follows:

	<u>Actual 2006</u>	<u>Budget 2010</u>	<u>% Increase</u>	<u>\$1,500,000+ \$1,500,000 x 7.4%</u>
Non-Airline Revenues	\$26,879,113	\$28,862,760	7.4%	\$1,610,617

2010 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: \$10,998,263 / **PROJECTED 2010 AMOUNT:** \$6,000,000

FUNDING SOURCES:	FAA Stimulus Funds Share (100%)	\$ 6,737,601
	FAA Share (95%)	\$ 4,047,628
	State Share (2.5%)	\$ 106,517
	ACAA Share (2.5%)	\$ 106,517

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 / **PROJECTED 2010 AMOUNT:** \$436,196

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: 10 Approach Obstruction (Tree) Removal Phase 2

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

TOTAL PROJECTED COST: \$1,089,000 / **PROJECTED 2010 AMOUNT:** \$1,089,000

FUNDING SOURCES:

FAA Share 95%	\$1,034,550
State Share 2.5%	\$ 27,225
ACAA Share 2.5%	\$ 27,225

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: \$2,923,000 / **PROJECTED 2010 AMOUNT:** \$2,923,000

FUNDING SOURCES:	FAA Share 95%	\$2,638,008
	State Share 2.5%	\$ 69,421
	ACAA Share 2.5%	\$ 69,421

IMPACT ON OPERATING BUDGET: None.



Taxiways

CIP PROGRAM: Garage Improvements

PROGRAM CATEGORY: Electrical Lighting Improvement Project (Garage)

PROJECT DESCRIPTION: This project involves installing new Fluorescent T5HO Fixtures to replace existing Metal Halide fixtures in the parking garage. The project will reduce energy consumption and future maintenance costs.

TOTAL PROJECTED COST: \$215,768 / **PROJECTED 2010 AMOUNT:** \$215,768

FUNDING SOURCES:	FAA Share 0%	\$	0
	State Share 0%	\$	0
	ACAA Share 100%	\$	215,768

IMPACT ON OPERATING BUDGET: The project will result in annual energy savings of \$71,000 and annual maintenance costs of \$4,500.

CIP PROGRAM: Terminal

PROGRAM CATEGORY: Loading Bridge Replacement

PROJECT DESCRIPTION: The Authority plans to replace one passenger loading bridge to replace an existing loading bridge that is more than 25 years old.

TOTAL PROJECTED COST: \$400,000 / **PROJECTED 2010 AMOUNT:** \$400,000

FUNDING SOURCES:	FAA Share 0%	\$	0
	State Share 0%	\$	0
	ACAA Share 100%	\$	400,000

IMPACT ON OPERATING BUDGET: Modest reduction in loading bridge maintenance.

CIP PROGRAM: Terminal

PROGRAM CATEGORY: Terminal Retrofit

PROJECT DESCRIPTION: The Authority plans on replacing the UV roofing membrane to add to the life of the 5-ply bituminous roofing system. This should extend the life of the roof by ten additional years.

TOTAL PROJECTED COST: \$650,000 / **PROJECTED 2010 AMOUNT:** \$650,000

FUNDING SOURCES:	FAA Share 0%	\$	0
	State Share 0%	\$	0
	ACAA Share 100%	\$	650,000

IMPACT ON OPERATING BUDGET: None.

CIP PROGRAM: Landside

PROGRAM CATEGORY: Garage Improvements

PROJECT DESCRIPTION: The parking garage useful life can be extended by the proactive application of sealers and flashings to prevent weather related deterioration.

TOTAL PROJECTED COST: \$1,000,000 / **PROJECTED 2010 AMOUNT:** \$1,000,000

FUNDING SOURCES:	FAA Share 0%	\$	0
	State Share 0%	\$	0
	ACAA Share 100%	\$	1,000,000

IMPACT ON OPERATING BUDGET: None.

The chart on the following page of this section provides a summary of budgeted capital spending for the one-year period beginning January 1, 2010.

**SUMMARY OF CAPITAL PROJECTS AND EQUIPMENT PURCHASES
2010 BUDGET YEAR**

Amounts in Dollars

	TOTAL	FAA	STATE	ACAA
CAPITAL PROJECTS				
Runway 28 Water Tank Relocation; Phase 3	6,000,000	6,000,000	0	0
Runway 19 Approach Obstruction (Tree) Removal Phase 3	436,196	414,386	10,905	10,905
10 Approach Obstruction (Tree) Removal Phase 2	1,089,000	1,034,550	27,225	27,225
Taxiway A, B, D, E, and F pavement rehabilitation	2,923,000	2,776,850	73,075	73,075
Electrical Lighting Improvement Project (Garage)	215,768			215,768
Loading Bridge Replacement	400,000			400,000
Terminal UV Coating Replacement	650,000			650,000
Garage Improvements	1,000,000			1,000,000
	<hr/>			
	12,713,964	10,225,786	111,205	2,376,973
EQUIPMENT PURCHASES PLANNED				
General aviation equipment including Stairs (MA)	75,000			75,000
Diesel powered tug capable to towing the new G5 and global aircraft to towing capability (MA)	65,000			65,000
Very light truck (Parking)	15,000			15,000
Bus replacements, including P6 and P7	512,000			512,000
Passenger minivan (MA)	28,000			28,000
Engine pre-heater for general aviation aircraft	15,000			15,000
Slope mower	40,000			40,000
Ground mower	25,000			25,000
Runway broom Foreign Object Damage box	21,000	19,950	525	525
Snow blades for John Deere tractors	40,000			40,000
Airfield snow removal equipment	500,000	475,000	12,500	12,500
Airfield snow removal trucks and equipment	2,400,000	2,280,000	60,000	60,000
	<hr/>			
	3,736,000	2,774,950	73,025	888,025
TOTAL CAPITAL PROJECTS AND EQUIPMENT	16,449,964	13,000,736	184,230	3,264,998

The remaining pages of this section include the five-year capital plan for the year five-year period beginning January 1, 2010. Page 9-19 presents planned/approved expenditures by year and potential funding sources.

**ALBANY COUNTY AIRPORT AUTHORITY
FIVE-YEAR CAPITAL PLAN
YEARS 2010-2014**

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 proposed five-year capital plan for the years 2010 through 2014 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 2010 - 2014

A description of each of the projects included in the 2010-2014 Capital Program, together with the potential funding source is provided in the following schedule. A schedule of all the projects is included on page 16 showing for each project included in the plan, the year the project is planned for, and the specific funding sources initially identified for that project.

I Airfield

A. Noise Mitigation

Property Acquisitions - \$4.00 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.

B. Runway Improvements

Runway 28 Water Tank Relocation - \$6.00 Million

Construction of this project commenced in 2009 and will continue through 2011. The nature of the project is to remove an aeronautical obstruction, as determined by the FAA, from the Runway approach 28 with construction of a new replacement water tank on a new site. The remaining project cost as of January 1, 2010 is estimated at approximately \$6 million. A \$6.7 million Federal Stimulus grant awarded in 2009 will be used to fund the remainder of this project supplemented by prior federal and state grant allocations.

Runway 10/28 Pavement & Lighting Renovations - \$3.90 Million

Condition assessments indicate that during the next five years Runway 28 will require pavement rehabilitation and other lighting renovations.

Runway 01/19 Pavement & Lighting Renovations - \$4.30 Million

Condition assessments indicate that during the next five years Runway 19 will require pavement rehabilitation and other lighting renovations

Runway 01, 10, 28 Obstruction Removal - \$2.10 Million

This project involves funding for removal of obstructions that penetrate the approach surface of Runways 01, 10, and 28.

Runway 01/19 Improvement & Obstruction Removal - \$1.00 Million

This project provides funding for improvements to runway 01/19 with possible additional obstruction removal.

Runway 01/19 RPZ Property Acquisitions - \$5.00 Million

There are avigation easements and obstructions located in the protection zone of Runway 01/19 which must be acquired to allow for the installation of approach lighting systems and other navigational aides.

Runway Fencing, Drainage, & Wetland Management Improvements - \$5.55 Million

Along the Runway 01/19 primary runway pavement surface, there are structures that require repair and replacement to facilitate the proper drainage of water from the air strip. This project can also entail funding of Wetland Management.

C. Taxiway Renovations - \$5.0 Million

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

taxiways.

D. Apron/Ramp Improvements

Apron Rehabilitations - \$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 & Northwest Quadrants - \$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 Rehabilitation - \$4.00 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 & Energy Improvements - \$3.00 Million

This project entails an upgrade of the lighting, CAT and Navigational Aids to meet FAA standards. 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. Aircraft Deicing Glycol Storage & Improvements - \$6.00 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. Alternatively, if funding limitations require, the existing lagoons will need lining rehabilitation or replacement.

H. Master Plan Update/Environmental Review - \$.50 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 - \$8.00 Million

The 12-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. The Administration building is over 40 years old and

is also in need of renovation.

B. Loading Bridges - New & Retrofit - \$4.00 Million

Currently, there are two jet bridges that are over 25 years old and the new terminal jet bridges have now been used for 12 years. This project will allow for reconditioning, replacement and new installations.

C. Green Initiatives - New & Retrofit - \$2.00 Million

Electric and Natural Gas utility charges for the airport are approximately \$3.4 million per year. These projects including, but not limited to, energy equipment and fixture retrofit, will reduce energy consumption, have a short pay back period, and will be advanced to reduce airport operating costs.

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 Improvements - \$2.00 Million

An addition is planned for the parking garage. At this time, the parking garage reaches capacity 66 days of the year. Prior to 09/11, the garage reached capacity over 100 days per year.

Garage Extensions - \$10.00 Million

An addition is planned for the parking garage. At this time, the parking garage reaches capacity 66 days of the year. Prior to 9/11, the garage reached capacity over 100 days per year.

C. T-Hangar Alterations - \$1.00 Million

Existing T-Hangars may need alterations for new tenants. The rental income from these facilities would offset the cost of alterations.

D. 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.

E. Roundabout Exit 5 - \$.25 Million

The State, County, Town, and Airport are all participating in the construction of the Northway Exit 5 Roundabout. The FAA authorized use of Airport funds since the new roadway construction will enhance access to the Airport's economy parking lot from the Adirondack Northway Interstate 87.

F. Runway Friction Material & Equipment Storage Facility - \$2.00 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 - \$10.00 Million

With the runway 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.

Hangar Maintenance/Storage Northwest and Southwest Quad - \$8.00 Million

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

Airport Industrial Park - \$4.00 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.

Property Utility Improvements - \$5.00 Million

A host of underground utilities that include 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.

Other Economic Opportunities - \$10.00 Million

Over the course of the five-year capital plan there will be economic development opportunities at the airport that will benefit both the airport and the capital region community. Projects that have a high feasibility of being financially self-supporting will be advanced.

IV Major Equipment & Vehicles - \$10.00 Million

Major Airport equipment has a useful life in the range of 10 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 95% of the eligible project costs.

NY State - Represents New York State share of eligible Federal Projects (generally 2.5%) plus any 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 2010-2014**
(\$ in Millions)

APPROVED ACAA - 9/14/2009
County - 12/7/2009

POTENTIAL PROJECTS	TOTAL ESTIMATED DOLLARS	ESTIMATED EXPENDITURES & DATES					POTENTIAL FUNDING SOURCES				NOTES
		2010	2011	2012	2013	2014	FED	NYS	ACAA CASH	ACAA Debt	
AIRFIELD											
<i>Noise Mitigation:</i>											
Property Acquisitions - Phase 6	\$4.00	\$1.00	\$1.00	\$1.00	\$1.00		\$3.80	\$0.10	\$0.10		
<i>Runway Improvements:</i>											
#28 Water Tank Relocation	\$6.00	\$6.00					\$6.00	\$0.00	\$0.00		
#10/28 Pvmnt & Lightg Renovations	\$3.90	\$3.00	\$0.90				\$3.71	\$0.10	\$0.10		
#1/19 Pvmnt & Lightg Renovations	\$4.30		\$2.30	\$2.00			\$4.09	\$0.11	\$0.11		
#1,10,28 Obstruction Removal	\$2.10	\$0.60	\$0.50		\$0.50	\$0.50	\$2.00	\$0.05	\$0.05		
#1/19 Imprvmts & Obstr. Remvls	\$1.00	\$0.50	\$0.50				\$0.95	\$0.03	\$0.03		
# 1/19 RPZ Property Acquisitions	\$5.00	\$2.50	\$2.50				\$4.75	\$0.13	\$0.13		
Fencing, Drainage, Wetland Mgmt	\$0.55	\$0.55					\$0.52	\$0.01	\$0.01		
<i>Taxiways Renovations</i>	\$5.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$4.75	\$0.13	\$0.13		
<i>Apron/Ramp Improvements:</i>											
Apron Rehab	\$2.50	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$2.38	\$0.06	\$0.06		
Ramp Expansion SW, NW Quads	\$2.00		\$2.00				\$1.90	\$0.05	\$0.05		
Ramp Rehab	\$4.00	\$0.50	\$0.50	\$1.00	\$1.00	\$1.00	\$3.80	\$0.10	\$0.10		
<i>Navigation Aids</i>											
NavAids Impvts & Energy Impvts	\$3.00				\$1.50	\$1.50	\$2.85	\$0.08	\$0.08		
<i>Service Access Roads</i>	\$1.20				\$1.20		\$1.14	\$0.03	\$0.03		
<i>Glycol Storage & Processing Impvts</i>	\$6.00			\$3.00	\$3.00		\$5.70	\$0.15	\$0.15		
<i>Master Plan Update/Envir Rev</i>	\$0.50	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.48	\$0.01	\$0.01		
	\$51.05	\$16.25	\$11.80	\$8.60	\$9.80	\$4.60	\$48.80	\$1.13	\$1.13	\$0.00	
TERMINAL											
<i>Terminal & Administration Retrofit</i>	\$8.00	\$1.00	\$1.50	\$1.50	\$2.00	\$2.00	\$7.60	\$0.20	\$0.20		
<i>Loading Bridges - New & Retrofit</i>	\$4.00	\$1.00	\$1.00	\$1.00	\$1.00		\$3.80	\$0.10	\$0.10		
<i>Green Initiatives</i>	\$2.00	\$1.00	\$1.00				\$1.90	\$0.05	\$0.05		
	\$14.00	\$3.00	\$3.50	\$2.50	\$3.00	\$2.00	\$13.30	\$0.35	\$0.35	\$0.00	
LANDSIDE											
<i>Property Acquisitions</i>	\$5.00	\$2.00	\$1.00	\$1.00		\$1.00	\$2.80		\$2.20		A
<i>Parking Development:</i>											
Surface Lot & Roadways Extension	\$5.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$0.00	\$0.00	\$5.00		
Garage Improvements	\$2.00	\$1.00	\$1.00						\$2.00		
Garage Extensions	\$10.00					\$10.00	\$0.00	\$0.00	\$0.00	\$10.00	B
<i>T-Hangars Alterations</i>	\$1.00				\$0.50	\$0.50	\$0.00	\$0.00	\$1.00		
<i>Hangar Road Access/Parking Redvmt</i>	\$2.00				\$1.00	\$1.00	\$0.00	\$0.00	\$2.00		
<i>Roundabout Watervliet Shaker Rd</i>	\$0.25	\$0.25							\$0.25		
<i>Rwy Friction Material & Equip Storage</i>	\$2.00		\$2.00				\$1.90	\$0.05	\$0.05		
<i>Economic Development Opportunities</i>											
Air Cargo Development NE Quad.	\$10.00				\$5.00	\$5.00	\$0.00	\$0.00	\$0.00	\$10.00	B
Hangar Maintenance/Storage NW,SW Quad.	\$8.00		\$2.00	\$2.00	\$2.00	\$2.00	\$0.00	\$0.00	\$0.00	\$8.00	B
Airport Industrial Park Impvts	\$4.00			\$1.00	\$1.00	\$2.00	\$0.00	\$0.00	\$0.00	\$4.00	B
Property Utility Improvements	\$5.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$4.75	\$0.13	\$0.13		
Other Economic Opportunities	\$10.00			\$2.00	\$4.00	\$4.00				\$10.00	C
	\$64.25	\$5.25	\$8.00	\$8.00	\$15.50	\$27.50	\$9.45	\$0.18	\$12.63	\$42.00	
MAJOR EQUIPMENT & VEHICLES (>\$50K)											
Airfield, Snow Removal, ARFF	\$10.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$9.50	\$0.25	\$0.25		
Parking, Terminal, Landside, FBO											
TOTALS	\$139.30	\$26.50	\$25.30	\$21.10	\$30.30	\$36.10	\$81.05	\$1.90	\$14.35	\$42.00	

NOTES:

- A. Funding to be from existing unspent bond proceeds
- B. Any funding requirements to be supported by increased passenger and tenant activity
- C. Project potentially eligible for specific State Funding in lieu of ACAA issued Debt

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 2010 is \$2.65 per 1,000 MGLW, a 11.8% increase from the 2009 budget amount of \$2.37.
- ✈ 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 \$0.10 per 1,000 MGLW for 2010 which is the same amount as in 2009.
- ✈ 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 2010 is \$1.46 per square foot, a decrease of 3.3% from the 2009 budgeted amount of \$1.51.
- ✈ 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 2010 is \$78.57 per square foot, a decrease of 9.8% from the 2009 budgeted amount of \$87.11.
- ✈ 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 2010 will be \$36,838 per bridge, a decrease of 5.0% from the 2009 budgeted amount of \$38,775.
- ✈ 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 2010 budget projects the signatory airlines will receive \$567,430 as their share at the end of 2010.

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 2010 are set forth in the operating expenses allocation summary on page 10-8. The allocation rates will be reviewed and potentially revised at the end of 2010 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 2010, the non-signatory landing fee rate will be \$3.31 per 1,000 Maximum Gross Landing Weight (MGLW) and the non-signatory terminal rental rate will be \$98.21.

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 2010 will be \$8.50. When the FBO CPE amount of \$1.90 is included with the Airport CPE, the net cost of the CPE is \$10.40.

PROJECTED RATES AND CHARGES - Based on the actual results experienced by the airport during 2008, the projected results for 2009 and the budget for 2010, 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 2014.

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 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget REVENUES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
AIRFIELD								
Airline Landing Fees	\$4,422,523	\$4,246,770	\$5,101,021	\$4,683,852	\$4,102,120	\$4,221,396	\$4,548,184	\$6,502,036
Airline Airfield Revenue Sharing	(49,361)	(173,263)	(97,264)	(170,229)	(164,061)	(206,858)	(166,117)	(548,810)
Cargo Landing Fees	475,645	367,717	475,771	410,336	359,284	369,989	398,121	623,670
Airline Landing Fee Surcharge	168,520	171,432	171,376	171,376	171,376	171,376	0	0
Cargo Landing Fee Surcharge	18,641	15,730	15,786	15,786	15,786	15,786	0	0
Glycol Disposal Fee	116,517	240,000	297,806	370,391	370,391	370,391	370,391	370,391
Airline Apron Fee	893,046	907,610	911,982	877,408	895,713	916,999	944,047	953,132
Tenant Maintenance	116,918	116,614	84,290	86,818	89,423	92,106	94,869	97,715
Control Tower Rental	665,775	665,775	665,776	665,776	665,776	665,776	665,776	665,776
	\$6,828,224	\$6,558,386	\$7,626,543	\$7,111,513	\$6,505,807	\$6,616,960	\$6,855,269	\$8,663,909
FBO								
Jet A Fuel Sales	\$5,544,932	\$4,950,000	\$3,356,009	\$3,525,928	\$3,740,657	\$3,968,463	\$4,210,142	\$4,466,540
Avgas Fuel Sales General Aviation	585,374	589,000	357,340	369,487	391,989	415,861	441,187	468,056
Auto Gas Fuel Sales	119,964	142,141	48,968	50,437	50,437	51,950	53,509	55,114
Diesel Fuel Sales	229,351	240,466	174,246	179,473	179,473	184,858	190,403	196,115
Into-plane	860,390	895,317	795,494	819,359	819,359	843,940	869,258	895,335
Fuel Farm	463,935	491,396	503,340	557,749	557,749	574,482	591,716	609,468
General Aviation Landing Fees	162,513	178,303	158,393	158,393	163,145	168,039	173,080	178,273
General Aviation Parking Fees	88,652	99,801	66,626	66,626	68,624	70,683	72,804	74,988
Avgas Fuel Sales Commercial	182,143	884,928	638,791	705,148	726,302	748,091	770,534	793,650
Deicing Type I - Sprayed	471,383	394,350	328,283	331,269	341,207	351,443	361,987	372,846
Deicing Type IV - Sprayed	98,097	90,790	64,189	61,816	63,671	65,581	67,548	69,575
Deicing Type I - Consortium	717,083	695,000	717,374	663,782	683,696	704,206	725,333	747,093
Deicing Type IV - Consortium	189,119	155,800	129,452	98,825	101,790	104,843	107,989	111,228
Deicing - GA	66,073	0	59,195	60,970	62,800	64,684	66,624	68,623
General Aviation Tenants	225,019	236,638	224,610	231,348	238,288	245,437	252,800	260,384
General Aviation Customer Services	189,425	204,978	132,919	136,907	141,014	145,244	149,602	154,090
	\$10,193,453	\$10,248,908	\$7,755,228	\$8,017,518	\$8,330,201	\$8,707,806	\$9,104,516	\$9,521,377
TERMINAL								
Airline Space Rental	\$6,422,724	\$6,197,528	\$5,885,184	\$5,620,505	\$5,529,656	\$5,523,217	\$6,017,524	\$6,097,643
Airline Terminal Revenue Sharing	(115,176)	(404,281)	(226,949)	(397,201)	(382,808)	(482,669)	(387,605)	(1,280,556)
TSA Space Rental	460,749	346,549	346,549	346,549	366,849	381,349	391,019	397,926
Nonairline Space Rental - Flat Rate	16,148	18,133	18,310	21,632	21,632	21,632	21,632	21,632
Nonairline Space Rental	233,606	255,497	271,108	230,551	226,803	226,569	246,772	250,051
FIS Facility Use Fee	35,385	38,397	20,490	20,490	20,490	20,490	20,490	20,490
Loading Bridge Rentals	554,677	581,622	555,257	552,574	580,063	588,125	621,628	644,889
Tenant Maintenance	29,664	33,793	49,904	51,402	52,944	54,532	56,168	57,853
Utility Reimbursement	51,913	25,850	26,420	26,949	27,488	28,037	28,598	29,170
	\$7,689,690	\$7,093,088	\$6,946,274	\$6,473,450	\$6,443,116	\$6,361,281	\$7,016,226	\$6,239,098
GROUND TRANSPORTATION								
Parking	\$10,886,182	\$12,070,000	\$10,559,069	\$10,770,250	\$11,095,512	\$11,430,596	\$11,775,800	\$12,131,429
Access Fees	236,496	253,856	227,824	230,103	262,403	241,770	275,708	254,028
	\$11,122,678	\$12,323,856	\$10,786,893	\$11,000,353	\$11,357,915	\$11,672,366	\$12,051,508	\$12,385,457

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget REVENUES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
CONCESSIONS								
Rental Cars	\$3,649,493	\$4,400,000	\$3,836,699	\$3,951,800	\$4,071,145	\$4,194,093	\$4,320,755	\$4,451,242
Food and Beverage	500,406	514,936	591,436	621,008	646,035	672,070	699,154	727,330
Retail	417,760	429,334	390,258	394,161	402,084	410,165	418,410	426,820
Advertising	229,065	250,000	300,000	300,000	300,000	300,000	300,000	300,000
Museum Shop	282,502	359,000	252,574	260,151	270,635	281,541	292,888	304,691
Operating Permits	21,104	25,000	77,184	79,499	81,884	84,341	86,871	89,477
Telephone - Payphones	13,119	13,106	10,257	10,257	10,359	10,463	10,567	10,673
Telephone - Tenants	128,147	133,079	107,531	110,757	114,080	117,503	121,028	124,658
Phone Cards	1,772	1,957	1,350	1,390	1,446	1,504	1,565	1,628
Bank ATMs	37,656	38,780	36,169	37,255	38,756	40,318	41,943	43,633
Business Center	59,943	63,647	33,223	38,207	44,377	51,544	59,868	69,537
Vending Machines	42,038	40,326	33,246	34,243	35,623	37,059	38,552	40,106
Baggage Cart Concessions	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000
Registered Traveler Service	90,000	90,000	33,431	0	0	0	0	0
	\$5,480,005	\$6,366,165	\$5,710,359	\$5,845,728	\$6,023,424	\$6,207,602	\$6,398,601	\$6,596,796
OTHER AIRPORT								
Land Rental	\$157,236	\$174,231	\$326,327	\$251,124	\$258,658	\$266,417	\$274,410	\$282,642
Industrial Park	336,412	349,670	335,698	334,143	339,155	344,243	349,406	354,647
T Hangars	97,428	133,391	110,324	108,971	112,240	115,607	119,075	122,647
Tie Downs	6,873	7,283	7,343	7,458	7,682	7,912	8,150	8,394
T Hangar Avgas Fuel Sales	93,311	88,613	64,106	64,106	66,029	68,010	70,050	72,152
Weather Observation Services	143,881	158,724	158,724	0	0	0	0	0
Parking Garage Space Rent	43,696	67,650	67,650	70,356	73,170	76,097	79,141	82,307
Hangar Rentals	304,128	327,800	348,093	347,065	357,477	368,201	379,247	390,624
Building Rental	124,682	28,841	49,706	79,722	79,722	79,722	79,722	79,722
Cargo Building Rental	991,666	892,781	801,440	855,307	858,006	860,714	863,431	866,156
Eclipse Hangar Rental	318,996	0	73,804	100,000	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	229,005	170,989	135,333	138,716	141,490	144,320	147,207	150,151
Reimbursement of Property Taxes	26,080	26,863	27,887	27,000	27,810	28,644	29,504	30,389
Internet and Cable Access	13,373	14,120	11,925	12,400	12,524	12,649	12,776	12,903
Wireless Internet	40,202	41,078	921	0	0	0	0	0
Fingerprinting	14,880	14,633	15,940	16,000	16,480	16,974	17,484	18,008
Tenant Maintenance	22,828	28,879	29,313	30,192	31,098	32,031	32,992	33,982
Purchasing Proposals	11,158	8,841	2,393	3,000	3,090	3,183	3,278	3,377
EBay/Scrap/Garage Sales	3,322	4,376	2,344	2,500	2,575	2,652	2,732	2,814
Other	135,014	15,000	14,334	15,000	15,450	15,914	16,391	16,883
	\$4,361,254	\$3,800,845	\$3,830,686	\$3,710,143	\$3,649,739	\$3,690,374	\$3,732,077	\$3,774,880
TOTAL REVENUES	\$45,675,304	\$46,391,248	\$42,655,983	\$42,158,706	\$42,310,203	\$43,256,389	\$45,158,198	\$47,181,519
OTHER REVENUES								
Interest Earnings	\$836,612	\$983,000	\$309,903	\$195,223	\$983,000	\$983,000	\$983,000	\$983,000
Investment Received - Net	-26,614	0	-77,077	0	0	0	0	0
TSA (LEO) Reimbursement	0	0	536,697	428,653	428,653	320,609	0	0
Improvement Charges	276,300	368,400	579,814	368,400	368,400	368,400	368,400	368,400
	\$1,086,298	\$1,351,400	\$1,349,337	\$992,276	\$1,780,053	\$1,672,009	\$1,351,400	\$1,351,400
TOTAL REVENUES	\$46,761,602	\$47,742,648	\$44,005,320	\$43,150,981	\$44,090,256	\$44,928,398	\$46,509,598	\$48,532,919
TOTAL REVENUES BEFORE REVENUE SHARING	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411	\$44,637,124	\$45,617,925	\$47,063,319	\$50,362,285
Airport Operations	\$35,646,388	\$36,719,884	\$35,224,969	\$34,708,618	\$34,526,870	\$35,238,110	\$36,607,404	\$39,489,508
FBO Operations	\$10,193,453	\$10,248,908	\$7,755,228	\$8,017,518	\$8,330,201	\$8,707,806	\$9,104,516	\$9,521,377
Other Revenues	\$1,086,298	\$1,351,400	\$1,349,337	\$992,276	\$1,780,053	\$1,672,009	\$1,351,400	\$1,351,400
Total Revenues	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411	\$44,637,124	\$45,617,925	\$47,063,319	\$50,362,285

Albany County Airport Authority 2010 Operating Budget

Table 2 Albany County Airport Authority Albany International Airport 2010 Budget SUMMARY OF EXPENSES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
EXPENSES - SUMMARY								
Airport Management	\$20,495,240	\$19,772,001	\$18,306,335	\$19,082,838	\$19,846,152	\$20,639,998	\$21,465,598	\$22,324,222
FBO Management	3,273,021	3,409,795	2,859,607	2,884,215	3,044,976	3,213,530	3,390,228	3,575,439
FBO Cost of Sales	6,601,032	6,554,798	4,474,823	4,539,272	4,675,451	4,815,714	4,960,185	5,108,991
Authority	3,861,896	4,179,550	4,112,075	4,117,331	4,282,024	4,453,305	4,631,437	4,816,694
TOTAL EXPENSES	\$34,231,189	\$33,916,143	\$29,752,840	\$30,623,656	\$31,848,602	\$33,122,546	\$34,447,448	\$35,825,346
EXPENSES BY CATEGORY								
Personal Services	\$9,144,507	\$9,347,486	\$8,755,251	\$9,012,694	\$9,373,202	\$9,748,130	\$10,138,055	\$10,543,577
Employee Benefits	3,561,890	3,765,635	3,738,291	3,955,207	4,113,416	4,277,952	4,449,070	4,627,033
Utilities & Communications	3,969,307	3,663,526	2,854,419	2,911,350	3,027,804	3,148,916	3,274,872	3,405,867
Purchased Services								
Accounting & Auditing	\$28,308	\$31,500	\$54,424	\$55,500	\$33,724	\$60,029	\$36,476	\$64,927
Insurance	984,450	976,097	1,101,346	1,038,744	1,045,024	1,123,506	1,130,298	1,215,184
Legal	48,683	50,000	40,414	50,000	53,531	54,080	57,899	58,493
Public Safety	157,549	158,021	160,415	165,060	169,180	178,529	182,985	193,096
Albany County Sheriffs	1,874,697	1,823,404	1,997,094	1,978,613	1,952,163	2,140,068	2,111,459	2,314,697
Janitorial	690,182	679,088	698,365	697,839	727,042	754,783	786,368	816,373
Public Communications	718,851	725,674	570,692	574,442	776,917	621,317	840,314	672,016
Special Studies & GIS Services	64,750	27,000	47,897	42,500	28,907	45,968	31,265	49,719
Professional Services	833,873	742,320	691,499	763,865	794,739	826,196	859,589	893,614
Total Purchased Services	\$5,421,146	\$5,213,104	\$5,362,145	\$5,366,563	\$5,581,226	\$5,804,475	\$6,036,654	\$6,278,120
Materials & Supplies								
Airfield	\$997,927	\$1,039,275	\$926,955	\$924,427	\$972,372	\$1,022,563	\$1,075,101	\$1,130,090
FBO	0	0	0	0	0	0	0	0
FBO - Cost of Sales	6,601,032	6,554,798	4,474,823	4,539,272	4,675,451	4,815,714	4,960,185	5,108,991
Buildings	1,739,724	1,709,385	1,461,328	1,550,843	1,631,276	1,715,479	1,803,618	1,895,868
Grounds	654,679	497,985	541,928	579,636	609,699	641,170	674,112	708,591
Vehicles & Equipment	1,038,153	923,916	701,035	771,116	811,109	852,977	896,802	942,671
Total Material & Supplies	\$11,031,515	\$10,725,359	\$8,106,069	\$8,365,294	\$8,699,906	\$9,047,903	\$9,409,819	\$9,786,211
Office								
Administration	\$307,465	\$341,795	\$309,237	\$338,471	\$352,010	\$366,091	\$380,734	\$395,964
Noncapital Equipment & Facilities	685,950	723,627	593,208	609,576	633,959	659,318	685,690	713,118
	109,409	135,609	34,220	64,500	67,080	69,763	72,554	75,456
TOTAL EXPENSES	\$34,231,189	\$33,916,142	\$29,752,840	\$30,623,656	\$31,848,602	\$33,122,546	\$34,447,448	\$35,825,346
DEPARTMENT SUMMARY (Direct & Indirect)								
Direct Cost Centers								
Airfield	\$2,899,414	\$2,905,475	\$2,714,059	\$2,823,042	\$2,935,964	\$3,053,403	\$3,175,539	\$3,302,560
Terminal	5,785,346	5,511,268	4,781,558	5,057,340	5,259,634	5,470,019	5,688,820	5,916,373
Loading Bridges	287,692	287,973	256,612	281,239	292,489	304,188	316,356	329,010
Landside:								
Parking	3,290,402	3,235,509	2,869,598	2,994,626	3,114,411	3,238,987	3,368,547	3,503,289
Landside Development	1,464,646	1,144,916	1,080,562	1,131,540	1,176,801	1,223,873	1,272,828	1,323,741
FBO Commercial	2,256,670	2,808,173	2,453,532	2,416,876	2,513,551	2,614,093	2,718,657	2,827,403
FBO GA & Facilities	6,700,527	6,179,367	3,925,360	4,040,480	4,202,099	4,370,183	4,544,990	4,726,790
Total Direct Cost Centers	\$22,684,697	\$22,072,681	\$18,081,280	\$18,745,143	\$19,494,949	\$20,274,747	\$21,085,736	\$21,929,166
Indirect Cost Centers								
ARFF	\$1,453,357	\$1,399,654	\$1,383,603	\$1,536,417	\$1,597,874	\$1,661,789	\$1,728,261	\$1,797,391
Operations	784,843	796,605	809,761	809,305	841,677	875,344	910,358	946,772
Security	2,370,700	2,349,477	2,460,158	2,358,288	2,452,619	2,550,724	2,652,753	2,758,863
Vehicle/Equipment	1,209,557	1,158,968	1,007,127	1,125,475	1,170,494	1,217,313	1,266,006	1,316,646
Airport Management Administration	949,283	982,155	943,297	965,566	1,004,189	1,044,357	1,086,131	1,129,576
FBO Administration	916,856	977,053	955,539	966,132	1,004,777	1,044,968	1,086,767	1,130,237
Airport Authority Administration	3,861,896	4,179,550	4,112,075	4,117,331	4,282,024	4,453,305	4,631,437	4,816,694
Total Indirect Cost Centers	\$11,546,492	\$11,843,462	\$11,671,560	\$11,878,513	\$12,353,654	\$12,847,800	\$13,361,712	\$13,896,180
TOTAL EXPENSES	\$34,231,189	\$33,916,143	\$29,752,840	\$30,623,656	\$31,848,602	\$33,122,546	\$34,447,448	\$35,825,346

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget EXPENSES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
AIRFIELD								
Personal Services	\$1,002,850	\$1,034,684	\$983,511	\$1,049,506	\$1,091,486	\$1,135,146	\$1,180,552	\$1,227,774
Employee Benefits	373,349	358,974	399,855	428,526	445,667	463,494	482,033	501,315
Utilities & Communications	216,742	224,800	154,100	157,254	163,544	170,086	176,889	183,965
Purchased Services	186,078	179,933	182,233	187,184	194,671	202,458	210,556	218,978
Materials & Supplies	1,082,971	1,092,800	984,345	987,689	1,027,196	1,068,284	1,111,015	1,155,456
Office	2,305	4,139	4,872	5,039	5,241	5,450	5,668	5,895
Administration	27,083	10,145	5,143	7,845	8,159	8,485	8,825	9,178
Noncapital Equipment & Facilities	8,036	0	0	0	0	0	0	0
	\$2,899,414	\$2,905,475	\$2,714,059	\$2,823,042	\$2,935,964	\$3,053,403	\$3,175,539	\$3,302,560
TERMINAL								
Personal Services	\$987,566	\$1,049,082	\$922,839	\$1,115,800	\$1,160,432	\$1,206,849	\$1,255,123	\$1,305,328
Employee Benefits	413,707	408,358	433,636	455,365	473,580	492,523	512,224	532,713
Utilities & Communications	2,149,878	2,031,302	1,599,006	1,617,074	1,681,757	1,749,027	1,818,988	1,891,748
Purchased Services	1,240,856	1,256,907	1,173,759	1,146,985	1,192,864	1,240,579	1,290,202	1,341,810
Materials & Supplies	730,435	733,500	621,258	703,029	731,150	760,396	790,812	822,444
Office	11,876	17,719	18,871	19,088	19,851	20,645	21,471	22,330
Administration	232,724	800	0	0	0	0	0	0
Noncapital Equipment & Facilities	18,304	13,600	12,189	0	0	0	0	0
	\$5,785,346	\$5,511,268	\$4,781,558	\$5,057,340	\$5,259,634	\$5,470,019	\$5,688,820	\$5,916,373
LOADING BRIDGES								
Personal Services	\$64,091	\$70,017	\$49,601	\$69,131	\$71,896	\$74,772	\$77,763	\$80,873
Employee Benefits	21,691	28,456	18,437	22,108	22,992	23,912	24,868	25,863
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	129,331	124,500	123,574	125,000	130,000	135,200	140,608	146,232
Office	0	0	0	0	0	0	0	0
Administration	7,579	0	0	0	0	0	0	0
Noncapital Equipment & Facilities	0	0	0	0	0	0	0	0
	\$287,692	\$287,973	\$256,612	\$281,239	\$292,489	\$304,188	\$316,356	\$329,010

Albany County Airport Authority Albany International Airport 2010 Budget EXPENSES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
PARKING								
Personal Services	\$1,307,118	\$1,366,970	\$1,318,996	\$1,324,213	\$1,377,182	\$1,432,269	\$1,489,560	\$1,549,142
Employee Benefits	472,335	502,358	438,844	546,290	568,142	590,867	614,502	639,082
Utilities & Communications	590,617	502,100	303,604	309,685	322,072	334,955	348,354	362,288
Purchased Services	51,429	49,925	78,482	44,322	46,095	47,939	49,856	51,850
Materials & Supplies	566,027	471,187	390,027	415,595	432,219	449,508	467,488	486,188
Office	49,928	65,159	60,371	62,480	64,980	67,579	70,282	73,093
Administration	252,948	255,810	279,274	282,040	293,322	305,054	317,257	329,947
Noncapital Equipment & Facilities	0	22,000	0	10,000	10,400	10,816	11,249	11,699
	\$3,290,402	\$3,235,509	\$2,869,598	\$2,994,626	\$3,114,411	\$3,238,987	\$3,368,547	\$3,503,289
LANDSIDE								
Personal Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Employee Benefits	0	0	0	0	0	0	0	0
Utilities & Communications	414,934	299,922	294,730	300,833	312,867	325,381	338,397	351,933
Purchased Services	105,673	54,324	55,355	54,780	56,971	59,250	61,620	64,085
Materials & Supplies	801,687	711,470	683,640	724,190	753,158	783,284	814,615	847,200
Office	699	3,400	3,400	3,300	3,432	3,569	3,712	3,861
Administration	141,653	45,000	43,436	48,436	50,374	52,389	54,484	56,664
Noncapital Equipment & Facilities	0	30,800	0	0	0	0	0	0
	\$1,464,646	\$1,144,916	\$1,080,562	\$1,131,540	\$1,176,801	\$1,223,873	\$1,272,828	\$1,323,741
ARFF								
Personal Services	\$960,306	\$876,182	\$873,802	\$971,564	\$1,010,427	\$1,050,844	\$1,092,877	\$1,136,592
Employee Benefits	345,359	341,356	351,801	402,235	418,324	435,057	452,460	470,558
Utilities & Communications	48,110	47,950	38,648	39,549	41,131	42,776	44,487	46,266
Purchased Services	2,679	2,679	2,827	2,908	3,024	3,145	3,271	3,402
Materials & Supplies	66,184	77,952	92,307	89,165	92,732	96,441	100,298	104,310
Office	5,224	6,584	7,276	8,546	8,888	9,243	9,613	9,998
Administration	25,495	16,951	16,943	16,951	17,629	18,334	19,068	19,830
Noncapital Equipment & Facilities	0	30,000	0	5,500	5,720	5,949	6,187	6,434
	\$1,453,357	\$1,399,654	\$1,383,603	\$1,536,417	\$1,597,874	\$1,661,789	\$1,728,261	\$1,797,391

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget EXPENSES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
OPERATIONS								
Personal Services	\$538,967	\$550,738	\$537,146	\$525,330	\$546,343	\$568,197	\$590,925	\$614,562
Employee Benefits	191,424	188,565	210,329	216,871	225,546	234,568	243,950	253,708
Utilities & Communications	45,475	41,380	52,065	52,330	54,423	56,600	58,864	61,219
Purchased Services	0	0	0	0	0	0	0	0
Materials & Supplies	0	0	0	0	0	0	0	0
Office	7,751	11,322	9,168	12,739	13,249	13,779	14,330	14,903
Administration	1,226	4,600	1,053	2,035	2,116	2,201	2,289	2,381
Noncapital Equipment & Facilities	0	0	0	0	0	0	0	0
	\$784,843	\$796,605	\$809,761	\$809,305	\$841,677	\$875,344	\$910,358	\$946,772
SECURITY								
Personal Services	\$292,172	\$290,708	\$247,772	\$197,902	\$205,818	\$214,051	\$222,613	\$231,517
Employee Benefits	70,221	68,218	70,302	65,869	68,504	71,244	74,094	77,057
Utilities & Communications	19,848	19,000	18,412	18,400	19,136	19,901	20,697	21,525
Purchased Services	1,874,697	1,823,404	1,997,094	1,978,613	2,057,757	2,140,068	2,225,670	2,314,697
Materials & Supplies	75,514	113,304	104,388	86,000	89,440	93,018	96,738	100,608
Office	18,701	13,135	16,535	11,004	11,444	11,902	12,378	12,873
Administration	538	3,000	0	500	520	541	562	585
Noncapital Equipment & Facilities	19,009	18,709	5,656	0	0	0	0	0
	\$2,370,700	\$2,349,477	\$2,460,158	\$2,358,288	\$2,452,619	\$2,550,724	\$2,652,753	\$2,758,863
VEHICLE/EQUIPMENT								
Personal Services	\$399,966	\$452,494	\$434,099	\$479,303	\$498,475	\$518,414	\$539,151	\$560,717
Employee Benefits	165,743	168,743	177,243	196,005	203,845	211,999	220,479	229,298
Utilities & Communications	45,455	45,350	36,557	37,321	38,814	40,367	41,981	43,661
Purchased Services	66,861	66,861	72,076	72,076	74,959	77,957	81,076	84,319
Materials & Supplies	502,148	415,000	283,208	336,600	350,064	364,067	378,629	393,774
Office	677	1,920	3,679	4,079	4,242	4,412	4,589	4,772
Administration	4,465	8,600	265	90	94	97	101	105
Noncapital Equipment & Facilities	24,242	0	0	0	0	0	0	0
	\$1,209,557	\$1,158,968	\$1,007,127	\$1,125,475	\$1,170,494	\$1,217,313	\$1,266,006	\$1,316,646
FBO COMMERCIAL								
Personal Services	\$439,578	\$428,856	\$414,253	\$423,101	\$440,025	\$457,626	\$475,931	\$494,968
Employee Benefits	111,920	150,912	127,023	134,490	139,870	145,464	151,283	157,334
Utilities & Communications	45,881	47,825	32,213	32,923	34,240	35,609	37,034	38,515
Purchased Services	118,811	118,200	125,346	131,473	136,732	142,201	147,889	153,805
Materials & Supplies	1,546,797	2,059,630	1,751,946	1,692,139	1,759,825	1,830,218	1,903,427	1,979,564
Office	3,928	0	0	0	0	0	0	0
Administration	-10,245	2,750	2,750	2,750	2,860	2,974	3,093	3,217
Noncapital Equipment & Facilities	0	0	0	0	0	0	0	0
	\$2,256,670	\$2,808,173	\$2,453,532	\$2,416,876	\$2,513,551	\$2,614,093	\$2,718,657	\$2,827,403
FBO GENERAL AVIATION AND FACILITIES								
Personal Services	\$531,428	\$557,236	\$370,584	\$362,712	\$377,220	\$392,309	\$408,002	\$424,322
Employee Benefits	138,370	196,149	135,344	139,045	144,606	150,391	156,406	162,662
Utilities & Communications	137,712	143,008	100,425	102,414	106,510	110,771	115,201	119,809
Purchased Services	174,760	140,234	123,448	122,750	127,660	132,766	138,077	143,600
Materials & Supplies	5,495,462	4,896,134	3,045,196	3,178,523	3,305,664	3,437,890	3,575,406	3,718,422
Office	743	1,600	1,413	1,487	1,546	1,608	1,672	1,739
Administration	222,052	230,006	135,050	133,550	138,892	144,448	150,226	156,235
Noncapital Equipment & Facilities	0	15,000	13,900	0	0	0	0	0
	\$6,700,527	\$6,179,367	\$3,925,360	\$4,040,480	\$4,202,099	\$4,370,183	\$4,544,990	\$4,726,790

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget EXPENSES									
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014	
FBO ADMINISTRATION									
Personal Services	\$445,285	\$488,869	\$448,720	\$456,436	\$474,693	\$493,681	\$513,428	\$533,966	
Employee Benefits	88,294	111,948	121,343	121,504	126,364	131,419	136,675	142,142	
Utilities & Communications	1,107	1,450	1,103	2,150	2,236	2,325	2,418	2,515	
Purchased Services	331,504	325,900	329,110	329,110	342,274	355,965	370,204	385,012	
Materials & Supplies	0	0	0	0	0	0	0	0	
Office	27,455	30,886	32,552	33,988	35,347	36,761	38,231	39,761	
Administration	23,211	18,000	22,711	22,944	23,862	24,816	25,809	26,841	
Noncapital Equipment & Facilities	0	0	0	0	0	0	0	0	
	\$916,856	\$977,053	\$955,539	\$966,132	\$1,004,777	\$1,044,968	\$1,086,767	\$1,130,237	
AIRPORT MANAGEMENT ADMINISTRATION									
Personal Services	\$266,729	\$288,256	\$294,143	\$295,553	\$307,375	\$319,670	\$332,457	\$345,755	
Employee Benefits	73,168	80,402	86,570	82,407	85,704	89,132	92,697	96,405	
Utilities & Communications	543	550	519	550	572	595	619	643	
Purchased Services	558,385	566,631	521,424	521,424	542,281	563,972	586,531	609,992	
Materials & Supplies	0	0	0	0	0	0	0	0	
Office	41,570	37,321	34,821	37,807	39,319	40,892	42,528	44,229	
Administration	8,888	3,495	5,820	2,825	2,938	3,056	3,178	3,305	
Noncapital Equipment & Facilities	0	5,500	0	25,000	26,000	27,040	28,122	29,246	
	\$949,283	\$982,155	\$943,297	\$965,566	\$1,004,189	\$1,044,357	\$1,086,131	\$1,129,576	
AIRPORT AUTHORITY ADMINISTRATION									
Personal Services	\$1,908,451	\$1,893,395	\$1,859,785	\$1,742,143	\$1,811,829	\$1,884,302	\$1,959,674	\$2,038,061	
Employee Benefits	1,096,309	1,161,196	1,167,564	1,144,492	1,190,272	1,237,883	1,287,398	1,338,894	
Utilities & Communications	188,005	193,889	158,037	175,867	182,902	190,218	197,827	205,740	
Purchased Services	709,413	628,107	700,992	774,939	805,937	838,174	871,701	906,569	
Materials & Supplies	34,959	29,882	26,181	27,364	28,459	29,597	30,781	32,012	
Office	136,608	148,611	116,280	138,915	144,472	150,250	156,260	162,511	
Administration	-251,667	124,470	80,763	89,610	93,194	96,922	100,799	104,831	
Noncapital Equipment & Facilities	39,818	0	2,475	24,000	24,960	25,958	26,997	28,077	
	\$3,861,896	\$4,179,550	\$4,112,075	\$4,117,331	\$4,282,024	\$4,453,305	\$4,631,437	\$4,816,694	
TOTAL EXPENSES	\$34,231,189	\$33,916,143	\$29,752,840	\$30,623,656	\$31,848,602	\$33,122,546	\$34,447,448	\$35,825,346	

Albany County Airport Authority Albany International Airport 2010 Budget SUMMARY OF FY2010 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		Security	Vehicles & Equipment	AvPorts Admin	Comm Aviation	Gen Avia & Facilities	MA Admin	ACAA Admin	
10	20	21	30	32	ARFF	Operations	43	50	59	60	61	69	71	
15%	48%	1%	6%	24%	1					3.0%	3.0%			
40%	30%	5%	5%	10%		1				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		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	
Airfield	Terminal	Loading Bridges	Parking	Landside	PUBLIC SAFETY/OPERATIONS		Security	Vehicles & Equipment	AvPorts Admin	Comm Aviation	Gen Avia & Facilities	MA Admin	ACAA Admin	
10	20	21	30	32	ARFF	Operations	43	50	59	60	61	69	71	
\$2,823,042	\$5,057,340	\$281,239	\$2,994,626	\$1,131,540	\$1,536,417	\$809,305	\$2,358,288	\$1,125,475	\$965,566	\$911,569	\$1,006,515	\$966,132	\$4,117,331	
TOTAL														
\$26,084,384														
STEP 1:														
42	230,463	737,480	15,364	92,185	368,740					46,093	46,093		1,536,417	
41	323,722	242,792	40,465	40,465	80,931					40,465	40,465		809,305	
43	353,743	1,179,144	70,749	471,658	235,829					23,583	23,583		2,358,288	
50	393,916	56,274		168,821	416,426					56,274	33,764		1,125,475	
	4,124,886	7,273,030	407,817	3,767,755	2,233,465					1,077,983	1,150,420		20,035,355	
STEP 2:														
59	198,791	350,510	19,654	181,580	107,638					51,951	55,442		965,566	
STEP 3:														
69	4,323,677	7,623,540	427,471	3,949,335	2,341,102					467,363	498,768		966,132	
										1,597,298	1,704,630		21,967,053	
STEP 4:														
71	810,396	1,428,896	80,122	740,232	438,798					299,385	319,502		4,117,331	
	5,134,073	9,052,436	507,593	4,689,567	2,779,900					1,896,683	2,024,133		26,084,384	
										Plus COGS	1,505,307	3,033,965		4,539,272
											3,401,990	5,058,098		30,623,656

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget DEBT SERVICE SUMMARY								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
Albany County G.O. Bonds	\$1,246,368	\$1,204,386	\$1,204,386	\$1,127,384	\$1,068,141	\$1,011,885	\$737,992	\$279,332
Airport Revenue Bonds:								
1997 Revenue Bonds	388,433	0	0	0	0	0	0	0
Less: PFC's Applied to 1997 Revenue Bonds	0	0	0	0	0	0	0	0
1998 B & C Revenue Bonds	2,379,334	2,436,173	2,436,173	2,406,276	2,406,023	2,469,575	2,477,266	2,492,134
1999 EFC Revenue Bonds, net of interest subsidy	470,286	470,690	470,690	470,129	470,262	475,099	473,432	472,492
2000A EFC Revenue Bonds, net of interest subsidy	261,573	263,561	263,561	0	0	0	0	0
2000B Revenue Bonds	950,101	950,000	950,000	953,665	968,473	954,608	968,354	964,577
2003A Revenue Bonds	749,213	744,560	744,560	745,278	747,353	766,083	769,464	493,268
2004 EFC Revenue Bonds, net of interest subsidy	39,051	38,957	38,957	38,689	38,316	37,863	33,965	0
2006 A & B Revenue Bonds	1,100,970	1,099,411	1,099,411	1,101,544	1,098,868	1,094,334	1,094,941	1,098,473
2006 C Revenue Bonds	404,065	404,135	404,135	404,037	403,995	403,632	403,206	407,829
2008 A Refunding Bonds	6,408,754	7,408,691	7,408,691	7,434,687	7,363,550	7,402,602	8,044,996	8,128,647
Less: PFC's Applied to 2008A Revenue Bonds	(4,167,236)	(3,765,192)	(3,725,788)	(4,730,826)	(4,913,445)	(5,600,292)	(5,660,121)	(5,716,745)
TOTAL DEBT SERVICE	\$10,230,911	\$11,255,373	\$11,294,777	\$9,950,864	\$9,651,538	\$9,015,390	\$9,343,494	\$8,620,008
Allocation of Total Debt Service to Cost Centers								
Airfield	\$1,951,268	\$2,050,744	\$2,055,494	\$1,641,306	\$1,585,917	\$1,491,059	\$1,440,996	\$1,197,963
FBO	\$272,081	\$271,696	\$271,696	\$272,223	\$271,562	\$270,441	\$270,591	\$271,464
ARFF	68,778	68,351	68,351	68,417	68,607	70,326	70,637	45,282
Control Tower	0	0	0	0	0	0	0	0
Terminal	2,247,207	2,884,776	2,912,297	2,191,908	1,991,615	1,513,909	1,759,186	1,516,487
Loading Bridges	52,599	72,870	73,658	54,077	49,002	36,046	47,698	48,238
Landside	5,638,978	5,906,937	5,913,282	5,722,933	5,684,835	5,633,608	5,754,387	5,540,574
TOTAL ALLOCATION	\$10,230,911	\$11,255,373	\$11,294,777	\$9,950,864	\$9,651,538	\$9,015,390	\$9,343,494	\$8,620,008

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget ALBANY COUNTY G.O. BONDS OUTSTANDING REIMBURSABLE BY THE AUTHORITY									
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Proposed 2011	Proposed 2012	Proposed 2013	Proposed 2014	Projected 2014
PRINCIPAL									
1993 Drainage System - (Glycol Collection System)	\$273,016	\$276,100	\$276,100	\$278,847	\$273,731	\$271,422	\$93,074	\$81,180	\$81,180
1994 Consolidated Bond Issue	735,000	725,000	725,000	685,000	670,000	655,000	410,000	0	0
	\$1,008,016	\$1,001,100	\$1,001,100	\$963,847	\$943,731	\$926,422	\$503,074	\$81,180	\$81,180
INTEREST									
1993 Drainage System - (Glycol Collection System)	\$65,244	\$55,005	\$55,005	\$41,200	\$27,258	\$13,571	\$192,088	\$181,665	\$181,665
1994 Consolidated Bond Issue	128,924	105,518	105,518	80,843	56,795	32,618	10,250	0	0
	\$194,168	\$160,523	\$160,523	\$122,043	\$84,053	\$46,189	\$202,338	\$181,665	\$181,665
COMBINED P&I G.O. BONDS DEBT SERVICE									
1993 Drainage System - (Glycol Collection System)	\$338,260	\$331,105	\$331,105	\$320,047	\$300,989	\$284,993	\$285,162	\$262,845	\$262,845
1994 Consolidated Bond Issue	863,924	830,518	830,518	765,843	726,795	687,618	420,250	0	0
G.O. BONDS DEBT SERVICE	\$1,202,184	\$1,161,623	\$1,161,623	\$1,085,890	\$1,027,784	\$972,611	\$705,412	\$262,845	\$262,845
Amortization of Bond Issue Costs	44,184	42,763	42,763	41,494	40,357	39,274	32,580	16,487	16,487
TOTAL OF G.O. BONDS DEBT SERVICE	\$1,246,368	\$1,204,386	\$1,204,386	\$1,127,384	\$1,068,141	\$1,011,885	\$737,992	\$279,332	\$279,332
Allocation of G.O. Bonds Debt Service to Cost Centers									
Airfield	\$527,243	\$509,484	\$509,484	\$476,911	\$451,849	\$428,051	\$312,188	\$118,164	\$118,164
Terminal	572,945	553,647	553,647	518,250	491,016	465,155	339,249	128,407	128,407
Landside	146,179	141,255	141,255	132,224	125,276	118,678	86,555	32,761	32,761
Total	\$1,246,368	\$1,204,386	\$1,204,386	\$1,127,384	\$1,068,141	\$1,011,885	\$737,992	\$279,332	\$279,332

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget AIRPORT REVENUE BONDS DEBT SERVICE									
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Proposed 2011	Proposed 2012	Proposed 2013	Proposed 2014	Projected 2014
1997 Revenue Bonds Debt Service*	\$388,433	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Amortization of Bond Issue Costs	0	0	0	0	0	0	0	0	0
TOTAL 1997 REVENUE BONDS DEBT SERVICE	\$388,433	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Allocation of 1997 Revenue Bonds Debt Service to Cost Centers									
Airfield	\$47,389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Control Tower									
Terminal	264,911	0	0	0	0	0	0	0	0
Loading Bridges	7,769	0	0	0	0	0	0	0	0
Landside	68,364	0	0	0	0	0	0	0	0
Total	\$388,433	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
*Bonds were refunded January 31, 2008									
2008A Revenue Refunding Bonds Debt Service	\$6,348,023	\$7,320,982	\$7,320,982	\$7,350,248	\$7,282,588	\$7,325,350	\$7,971,693	\$8,060,200	\$8,060,200
Amortization of Bond Issue Costs	60,731	87,709	87,709	84,439	80,962	77,252	73,303	68,447	68,447
TOTAL 2008A REVENUE BONDS DEBT SERVICE	\$6,408,754	\$7,408,691	\$7,408,691	\$7,434,687	\$7,363,550	\$7,402,602	\$8,044,996	\$8,128,647	\$8,128,647
Allocation of 2008A Refunding Bonds Debt Service to Cost Centers									
Airfield	\$737,217	\$852,243	\$852,243	\$855,233	\$847,050	\$851,542	\$925,439	\$935,061	\$935,061
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	4,113,845	4,755,715	4,755,715	4,772,402	4,726,738	4,751,806	5,164,165	5,217,862	5,217,862
Loading Bridges	128,175	148,174	148,174	148,694	147,271	148,052	160,900	162,573	162,573
Landside	1,429,517	1,652,560	1,652,560	1,658,358	1,642,491	1,651,201	1,794,492	1,813,151	1,813,151
Total	\$6,408,754	\$7,408,691	\$7,408,691	\$7,434,687	\$7,363,550	\$7,402,602	\$8,044,996	\$8,128,647	\$8,128,647

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget AIRPORT REVENUE BONDS DEBT SERVICE									
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Proposed 2011	Proposed 2012	Proposed 2013	Proposed 2014	Projected 2014
1998 B & C Revenue Bonds Debt Service	\$2,360,652	\$2,447,040	\$2,447,040	\$2,445,310	\$2,446,665	\$2,447,415	\$2,444,225	\$2,446,350	\$2,446,350
Amortization of Bond Issue Costs	18,682	(10,867)	(10,867)	(39,034)	(40,642)	22,160	33,041	45,784	45,784
TOTAL 1998 REVENUE BONDS DEBT SERVICE	\$2,379,334	\$2,436,173	\$2,436,173	\$2,406,276	\$2,406,023	\$2,469,575	\$2,477,266	\$2,492,134	\$2,492,134
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	2,379,334	2,436,173	2,436,173	2,406,276	2,406,023	2,469,575	2,477,266	2,492,134	2,492,134
Total	\$2,379,334	\$2,436,173	\$2,436,173	\$2,406,276	\$2,406,023	\$2,469,575	\$2,477,266	\$2,492,134	\$2,492,134
2000 B Revenue Bonds Debt Service	\$957,753	\$958,138	\$958,138	\$962,138	\$960,138	\$959,163	\$960,663	\$962,138	\$962,138
Amortization of Bond Issue Costs	(7,652)	(8,138)	(8,138)	(8,473)	8,335	(4,555)	7,691	2,439	2,439
TOTAL 2000 B REVENUE BONDS DEBT SERVICE	\$950,101	\$950,000	\$950,000	\$953,665	\$968,473	\$954,608	\$968,354	\$964,577	\$964,577
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	950,101	950,000	950,000	953,665	968,473	954,608	968,354	964,577	964,577
Total	\$950,101	\$950,000	\$950,000	\$953,665	\$968,473	\$954,608	\$968,354	\$964,577	\$964,577

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget AIRPORT REVENUE BONDS DEBT SERVICE									
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Proposed 2011	Proposed 2012	Proposed 2013	Proposed 2014	Projected 2014
2003 A Revenue Bonds Debt Service	\$748,863	\$749,344	\$749,344	\$747,444	\$749,387	\$744,962	\$742,862	\$475,312	\$475,312
Amortization of Bond Issue Costs	350	(4,784)	(4,784)	(2,166)	(2,034)	21,121	26,602	17,956	17,956
TOTAL 2003 A REVENUE BONDS DEBT SERVICE	\$749,213	\$744,560	\$744,560	\$745,278	\$747,353	\$766,083	\$769,464	\$493,268	\$493,268
Allocation of 2003 A Revenue Bonds Debt Service to Cost Centers									
Airfield	\$140,328	\$139,456	\$139,456	\$139,591	\$139,979	\$143,487	\$144,121	\$92,389	\$92,389
ARFF	68,778	68,351	68,351	68,417	68,607	70,326	70,637	45,282	45,282
Control Tower	0	0	0	0	0	0	0	0	0
Terminal	125,493	124,714	124,714	124,834	125,182	128,319	128,885	82,622	82,622
Loading Bridges	0	0	0	0	0	0	0	0	0
Landside	310,024	308,099	308,099	308,396	309,255	317,005	318,404	204,114	204,114
Parking	104,590	103,941	103,941	104,041	104,331	106,945	107,417	68,860	68,860
Total	\$749,213	\$744,560	\$744,560	\$745,278	\$747,353	\$766,083	\$769,464	\$493,268	\$493,268
2006 A & B Revenue Bonds Debt Service	\$1,099,926	\$1,100,088	\$1,100,088	\$1,103,488	\$1,100,763	\$1,102,138	\$1,101,013	\$1,103,700	\$1,103,700
Amortization of Bond Issue Costs	1,044	(677)	(677)	(1,944)	(1,895)	(7,804)	(6,072)	(5,227)	(5,227)
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$1,100,970	\$1,099,411	\$1,099,411	\$1,101,544	\$1,098,868	\$1,094,334	\$1,094,941	\$1,098,473	\$1,098,473
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers									
Airfield	\$269,517	\$269,135	\$269,135	\$269,657	\$269,002	\$267,892	\$268,041	\$268,905	\$268,905
FBO	272,081	271,696	271,696	272,223	271,562	270,441	270,591	271,464	271,464
Parking	210,079	209,781	209,781	210,188	209,678	208,812	208,928	209,602	209,602
Landside and other	268,732	268,351	268,351	268,872	268,219	267,112	267,260	268,123	268,123
Terminal	80,562	80,447	80,447	80,604	80,408	80,076	80,120	80,379	80,379
Total	\$1,100,970	\$1,099,411	\$1,099,411	\$1,101,544	\$1,098,868	\$1,094,334	\$1,094,941	\$1,098,473	\$1,098,473
2006 C Revenue Bonds Debt Service	\$402,054	\$402,263	\$402,263	\$402,063	\$401,663	\$401,063	\$400,263	\$404,263	\$404,263
Amortization of Bond Issue Costs	2,011	1,872	1,872	1,974	2,332	2,569	2,943	3,566	3,566
TOTAL 2006 REVENUE BONDS DEBT SERVICE	\$404,065	\$404,135	\$404,135	\$404,037	\$403,995	\$403,632	\$403,206	\$407,829	\$407,829
Allocation of 2006 Revenue Bonds Debt Service to Cost Centers									
Landside and other	404,065	404,135	404,135	404,037	403,995	403,632	403,206	407,829	407,829
Total	\$404,065	\$404,135	\$404,135	\$404,037	\$403,995	\$403,632	\$403,206	\$407,829	\$407,829

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Preliminary Budget NYS ENVIRONMENTAL FACILITIES CORPORATION (EFC) AIRPORT REVENUE BONDS DEBT SERVICE									
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Proposed 2011	Proposed 2012	Proposed 2013	Proposed 2014	Projected 2014
1999 A EFC Revenue Bonds Debt Service	\$634,745	\$618,239	\$618,239	\$604,584	\$591,506	\$582,951	\$567,731	\$553,124	\$553,124
Amortization of Bond Issue Costs	10,141	9,745	9,745	9,337	8,917	8,551	8,093	7,622	7,622
Less: Interest Subsidy Earnings	(174,600)	(157,294)	(157,294)	(143,792)	(130,161)	(116,403)	(102,392)	(88,254)	(88,254)
TOTAL 1999 A EFC REVENUE BONDS DEBT SERVICE	\$470,286	\$470,690	\$470,690	\$470,129	\$470,262	\$475,099	\$473,432	\$472,492	\$472,492
Allocation of EFC Revenue Bonds Debt Service to Cost Centers									
Airfield	\$470,286	\$470,690	\$470,690	\$470,129	\$470,262	\$475,099	\$473,432	\$472,492	\$472,492
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	\$470,286	\$470,690	\$470,690	\$470,129	\$470,262	\$475,099	\$473,432	\$472,492	\$472,492
2000 B EFC Revenue Bonds Debt Service	\$275,149	\$271,493	\$271,493	\$0	\$0	\$0	\$0	\$0	\$0
Amortization of Bond Issue Costs	5,420	4,911	4,911	0	0	0	0	0	0
Less: Interest Subsidy Earnings	(18,996)	(12,843)	(12,843)	0	0	0	0	0	0
TOTAL 2000 B EFC REVENUE BONDS DEBT SERVICE	\$261,573	\$263,561	\$263,561	\$0	\$0	\$0	\$0	\$0	\$0
Allocation of EFC Revenue Bonds Debt Service to Cost Centers									
Airfield	\$261,573	\$263,561	\$263,561	\$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	0	0	0	0	0	0	0	0	0
Total	\$261,573	\$263,561	\$263,561	\$0	\$0	\$0	\$0	\$0	\$0
2004 B EFC Revenue Bonds Debt Service	\$41,985	\$41,311	\$41,311	\$40,462	\$39,508	\$38,474	\$72,363	\$0	\$0
Amortization of Bond Issue Costs	1,075	987	987	900	812	725	1,101	0	0
Less: Interest Subsidy Earnings	(4,009)	(3,341)	(3,341)	(2,673)	(2,004)	(1,336)	(39,499)	0	0
TOTAL 2004 B EFC REVENUE BONDS DEBT SERVICE	\$39,051	\$38,957	\$38,957	\$38,689	\$38,316	\$37,863	\$33,965	\$0	\$0
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	39,051	38,957	38,957	38,689	38,316	37,863	33,965	0	0
Total	\$39,051	\$38,957	\$38,957	\$38,689	\$38,316	\$37,863	\$33,965	\$0	\$0

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget CALCULATION OF PFC REVENUES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
ENPLANEMENTS	1,380,483	1,362,125	1,334,316	1,334,316	1,347,659	1,361,136	1,374,747	1,388,495
PFC's charged	\$3.00	\$3.00	\$3.38	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50
LESS: Carrier Compensation	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)	(0.11)
Net PFC Revenue	\$2.89	\$2.89	\$3.27	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39
% of PFCs collected on Enplanements	90.6%	94.4%	93.6%	93.6%	93.6%	93.6%	93.6%	93.6%
PFC Revenue	\$3,613,377	\$3,716,095	\$4,083,968	\$5,482,758	\$5,537,585	\$5,592,961	\$5,648,891	\$5,705,380
LESS: Applied Pay-As-You-Go	0	0	0	0	0	0	0	0
PFC's Available for Debt Service	\$3,613,377	\$3,716,095	\$4,083,968	\$5,482,758	\$5,537,585	\$5,592,961	\$5,648,891	\$5,705,380
PFC DEBT SERVICE FUND ACTIVITY								
BEGINNING BALANCE	\$4,167,236	\$3,765,192	\$3,725,788	\$4,130,826	\$4,913,445	\$5,600,292	\$5,660,121	\$5,716,745
PLUS: Deposit of PFC's	3,613,377	3,716,095	4,083,968	5,482,758	5,537,585	5,592,961	5,648,891	5,705,380
PLUS: Interest Earnings on PFC's	112,411	84,164	46,859	30,687	62,706	67,160	67,854	68,533
LESS: Applied Towards Debt Service	(4,167,236)	(3,765,192)	-3,725,788	-4,730,826	-4,913,445	-5,600,292	-5,660,121	-5,716,745
ENDING BALANCE	\$3,725,788	\$3,800,259	\$4,130,826	\$4,913,445	\$5,600,292	\$5,660,121	\$5,716,745	\$5,773,913
PFC's APPLIED TO DEBT SERVICE								
Allocation of PFC's to Cost Centers	\$4,167,236	\$3,765,192	\$3,725,788	\$4,730,826	\$4,913,445	\$5,600,292	\$5,660,121	\$5,716,745
Airfield	\$502,284	\$453,825	\$449,076	\$570,215	\$592,226	\$675,013	\$682,224	\$689,049
Control Tower								
Terminal	2,910,549	2,629,747	2,602,226	3,304,181	3,431,729	3,911,447	3,953,234	3,992,783
Loading Bridges	83,345	75,304	74,516	94,617	98,269	112,006	113,202	114,335
Landside	671,058	606,316	599,971	761,814	791,221	901,826	911,460	920,578
Total	\$4,167,236	\$3,765,192	\$3,725,788	\$4,730,826	\$4,913,445	\$5,600,292	\$5,660,121	\$5,716,745

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget LANDING FEE RATES								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
Airfield:								
Direct O&M Expenses	\$2,899,414	\$2,905,475	\$2,714,059	\$2,823,042	\$2,935,964	\$3,053,403	\$3,175,539	\$3,302,560
Indirect O&M Expenses	2,295,256	2,271,452	2,255,622	2,311,031	2,401,267	2,495,057	2,592,539	2,693,861
O&M Reserve Requirement	18,478	(3,907)	-3,907	-91,998	34,213	35,567	36,975	38,439
FBO:								
Commercial Direct O&M Expenses	938,673	955,875	879,152	911,569	963,085	1,017,113	1,073,767	1,133,167
Commercial Indirect O&M Expenses	795,575	897,863	956,805	985,114	1,023,951	1,064,449	1,106,672	1,150,688
Commercial O&M Reserve Requirement	7,798	(1,399)	-1,399	-33,987	12,737	13,343	13,977	14,640
Airfield Capital Charges:								
1997 Revenue Bond Debt Service	47,389	0	0	0	0	0	0	0
2008A Revenue Bond Debt Service	737,217	852,243	852,243	855,233	847,050	851,542	925,439	935,061
LESS: Applicable PFC Revenues	(502,284)	(453,825)	(449,076)	(570,215)	(592,226)	(675,013)	(682,224)	(689,049)
EFC Revenue Bond Debt Service 1999 - Net	470,286	470,690	470,690	470,129	470,262	475,099	473,432	472,492
EFC Revenue Bond Debt Service 2000 - Net	261,573	263,561	263,561	0	0	0	0	0
2003A Revenue Bond Debt Service	140,328	139,456	139,456	139,591	139,979	143,487	144,121	92,389
EFC Revenue Bond Debt Service 2004 - Net	0	0	0	0	0	0	0	0
2006 A & B Revenue Bond Debt Service	269,517	269,135	269,135	269,657	269,002	267,892	268,041	268,905
Airfield G.O. Debt Service	527,243	509,484	509,484	476,911	451,849	428,051	312,188	118,164
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	24,000	0	264,000	228,000	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	\$8,930,462	\$9,076,103	\$9,119,825	\$8,774,077	\$8,957,134	\$9,169,991	\$9,440,465	\$9,531,318
Total Landed Weight (000-lbs)	1,868,153	1,810,125	1,790,175	1,790,175	1,790,175	1,790,175	1,790,175	1,790,175
COMPENSATORY LANDING FEE RATE	\$4.78	\$5.01	\$5.09	\$4.90	\$5.00	\$5.12	\$5.27	\$5.32
LESS: Interest Earning Credit	\$836,612	\$983,000	\$309,903	\$195,223	\$983,000	\$983,000	\$983,000	\$983,000
LESS: Investments Received-Net	(26,614)	0	-77,077	0	0	0	0	0
LESS: Glycol disposal Fee	116,517	240,000	\$297,806	\$370,391	\$370,391	\$370,391	\$370,391	\$370,391
LESS: Aircraft Aprons Fee Credit (Per Table 7)	893,046	907,610	911,982	877,408	895,713	916,999	944,047	953,132
LESS: FBO Commercial Revenues Credit								
Into Plane	860,390	895,317	795,494	819,359	819,359	843,940	869,258	895,335
Fuel Farm Throughput Fee	463,935	491,396	503,340	557,749	557,749	574,482	591,716	609,468
Avgas Fuel Sales Commercial	182,143	884,928	638,791	705,148	726,302	748,091	770,534	793,650
LESS: Cost of Sales, Avgas	(165,268)	(832,128)	(565,786)	(625,116)	(643,869)	(663,185)	(683,081)	(703,573)
Deicing - Commercial	1,475,682	1,335,940	1,239,298	1,155,693	1,190,363	1,226,074	1,262,856	1,300,742
LESS: Cost of Sales, Deicing	(1,152,729)	(1,020,170)	(1,008,594)	(880,192)	(906,597)	(933,795)	(961,809)	(990,663)
General Aviation Landing Fees	162,513	178,303	158,393	158,393	163,145	168,039	173,080	178,273
General Aviation Parking Fees	88,652	99,801	66,626	66,626	68,624	70,683	72,804	74,988
Fixed Base Operator Fees	0	0	0	0	0	0	0	0
Sub Total	1,915,318	2,033,387	1,827,562	1,957,660	1,975,076	2,034,329	2,095,359	
LESS: Airfield Tenant Maintenance	116,918	116,614	84,290	86,818	89,423	92,106	94,869	97,715
LESS: Non-signatory Airline Landing Fee Credit	1,109,382	1,439,048	1,382,219	1,587,684	1,391,559	1,428,916	1,545,657	1,554,997
LESS: Landing Fee Surcharge Credit	187,162	187,162	187,162	187,162	187,162	187,162	0	0
NET LANDING FEE REQUIREMENT	\$3,782,121	\$3,169,282	\$4,195,978	\$3,511,732	\$3,064,810	\$3,157,089	\$3,407,144	\$5,572,084
Signatory Commercial & Cargo Carrier Landed Wt (000-lbs)	1,398,076	1,339,848	1,323,209	1,323,209	1,323,209	1,323,209	1,323,209	1,323,209
Signatory Landing Fee Rate	\$2.71	\$2.37	\$3.17	\$2.65	\$2.32	\$2.39	\$2.57	\$4.21
SIGNATORY AIRLINE LANDING FEE REVENUE	\$3,337,471	\$2,839,464	\$3,759,129	\$3,142,489	\$2,751,160	\$2,834,170	\$3,047,622	\$4,992,407
NON-SIGNATORY PASSENGER LANDING FEE REVENUE	1,085,052	1,407,306	1,341,892	1,541,363	1,350,959	1,387,227	1,500,562	1,509,629
TOTAL AIRLINE LANDING FEE REVENUE	\$4,422,523	\$4,246,770	\$5,101,021	\$4,683,852	\$4,102,120	\$4,221,396	\$4,548,184	\$6,502,036
SIGNATORY CARGO LANDING FEE REVENUE	\$451,315	\$335,976	\$435,444	\$364,015	\$318,684	\$328,300	\$353,025	\$578,302
NON-SIGNATORY CARGO LANDING FEE REVENUE	24,329	31,741	40,327	46,322	40,600	41,689	45,095	45,368
TOTAL CARGO LANDING FEE REVENUE	\$475,644	\$367,717	\$475,771	\$410,337	\$359,284	\$369,989	\$398,121	\$623,670

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget LANDING FEE SURCHARGE (In effect until 12/31/2012)								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
Amortization of Cost	\$175,939	\$175,939	\$175,939	\$175,939	\$175,939	\$175,939	\$0	\$0
Interest	11,223	11,223	11,223	11,223	11,223	11,223	0	0
TOTAL REQUIREMENT	\$187,162	\$187,162	\$187,162	\$187,162	\$187,162	\$187,162	\$0	\$0
Total Landed Wt (000-lbs)	1,868,153	1,810,125	1,790,175	1,790,175	1,790,175	1,790,175	1,790,175	1,790,175
CALCULATED LANDING FEES SURCHARGE RATE	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10	\$0.00	\$0.00
Signatory Airline Landing Fee Surcharge	\$123,382	\$123,879	\$123,980	\$123,980	\$123,980	\$123,980	\$0	\$0
Non Signatory Airline Landing Fee Surcharge	46,062	47,553	47,397	47,397	47,397	47,397	0	0
TOTAL AIRLINE LANDING FEE SURCHARGE	\$169,445	\$171,432	\$171,376	\$171,376	\$171,376	\$171,376	\$0	\$0
Signatory Cargo Landing Fee Surcharge	\$16,685	\$14,658	\$14,361	\$14,361	\$14,361	\$14,361	\$0	\$0
Non Signatory Cargo Landing Fee Surcharge	1,033	1,073	1,424	1,424	1,424	1,424	0	0
TOTAL CARGO LANDING FEE SURCHARGE	\$17,717	\$15,730	\$15,786	\$15,786	\$15,786	\$15,786	\$0	\$0

Albany County Airport Authority Albany International Airport 2010 Budget AIRCRAFT APRON FEE								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
TOTAL AIRFIELD REQUIREMENT	\$8,930,462	\$9,076,103	\$9,119,825	\$8,774,077	\$8,957,134	\$9,169,991	\$9,440,465	\$9,531,318
10% of AIRFIELD REQUIREMENT	\$893,046	\$907,610	\$911,982	\$877,408	\$895,713	\$916,999	\$944,047	\$953,132
TOTAL APRON SQUARE FEET	603,017	603,017	603,017	603,017	603,017	603,017	603,017	603,017
AIRCRAFT APRON FEE (PER SQ FT)	\$1.48	\$1.51	\$1.51	\$1.46	\$1.49	\$1.52	\$1.57	\$1.58

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget TERMINAL RENTAL RATE CALCULATIONS								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
Terminal Direct O&M Expenses	\$5,785,346	\$5,511,268	\$4,781,558	\$5,057,340	\$5,259,634	\$5,470,019	\$5,688,820	\$5,916,373
Terminal Indirect O&M Expenses	3,904,172	3,941,739	3,948,910	3,995,095	4,151,012	4,313,065	4,481,498	4,656,562
Terminal O&M Reserve Requirement	34,207	(7,135)	-7,135	-162,211	60,325	62,712	65,194	67,775
Terminal Capital Charges:								
1997 Revenue Bond Debt Service	264,911	0	0	0	0	0	0	0
2008A Revenue Bond Debt Service	4,113,845	4,755,715	4,755,715	4,772,402	4,726,738	4,751,806	5,164,165	5,217,862
LESS: Applicable PFC Revenues	(2,910,549)	(2,629,747)	(2,602,226)	(3,304,181)	(3,431,729)	(3,911,447)	(3,953,234)	(3,992,783)
2003A Revenue Bond Debt Service	125,493	124,714	124,714	124,834	125,182	128,319	128,885	82,622
2006 A & B Revenue Bond Debt Service	80,562	80,447	80,447	80,604	80,408	80,076	80,120	80,379
Terminal G.O. Bond Debt Service	572,945	553,647	553,647	518,250	491,016	465,155	339,249	128,407
Terminal Amortization Requirements	0	0	0	0	0	0	0	0
Terminal Capital Charge Coverage	56,000	0	616,000	532,000	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	\$12,026,932	\$12,330,648	\$12,251,630	\$11,614,133	\$11,462,586	\$11,359,705	\$11,994,698	\$12,157,197
Rentable Terminal Space	133,746	133,746	133,746	133,746	133,746	133,746	133,746	133,746
COMPENSATORY TERMINAL RENTAL RATE	\$89.92	\$92.19	\$91.60	\$86.84	\$85.70	\$84.93	\$89.68	\$90.90
LESS: Non-airline Terminal Space Rentals - Flat Rate	16,148	18,133	18,310	21,632	21,632	21,632	21,632	21,632
LESS: Non-airline Terminal Space Rentals - Calculated Rate	233,606	255,497	271,108	230,551	226,803	226,569	246,772	250,051
LESS: TSA Space Rental	460,749	346,549	346,549	346,549	366,849	381,349	391,019	397,926
LESS-TSA (LEO) Reimbursement	0	0	536,697	428,653	428,653	320,609	0	0
LESS: Utility Reimbursements	51,913	25,850	26,420	26,949	27,488	28,037	28,598	29,170
LESS: Tenant Maintenance Reimbursements	29,664	33,793	49,904	51,402	52,944	54,532	56,168	57,853
NET TERMINAL REQUIREMENT	\$11,234,852	\$11,650,826	\$11,002,641	\$10,508,398	\$10,338,218	\$10,326,977	\$11,250,509	\$11,400,565
Rentable Terminal Space	133,746	133,746	133,746	133,746	133,746	133,746	133,746	133,746
SIGNATORY TERMINAL RENTAL RATE	\$84.00	\$87.11	\$82.27	\$78.57	\$77.30	\$77.21	\$84.12	\$85.24
Signatory Airline Terminal Rental Space	52,937	53,362	53,751	53,751	53,751	53,751	53,751	53,751
SIGNATORY AIRLINE RENTAL REVENUE	\$4,446,708	\$4,648,364	\$4,422,095	\$4,223,216	\$4,154,952	\$4,150,115	\$4,521,534	\$4,581,735
NON-SIGNATORY AIRLINE RENTAL REVENUE	482,160							
TOTAL AIRLINE RENTAL REVENUE	4,928,868	4,648,364	4,422,095	4,223,216	4,154,952	4,150,115	4,521,534	4,581,735
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	\$1,493,856	\$1,549,164	\$1,463,090	\$1,397,289	\$1,374,703	\$1,373,103	\$1,495,990	\$1,515,908
AIRLINE RENTAL REVENUE	\$6,422,724	\$6,197,528	\$5,885,184	\$5,620,505	\$5,529,656	\$5,523,217	\$6,017,524	\$6,097,643

Albany County Airport Authority Albany International Airport 2010 Budget LOADING BRIDGE RENTALS								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
LOADING BRIDGE RENTALS								
Loading Bridge Direct O&M Expenses	\$ 287,692	\$ 287,973	\$ 256,612	\$ 281,239	\$ 292,489	\$ 304,188	\$ 316,356	\$ 329,010
Loading Bridge Indirect O&M Expenses	212,723	221,164	225,371	226,354	235,190	244,374	253,920	263,841
1997 Revenue Bond Debt Service	7,769	-	-	-	-	-	-	0
2008A Revenue Bond Debt Service	128,175	148,174	148,174	148,694	147,271	148,052	160,900	162,573
LESS: Applicable PFC Revenues	(83,345)	(75,304)	(74,516)	(94,617)	(98,269)	(112,006)	(113,202)	(114,335)
Loading Bridge O & M Reserve Requirement	1,663	(384)	(384)	(9,096)	3,383	3,516	3,656	3,800
TOTAL LOADING BRIDGE REQUIREMENT	\$554,677	\$581,622	\$555,257	\$552,574	\$580,063	\$588,125	\$621,628	\$644,889
NUMBER OF LOADING BRIDGES	15	15	15	15	15	15	15	15
CHARGE PER LOADING BRIDGE	\$36,978	\$38,775	\$37,017	\$36,838	\$38,671	\$39,208	\$41,442	\$42,993

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget AIRLINE COST PER ENPLANEMENT								
(Includes Settlement and Revenue Sharing Calculation)	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
<u>AIRPORT OPERATIONS:</u>								
Airline Landing Fees	\$4,422,523	\$4,246,770	\$5,101,021	\$4,683,852	\$4,102,120	\$4,221,396	\$4,548,184	\$6,502,036
Airline Landing Fee Surcharge	168,520	171,432	171,376	171,376	171,376	171,376	0	0
Airline Space Rental	6,422,724	6,197,528	5,885,184	5,620,505	5,529,656	5,523,217	6,017,524	6,097,643
Loading Bridge Rentals	554,677	581,622	555,257	552,574	580,063	588,125	621,628	644,889
Airline Apron Fee	893,046	907,610	911,982	877,408	895,713	916,999	944,047	953,132
Airline Share of Revenue Sharing	(164,537)	(577,544)	(324,213)	(567,430)	(546,868)	(689,528)	(553,722)	(1,829,366)
Total Airport Operations	12,296,952	11,527,419	12,300,608	11,338,286	10,732,060	10,731,586	11,577,661	12,368,334
<u>FBO OPERATIONS:</u>								
Avgas Fuel Sales Commercial	182,143	884,928	638,791	705,148	726,302	748,091	770,534	793,650
Deicing	1,475,682	1,335,940	1,239,298	1,155,693	1,190,363	1,226,074	1,262,856	1,300,742
Into Plane & Fuel Farm	1,324,325	1,386,713	1,298,834	1,377,108	1,377,108	1,418,421	1,460,974	1,504,803
Total FBO Operations	2,982,150	3,607,581	3,176,923	3,237,948	3,293,774	3,392,587	3,494,364	3,599,195
TOTAL AIRLINES FEES & CHARGES	15,279,102	15,135,000	15,477,531	14,576,234	14,025,833	14,124,173	15,072,026	15,967,530
ENPLANEMENTS	1,380,483	1,362,125	1,334,316	1,334,316	1,347,659	1,361,136	1,374,747	1,388,495
COST PER ENPLANEMENT	8.91	8.46	9.22	8.50	7.96	7.88	8.42	8.91

Albany County Airport Authority Albany International Airport 2010 Budget CALCULATION AND ALLOCATION OF FUNDS REMAINING								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
TOTAL REVENUES BEFORE REV SHARING	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411	\$44,637,124	\$45,617,925	\$47,063,319	\$50,362,285
TOTAL EXPENSES	34,231,189	33,916,143	29,752,840	30,623,656	31,848,602	33,122,546	34,447,448	35,825,346
NET REVENUES	\$12,694,950	\$14,404,048	\$14,576,693	\$13,094,755	\$12,788,522	\$12,495,379	\$12,615,871	\$14,536,939
LESS:								
Capital Charges:								
GO Bond Debt Service	1,246,368	1,204,386	1,204,386	1,127,384	1,068,141	1,011,885	737,992	279,332
1997 Revenue Bond Debt Service	388,433	0	0	0	0	0	0	0
Less: Applicable PFC Revenues	(4,167,236)	(3,765,192)	(3,725,788)	(4,730,826)	(4,913,445)	(5,600,292)	(5,660,121)	(5,716,745)
1998 B & C Revenue Bond Debt Service	2,379,334	2,436,173	2,436,173	2,406,276	2,406,023	2,469,575	2,477,266	2,492,134
1999 EFC Revenue Bond Debt Service	644,886	627,984	627,984	613,921	600,423	591,502	575,824	560,746
Less: NYS EFC Interest Subsidy	(174,600)	(157,294)	(157,294)	(143,792)	(130,161)	(116,403)	(102,392)	(88,254)
2000A EFC Revenue Bond Debt Service	280,569	276,404	276,404	0	0	0	0	0
Less: NYS EFC Interest Subsidy	(18,996)	(12,843)	(12,843)	0	0	0	0	0
2000B Revenue Bond Debt Service	950,101	950,000	950,000	953,665	968,473	954,608	968,354	964,577
2003A Revenue Bond Debt Service	749,213	744,560	744,560	745,278	747,353	766,083	769,464	493,268
2004B EFC Revenue Bonds Debt Service	43,060	42,298	42,298	41,362	40,320	39,199	73,464	0
Less: NYS EFC Interest Subsidy	(4,009)	(3,341)	(3,341)	(2,673)	(2,004)	(1,336)	(39,499)	0
2006 A & B Revenue Bond Debt Service	1,100,970	1,099,411	1,099,411	1,101,544	1,098,868	1,094,334	1,094,941	1,098,473
Less: Capitalized interest paid from bond proceeds	0	0	0	0	0	0	0	0
2006 C Revenue Bond Debt Service	404,065	404,135	404,135	404,037	403,995	403,632	403,206	407,829
2008 A Revenue Bonds	6,408,754	7,408,691	7,408,691	7,434,687	7,363,550	7,402,602	8,044,996	8,128,647
Capital Charge Coverage	80,000	0	880,000	760,000	0	0	0	0
Debt Service Reserve Requirement	0	0	0	0	0	0	0	0
Capital Expenditures (Per Table 4)	1,755,719	1,832,024	1,591,926	1,610,617	1,651,928	1,701,447	1,756,954	1,841,386
Operating & Maintenance Reserve	112,084	(25,598)	(25,598)	(548,748)	204,158	212,324	220,817	229,650
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	12,365,876	13,248,960	13,928,267	11,959,895	11,694,785	11,116,323	11,508,428	10,878,206
FUNDS REMAINING	\$329,075	\$1,155,088	\$648,427	\$1,134,860	\$1,093,737	\$1,379,055	\$1,107,443	\$3,658,733
Authority Share - 50%	164,537	577,544	324,213	567,430	546,868	689,528	553,722	1,829,366
Airline Share - 50%	164,537	577,544	324,213	567,430	546,868	689,528	553,722	1,829,366
	329,075	1,155,088	648,427	1,134,860	1,093,737	1,379,055	1,107,443	3,658,733
ALLOCATION OF AIRLINE SHARE								
Terminal (70%)	115,176	404,281	226,949	397,201	382,808	482,669	387,605	1,280,556
Airfield (30%)	49,361	173,263	97,264	170,229	164,061	206,858	166,117	548,810
TOTAL AIRLINE SHARE	\$164,537	\$577,544	\$324,213	\$567,430	\$546,868	\$689,528	\$553,722	\$1,829,366

Albany County Airport Authority 2010 Operating Budget

Albany County Airport Authority Albany International Airport 2010 Budget CALCULATION OF CAPITAL EXPENDITURES FUND CONTRIBUTION								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
Total Revenues before Revenue Sharing	\$46,926,139	\$48,320,192	\$44,329,533	\$43,718,411	\$44,637,124	\$45,617,925	\$47,063,319	\$50,362,285
Less:								
Airline Landing Fees	4,422,523	4,246,770	5,101,021	4,683,852	4,102,120	4,221,396	4,548,184	6,502,036
Airline Landing Fee Surcharge	168,520	171,432	171,376	171,376	171,376	171,376	0	0
Airline Apron Fee	893,046	907,610	911,982	877,408	895,713	916,999	944,047	953,132
Airline Space Rental	6,422,724	6,197,528	5,885,184	5,620,505	5,529,656	5,523,217	6,017,524	6,097,643
FBO Commercial	1,915,318	2,033,387	1,827,562	1,957,660	1,975,076	2,034,329	2,095,359	2,158,219
Loading Bridge Rentals	554,677	581,622	555,257	552,574	580,063	588,125	621,628	644,889
Nonoperating Revenues	1,086,298	1,351,400	1,349,337	992,276	1,780,053	1,672,009	1,351,400	1,351,400
NON-AIRLINE REVENUES	\$31,463,034	\$32,830,442	\$28,527,814	\$28,862,760	\$29,603,067	\$30,490,474	\$31,485,178	\$32,654,965
1997 Non-Airline Revenues	0	0	0	0	0	0	0	0
2006 Non-Airline Revenues	26,880,473	26,880,473	26,880,473	26,880,473	26,880,473	26,880,473	26,880,473	26,600,855
% 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	17.0%	22.1%	6.1%	7.4%	10.1%	13.4%	17.1%	22.8%
Total Capital Expenditure (% times \$500,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Expenditure (% times \$1,500,000)	\$1,755,719	\$1,832,024	\$1,591,926	\$1,610,617	\$1,651,928	\$1,701,447	\$1,756,954	\$1,841,386

Albany County Airport Authority Albany International Airport 2010 Budget DEBT SERVICE COVERAGE CALCULATION (1)								
	Audited 2008	Budget 2009	Projected 2009	Budget 2010	Projected 2011	Projected 2012	Projected 2013	Projected 2014
NET REVENUES								
Revenues	\$45,839,841	\$46,968,792	\$42,980,197	\$42,726,136	\$42,857,071	\$43,945,916	\$45,711,919	\$49,010,885
Airline Revenue Sharing	(164,537)	(577,544)	(324,213)	(567,430)	(546,868)	(689,528)	(553,722)	(1,829,366)
Interest Income (2)	\$45,675,304	\$46,391,248	\$42,655,983	\$42,158,706	\$42,310,203	\$43,256,389	\$45,158,198	\$47,181,519
Investment Received - Net	597,990	735,000	221,590	157,598	735,000	735,000	735,000	735,000
Improvement Charges	276,300	368,400	579,814	368,400	368,400	368,400	368,400	368,400
Total Airport Revenues	\$46,549,594	\$47,494,648	\$43,380,311	\$42,684,704	\$43,413,603	\$44,359,789	\$46,261,598	\$48,284,919
LESS: Total Airport Expenses (GAAP)	(34,231,189)	(33,916,143)	(29,752,840)	(30,623,656)	(31,848,602)	(33,122,546)	(34,447,448)	(35,825,346)
LESS: Albany County G.O. Bonds Outstanding Reimbursable by the Authority	(1,202,184)	(1,161,623)	(1,161,623)	(1,085,890)	(1,027,784)	(972,611)	(705,412)	(262,845)
Airport Net Revenues (3)	\$11,116,222	\$12,416,881	\$12,465,848	\$10,975,157	\$10,537,216	\$10,264,631	\$11,108,737	\$12,196,727
DEBT SERVICE ON BONDS ISSUED UNDER THE MASTER RESOLUTION								
1997 Revenue Bond Debt Service	\$388,433	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less: PFC's Applied to 1997 Revenue Bond	0	0	0	0	0	0	0	0
1998 Series B & C Bond Debt Service	2,360,652	2,447,040	2,447,040	2,445,310	2,446,665	2,447,415	2,444,225	2,446,350
1999 A EFC Revenue Bond	634,745	618,239	618,239	604,584	591,506	582,951	567,731	553,124
Less: 1999 NYS EFC Interest Subsidy	(174,600)	(157,294)	(157,294)	(143,792)	(130,161)	(116,403)	(102,392)	(88,254)
2000 B EFC Revenue Bond	275,149	271,493	271,493	-	0	0	0	0
Less: 2000 B NYS EFC Interest Subsidy	(18,996)	(12,843)	(12,843)	-	0	0	0	0
2000 B Revenue Bond	957,753	958,138	958,138	962,138	960,138	959,163	960,663	962,138
2003 A Revenue Bond	748,863	749,344	749,344	747,444	749,387	744,962	742,862	475,312
2004 B EFC Revenue Bonds Debt Service	41,985	41,311	41,311	40,462	39,508	38,474	72,363	0
Less: 2004 B NYS EFC Interest Subsidy	(4,009)	(3,341)	(3,341)	(2,673)	(2,004)	(1,336)	(39,499)	0
2006 A & B Revenue Bonds	1,099,926	1,100,088	1,100,088	1,103,488	1,100,763	1,102,138	1,101,013	1,103,700
2006 C Revenue Bonds	402,054	402,263	402,263	402,063	401,663	401,063	400,263	404,263
2008 A Refunding Bonds	6,348,023	7,320,982	7,320,982	7,350,248	7,282,588	7,325,350	7,971,693	8,060,200
Offset of Deferred Income	0	0	0	0	0	0	0	0
Less: PFC's Applied to 2008 A Revenue Bond	(4,167,236)	(3,765,192)	(3,725,788)	(4,730,826)	(4,913,445)	(5,600,292)	(5,660,121)	(5,716,745)
Net Debt Service on Bonds (4)	\$8,892,742	\$9,970,228	\$10,009,632	\$8,778,446	\$8,526,608	\$7,883,485	\$8,458,801	\$8,200,088
NET REVENUE COVERAGE ON BONDS ISSUED UNDER THE MASTER RESOLUTION (MUST BE > 1.25)	1.25	1.25	1.25	1.25	1.24	1.30	1.31	1.49
CLAIMS, CHARGES, OBLIGATIONS PAYABLE FROM NET REVENUES								
Deposits to the Operation and Maintenance Reserve	\$112,084	-\$25,598	-\$25,598	-\$548,748	\$204,158	\$212,324	\$220,817	\$229,650
Debt Service on Bonds Issued under the Master Resolution	8,892,742	9,970,228	10,009,632	8,778,446	8,526,608	7,883,485	8,458,801	8,200,088
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	\$9,004,826	\$9,944,630	\$9,984,034	\$8,229,698	\$8,730,766	\$8,095,809	\$8,679,618	\$8,429,738
NET REVENUE COVERAGE ON BONDS AND OTHER INDEBTEDNESS (MUST BE > 1.00)	1.23	1.25	1.25	1.33	1.21	1.27	1.28	1.45

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 reserves for aircraft and related operations. This includes the landing area and ramp area, and other facilities supporting the activity of military, general aviation and commercial aircraft.

Airfield Revenues - 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.

Biochemical Oxygen Demand or Biological Oxygen Demand (BOD) A chemical procedure for determining how fast biological organisms use up oxygen in a body of water. It is used in water quality management and assessment, ecology and environmental science. BOD is not an accurate quantitative test, although it could be considered as an indication of the quality of a water source. BOD can be used as a gauge of the effectiveness of wastewater treatment plants.

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.