

BUDGET SUMMARY**AIRPORT**

AIRPORT FUND	2012 BUDGETED (CURRENT)	2012 ESTIMATED	2013 FISCAL BUDGET
REVENUE	\$366,641	\$371,044	\$382,335
EXPENDITURES	\$418,976	\$407,325	\$380,138
NET INCOME (LOSS)		(\$36,281)	\$2,197
BEGINNING WORKING CAPITAL		\$603,057	\$566,776
ENDING WORKING CAPITAL		\$566,776	\$568,973

The Concord Municipal Airport was the first municipal airport created in New England. The first plane landed on July 5, 1920 at the old Muster Ground, which is now the area of the New Hampshire Army National Guard Headquarters and arsenal.

In FY 2003, the Airport Fund became self-supporting with the elimination of a General Fund subsidy.

AIRPORT**PROGRAM HIGHLIGHTS**

<u>SERVICE INDICATORS</u>	<u>Actual 2010</u>	<u>Actual 2011</u>	<u>Estimated 2012</u>	<u>Projected 2013</u>
1. Number of Based Planes	122	107	90	85
2. Staff Utilized to Plow Runways/Season	6	6	6	6
3. Number of Paved Tie-Downs for Itinerant Aircraft	27	27	27	27
4. Number of Paved Tie-Downs for Based Aircraft*	62	62	49	49
5. Acres of Sight Obstructions Removed (trees/brush)**	0	2	1	3
6. Acres of Brush Cleared***	10	10	11.5	22
7. Percent of Daily Operation Availability	98%	97%	99%	99%

* Beginning in Estimated 2012 this category was re-defined from generic "Paved Tie-Downs" to differentiate based aircraft tie-downs from itinerant tie-downs. This detail presents a more accurate and informative description.

** Beginning in Estimated 2012 this category was re-defined from "Number of Sight Obstructions Removed" to "Acres of Sight Obstructions Removed" as it is a more precise and standard metric for this type of work.

***Beginning in Actual 2011, this category includes areas cleared by the City and the State of New Hampshire Fish and Game Bureau as part of their responsibility for maintaining road access around the perimeter fence.

2013 GOALS

1. Continue to implement goals and recommendations included in the Airport Master Plan.
2. Make improvements to Terminal building including roof repair, and carpet, tile and window replacement.
3. Improve coordination between the General Services Department, the Community Development Department and the Airport Manager on pertinent maintenance/capital improvement issues.
4. Execute a new lease with the Civil Air Patrol, which includes a clause to allow for City development of the property.
5. If the market will support it, re-issue Requests for Proposals (RFPs) for development of land at the Airport.
6. Continue coordination with state and federal natural resource agencies on proposed infrastructure improvements and scheduled maintenance in areas designated as conservation or of historic or archeological significance.
7. Purchase a new front end loader complete with bucket and runway plow to assist with and improve winter maintenance operations.
8. Complete the design and solicit bids for the construction of the parallel taxiway for runway 12/30 and complete the Runway Safety Area Determination Study to assist in the taxiway design and future improvements to the main runway 17/35.
9. Execute a Memorandum of Agreement with the State of New Hampshire Division of Historical Resources to delineate the historic boundaries of the airport property and develop a program for addressing impacts to future airport project which have an impact of historic or archeologically sensitive areas or structures.

2012 GOALS STATUS

1. Continue to implement goals and recommendations included in the Airport Master Plan.
9-Month Status: Ongoing.

PROGRAM HIGHLIGHTS**AIRPORT**

2. Commence construction of the northeast portion of parallel taxiway B to runway 12/30.
9-Month Status: A variety of permitting requirements and funding changes have postponed this project to FY 2014.
3. Make improvements to the Terminal building including roof repair, and carpet, tile and window replacement.
9-Month Status: The Terminal building roof was replaced and other miscellaneous interior improvements were made, including the addition of a door to separate the lobby from the administrative offices. Window and tile replacements have been programmed for a future year CIP. Hangar #1 door was repaired.
4. Improve coordination between the General Services Department (GSD), the Community Development Department and the Airport Manager on pertinent maintenance/capital improvement issues.
9-Month Status: Ongoing effort. The GSD has prioritized a number of maintenance and capital items brought to its attention, including the repair of the hangar doors and the need to sweep the runway in the spring.
5. Execute a new lease with the Civil Air Patrol, which includes a clause to allow for City development of the property.
9-Month Status: Lease was executed.
6. If the market will support it, re-issue Requests for Proposals (RFPs) for development of land at the Airport.
9-Month Status: Market still appears soft for this development.
7. Continue coordination with state and federal natural resource agencies on proposed infrastructure improvements and scheduled maintenance in areas designated as conservation or of historic or archeological significance.
9-Month Status: The City and regulatory agencies have agreed, in principle, to swap conservation easement from a certain portion of land within the airfield to the City-owned Grant/Greeley Street properties. This will allow the expansion of the tie-down area at the airport. Pending formal City Council and State agreement.
8. Determine if an RFP will be issued for fixed base operations.
9-Month Status: The current agreement with Concord Aviation Services will expire on June 30, 2014. At that date, the FBO will have been under contract with the City for 20 years. It is in the best interest of the City and transparency to issue an RFP to gauge the marketplace for this type of service allowing for the possible consideration of other FBOs. Notice that the City would be pursuing an RFP was issued to Concord Aviation Services in March. An RFP does not preclude Concord Aviation Services from submitting a proposal but guarantees that the process is open to all.

AIRPORT**BUDGET DETAIL****GENERAL SERVICES AIRPORT MGMT**

	2009 ACTUAL	2010 ACTUAL	2011 ACTUAL	2012 BUDGETED	2012 ESTIMATED	2013 FISCAL BUDGET
REVENUE						
STATE OPERATING SUBSIDY	\$1,800	\$2,536	\$1,435	\$1,400	\$1,150	\$1,150
FUEL FLOW FEES	\$9,174	\$11,298	\$9,671	\$11,000	\$12,660	\$12,913
FACILITY LEASES	\$301,751	\$311,436	\$350,338	\$353,101	\$356,594	\$367,632
CONCESSIONS & MISC INCOME	\$0	\$17	\$469	\$0	\$0	\$0
INVESTMENT INCOME	\$5,932	\$2,466	\$1,409	\$1,140	\$640	\$640
MISCELLANEOUS REVENUE AIRPORT	\$11,840	\$29,950	\$0	\$0	\$0	\$0
Total	\$330,497	\$357,703	\$363,322	\$366,641	\$371,044	\$382,335

	2009 ACTUAL	2010 ACTUAL	2011 ACTUAL	2012 BUDGETED	2012 ESTIMATED	2013 FISCAL BUDGET
APPROPRIATIONS						
COMPENSATION	\$35,888	\$40,111	\$37,845	\$35,000	\$37,900	\$45,400
OUTSIDE SERVICES	\$73,090	\$66,271	\$65,639	\$70,303	\$67,017	\$67,590
SUPPLIES	\$4,364	\$10,684	\$26,789	\$28,453	\$27,530	\$45,930
UTILITIES	\$35,241	\$27,366	\$28,684	\$33,234	\$26,250	\$23,320
INSURANCES	\$8,296	\$9,556	\$13,583	\$9,580	\$9,650	\$9,780
DEBT SERVICE	\$32,629	\$28,760	\$11,330	\$11,000	\$11,000	\$10,670
OVERHEAD\FRINGE BENEFITS	\$23,712	\$25,719	\$25,074	\$24,160	\$23,430	\$32,140
TRANSFERS OUT	(\$9,672)	\$52,563	\$24,734	\$120,487	\$120,487	\$55,954
ADMIN OH PAYMENT TO GENERAL	\$8,040	\$6,240	\$6,080	\$5,330	\$5,330	\$5,520
REAL ESTATE TAX - LEASES	\$0	\$0	\$41,954	\$42,668	\$45,311	\$47,104
Total	\$211,589	\$267,270	\$281,713	\$380,216	\$373,905	\$343,408

CD ENGINEERING-AIRPORT

	2009 ACTUAL	2010 ACTUAL	2011 ACTUAL	2012 BUDGETED	2012 ESTIMATED	2013 FISCAL BUDGET
APPROPRIATIONS						
COMPENSATION	\$0	\$0	\$19,813	\$21,960	\$19,180	\$21,850
OUTSIDE SERVICES	\$0	\$0	\$366	\$0	\$0	\$0
INSURANCES	\$0	\$0	\$835	\$1,110	\$890	\$900
OVERHEAD\FRINGE BENEFITS	\$0	\$0	\$13,875	\$15,690	\$13,350	\$13,980
Total	\$0	\$0	\$34,889	\$38,760	\$33,420	\$36,730

FUNDING IMPACT**AIRPORT**

This budget contains no significant funding changes.

AIRPORT

NOTES
