

Barnstable Municipal Airport

Mission Statement

The mission of the Barnstable Municipal Airport is to provide a superb air travel experience and high quality aviation activities to the citizens of the Town of Barnstable, the Cape Cod region, and the Commonwealth of Massachusetts. As a non-hub primary airport and a major transportation facility, our goal is not only to foster local economic growth, but to ensure that the airport remains an integral part of the regional transportation plan in an effort to meet the demand for present and future air travel.



Description of Services Provided

The Barnstable Municipal Airport serves as a distinct commercial transportation hub for the residents of the Town of Barnstable and Cape Cod by meeting the regional demand for air transportation. For some, it provides very affordable and economic travel opportunities from Hyannis to other major destinations across

An Integral Part of the Regional Transportation Plan

RECENT ACCOMPLISHMENTS

1. Maintained compliance with all Federal & State airport safety and certification requirements.
2. Completed construction of a new 18 +/- acres, 5.735 megawatt ground mounted solar photovoltaic array which will allow for a reduction in electric accounts and generate additional revenue. Utility interconnection to be completed in FY2015.
3. Completed the reconstruction and replacement of the circa 1956 Taxiway Alpha and the circa 1935 aircraft parking apron, and the construction of a new centralized deicing pad to improve airport operations and safety, and reduce use of hazardous materials.
4. Completed the reconstruction of the circa 1970 airport east side aircraft parking apron, including a new 800 foot section of the Hyannis Water System pipeline and installation of the new NSTAR cable duct bank that crosses the airport from Airport Road to Mary Dunn Way.
5. Commenced major air carrier service with JetBlue Airways with seasonal daily direct flights between Hyannis and New York City (JFK Airport).
6. Completed the design and bidding for the replacement of the existing 20,000 gallon underground jet fuel facility with a new 60,000 gallon above ground jet fuel tank farm. Construction to start in FY2015.

the country, and yet for others, the airport provides a much needed mode of travel to and from the Islands of Nantucket and Martha's Vineyard. This includes travel, tourism, and for a large professional labor force that commute to jobs. As documented in the Massachusetts Department of Transportation (MassDOT) Aeronautics Division FY2014 Economic Impact Analysis, the Barnstable Airport, in conjunction with its tenants and associated businesses, provide employment opportunities for 2,135 people, with an annual payroll in excess of \$85.3 million, with a regional economic output in excess of \$208 million. The Airport supports over 101,000 aircraft operations; and about 165,000 passengers embark to and debark from a variety of locations. These figures do not include a vast array of general aviation activities that include private and corporate passenger and freight services, and aviation flight services. From Hyannis, travelers are afforded many flight opportunities, to local and national destinations, including Nantucket and Martha's Vineyard, Boston, New York City and beyond.

The Barnstable Municipal Airport has met the requirements of the Title 49 USC, Subtitle VII – Aviation Program, and is authorized to operate as a certificated airport in accordance with, and subject to, said statute and the rules, regulations, and standards prescribed there under, including but not limited to, 14 CFR Part 139 and as approved in its Airport Certification Manual on file with the Federal Aviation Administration (FAA); and is approved as a public use airport in accordance with the provisions of Chapter 90, Section 39B of the General Laws of Massachusetts; and as such, is recertified on an annual basis by the FAA and the MassDOT Aeronautics Division.

The Barnstable Airport is managed by a seven member Airport Commission appointed by the Town Council. The Airport employs 25 full-time employees who operate and maintain the Airport 24 hours a day, 7 days a week, 365 days a year. The duties of airport personnel are both broad and varied, many of which are dictated by the FAA FAR Part 139 Airport Certification. The services are provided by three separate and distinct Airport Departments: Airport Operations, Airport Maintenance, and Airport Administration – that work together as a whole to provide mandated and required services.

Operations Department

The ten full-time Operations employees are tasked with servicing tenant and transient aircraft, including transportation of passengers from these aircraft, and passenger transportation in the busy summer months to and from remote parking areas; performing wildlife management duties to keep flight operations safe; refueling aircraft; inspecting and ensuring a safe airfield; and responding to emergency situations with our Aircraft Rescue and Fire Fighting vehicles. Aircraft rescue response, as mandated by the Federal Aviation Administration, must be able to respond to and reach an accident site on the airfield within three minutes or less. Airport rescue personnel constantly train and participate in live drill exercises in order to stay proficient and ready to handle any aircraft emergency.

Maintenance Department

Upkeep of the airfield and airport facilities by our nine full-time Maintenance employees takes precedence over all other maintenance tasks. Since Barnstable Airport is a certified FAA FAR Part 139 commercial service airport, any and all airside discrepancies must be documented and corrected as expeditiously as possible. Their duties include maintaining runways, taxiways, and ramps; painting airfield markings; mowing all grass areas in the 683 acre airport property; maintaining all airfield lighting; conducting all emergency and snow removal operations for the airfield and the terminal roadways; maintaining all airport owned buildings and grounds; and maintaining the fleet of vehicles needed to accomplish our mission.

Administration Department

The Administrative staff performs a myriad of administrative functions such as overseeing airport security, noise abatement and environmental response, billing, auditing and bookkeeping, contracting, construction oversight, capital planning, budgeting, grants administration, processing airport employee and tenant security identification files, personnel administration, overseeing leases, intergovernmental liaison, public relations, and communications.

Fiscal Year 2016 Goals and Objectives

Short Term:

1. Depending upon FAA and MassDOT Aeronautics funding availability:
 - a. Complete the design and commence reconstruction and replacement of a major portion of the circa 1966 Taxiway Charlie, and a portion of the circa 1976 Taxiway Delta to improve airport operations and safety;
 - b. Commence the design for the reconstruction of the circa 1985 Runway 15/33, including the circa 1980 Taxiway Echo, a portion of the circa 1962 Taxiway Bravo; and the remaining portion of the circa 1966 Taxiway Charlie;
 - c. Complete the design and Phase 1 construction to improve the access road, security fencing, and gravel parking lot on the east side of the airfield, and to provide access to the new Cape Cod Community College Airframe and Power plant (A&P) School;
 - d. Continue to improve, repair, maintain and/or replace, various airport fixed assets and replace various pieces of snow removal equipment, as required and as approved, in the Capital Improvement Plan;

- e. Design and install a new corrective ramp storm water and roof drainage run-off system for the circa 1980 Airport-owned Hangar 2 on the North Ramp.
2. Complete construction of a new 60,000 gallon above-ground jet fuel tank farm facility and removal of the old circa 1992 20,000 gallon jet fuel underground storage tank facility;
3. Take steps to increase airport revenues by increasing General Aviation (GA) business at the Airport:
 - a. Research and provide enhanced high quality facilities and services, and provide better business management to retain and increase GA business and revenues;
 - b. Continue working with the Cape Cod Community College to develop the aviation airframe and power plant certificate program at the airport, and any related aviation education and maintenance programs at the airport;
 - c. Develop all available airport properties, including any potential spin-off from the Joint Base Cape Cod selection as an unmanned aircraft systems (UAS) test site; and develop a marketing plan.
4. Develop market strategies to attract additional prospective air carriers and scheduled air charter services to meet the Cape's demand for air travel. Work with the local community to develop an application for a USDOT Small Community Air Service Development (SCASD) grant proposal to provide financial assistance to enhance air service.
5. Complete the engineering design for Cape Cod Commission approval and commence obstruction clearance in the Runway Visibility Zone to improve aviation safety.
6. Complete the airport master plan and Cape Cod Commission (CCC) Development Agreement; and complete the Cape Cod Commission (CCC) requirements for the 2007 DRI Final Certificate of Compliance.
7. Develop a 20-year airport preventative maintenance, repair, and replacement program for all airport-owned structures, and major capital systems and equipment.
8. Continue to improve community relations with consideration to develop support for the Airport's future plans and to address efforts for noise and pollution abatement.
9. Evaluate available technologies for improving noise, and storm-water, and groundwater management.
10. Review and obtain appropriate airport software to provide real time information regarding revenues sources, expenses, and other financial information.
11. Develop an airport staff reorganization plan to increase efficiency.

Long Term:

1. Work with tenants and potential developers to build new general aviation facilities and public facilities to meet the needs of general aviation demand; be in keeping with the FAA approved Airport Layout Plan and the new CCC Development Agreement; and to continue to explore all options to provide better airport support for general aviation and to meet projected demand for services.
2. Continue to develop market strategies to attract additional prospective air carriers and scheduled air charter services to meet the Cape's demand for air travel.

3. Serve as an integral component of the Cape Cod Transportation Plan in order to more effectively promote the use of all transportation modes to meet the regional demand for better transportation services.
4. Depending upon FAA and MassDOT Aeronautics funding availability:
 - a. Complete the reconstruction of the circa 1985 Runway 6/24;
 - b. Complete the Phase 2 construction to improve the access road and security fencing on the east side of the airfield;
 - c. Update the FAA Airport Layout Plan and Master Plan, to include a needs assessment for a 926 foot Runway 15/33 extension to provide a better margin of safety for regional and longer range private and commercial jet aircraft.
 - d. Update the Airport utilities infrastructure systems plan; and complete a comprehensive data base for all construction and engineering data at the airport.
 - e. Design and reconstruct the circa 1962 Taxiway Bravo;
 - f. Continue to monitor nutrient loading from current and projected facilities and infrastructure on the East Ramp to determine need to construct a new Town sewer or install on-site proprietary denitrifying systems to be installed in stages as needed and obviate the need for a new sewer line, pump stations and a long force main;
 - g. Design and construct a new snow removal equipment storage building and T-Hangar, and replace the airfield vault emergency generator;
 - h. Design and construct a new fiber optic airfield lighting control system (ALCS);
 - i. Design and permitting to clear vegetation along the airport perimeter fence line buffer zone, and in FAA airspace obstruction offending areas.

Fiscal Year 2016 Department Financial Data

Factors Affecting Revenues

Airport activities are financed primarily through jet fuel sales and user fees collected from airlines and concessionaires. Significant factors in the projection of airport revenues are passenger traffic, enplanements and fuel sales. These three items represent actual measures of airport and aviation services. Fuel sales are also a measure of the Airport's competitiveness in the marketplace.

Passenger traffic has been stagnant with a slight decrease for the past two years. The new JetBlue seasonal service has been a boost in passenger traffic and can be expected to increase with an increase in major air carrier services. Fuel sales are more difficult to project due to the volatility in wholesale prices and the cyclic trends in the aviation industry. Fuel sales, however, are expected to increase annually as past trends will substantiate with increased general aviation flights, and as a result of large quantity discount jet fuel contracts with Island Airlines and Net Jets, an international charter jet company. New fees including a passenger facility charge are included in the budget which will contribute towards repaying the bond issue to construct the new terminal. New annual revenue projections from the excess energy generated by the new solar array are also included in the revenue estimates. This source of revenue should generate in excess for \$300,000 per year. FY16 is the first full year of revenue from this project.

Factors Affecting Expenses

Expenses for functions associated with operations and maintenance will rise in response to projected increases in inflationary costs and a new union contract. Overall electrical costs are projected to increase by approximately 15%. Contrary to prior planning for a reduction in electrical bills due to net metering credits, the apparent final allocation of funds from the new solar array that came on-line in FY2015 will be paid to the Airport thru the Cape and Vineyard Electric Cooperative (CVEC) for both net metering credits and credit for the Airport share of excess production. The annual loan payment for a bond issue to construct the new terminal is included in the budget as well as an anticipated debt service for the new fuel farm and East Ramp construction projects. Other factors affecting this budget include the volume of fuel sales and the cost of fuel; a one-time cost for the potential acquisition of Airport adjacent property for FAA airspace safety requirements; and other increases to the operating capital budget, including moving the annual runway, taxiway and road painting contract from the capital budget to the annual operating budget.

Capital Program

The Airport makes annual expenditures for required airfield rehabilitation projects. Grants to fund airport capital projects consist of costs being shared in a threefold process: the Federal Aviation Administration (FAA) at 90%, the Massachusetts Department of Transportation (MassDOT) Aeronautics Division at 5%, and a local (Airport) share of 5%. The FY16 capital plan includes \$5.9 million in improvements mainly to the airfield area and airfield/snow removal equipment. \$489,650 of airport reserves and \$5.4 million in new bond issues will finance the program. If federal and state grants are secured then the bond authorizations will be rescinded as they will no longer be necessary.



Group of Participants in Ribbon Cutting Ceremony April 23, 2015 for New 6.7 Megawatt Airport Solar PV Array

Expense Category	Actual FY 2014	Approved FY 2015	Projected FY 2015	Proposed FY 2016	Change FY15 - 16	Percent Change
Personnel	\$ 1,622,984	\$ 1,712,617	\$ 1,710,000	\$ 1,721,125	\$ 8,508	0.50%
Benefits	404,119	511,996	505,000	534,790	22,794	4.45%
Operating Expenses	5,178,075	4,538,708	4,525,000	4,956,182	417,474	9.20%
Capital Outlay	540	103,000	100,000	247,000	144,000	139.81%
Debt Service	55,100	54,500	54,500	53,600	(900)	-1.65%
Transfers Out	333,586	392,987	392,987	403,155	10,168	2.59%
Subtotal Operating Budget	7,594,405	7,313,808	7,287,487	7,915,852	602,044	8.23%
Capital Program	4,640,739	3,718,125	3,700,000	5,912,000	2,193,875	59.00%
Total Expenses	12,235,144	11,031,933	10,987,487	13,827,852	2,795,919	25.34%

Permanent full-time equivalent employees	25.30	25.50	25.00	(0.50)
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Source of Funding

Intergovernmental Aid	6,623,845	2,244,800	3,500,000	87,600	(2,157,200)	-96.10%
Fees, Licenses, Permits	591,565	683,922	690,000	1,052,227	368,305	53.85%
Charges for Services	6,561,246	6,490,886	6,800,000	6,725,125	234,239	3.61%
Interest and Other	74,851	51,400	90,000	50,900	(500)	-0.97%
Borrowing Authorizations	-	1,205,000	-	5,422,350	4,217,350	349.99%
Total Sources	13,851,507	10,676,008	11,080,000	13,338,202	2,662,194	24.94%

Excess (Deficiency) cash basis	1,616,363	(355,925)	92,513	(489,650)	\$ (133,725)
Adjustment to accrual basis	1,761,718	-	2,000,000	-	
Beginning Net Assets per CAFR	70,256,627	73,634,708	73,634,708	75,727,221	
Ending Net Assets per CAFR	73,634,708	\$ 73,278,783	\$ 75,727,221	\$ 75,237,571	

Invested in capital assets, net of related debt (1)	(69,524,058)
Invested in inventory (1)	(75,975)
User fees receivable (1)	(271,610)
Reserved for continuing appropriations (2)	(4,077,498)
Reserved for subsequent year's budget (3)	(615,000)
Reserved for encumbrances (4)	(379,249)
Other post employment benefits obligation (5)	755,890
Compensated absences (5)	108,934
Intergovernmental receivables collected (6)	3,007,835
Net assets available for appropriation (free cash) (6)	\$ 2,563,977

(1) These are non-cash assets which cannot be appropriated for expenditure. They would need to be converted to cash through sale or collection (accounts receivable) in order to become cash available for appropriation.

(2) This represents the portion of the airport enterprise fund's cash in the town's treasury that has been appropriated for a specific capital expenditure which still remains unexpended as of June 30, 2014.

(3) This amount represents the net assets appropriated for the subsequent year's (FY15) capital program budget.

(4) This amount represents a reservation of funds to cover obligations arising from purchase orders or contracts that is chargeable to, but not yet paid from, a specific appropriation account.

(5) These amounts represent liabilities that will be provided from future resources and not the net assets at the close of the fiscal year.

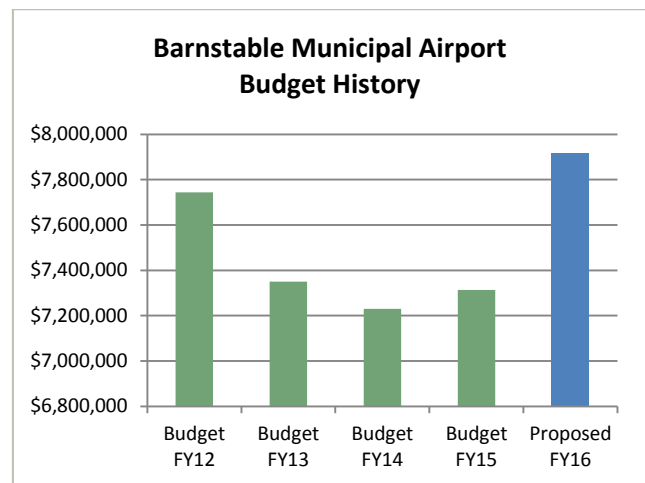
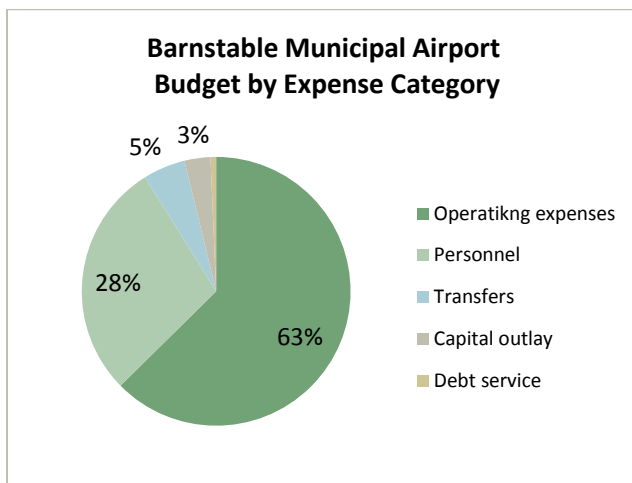
(6) This represents amounts received prior to certification and subsequent to the fiscal year end.

(7) Amount certified by the Division of Local Services.

Summary of Significant Budget Changes

The FY16 proposed budget is increasing \$602,044 or 8.23%. Personnel costs are increasing a modest 0.5% which includes all contractual pay increases and one part-time position being eliminated. Benefits are increasing 4.5% due to an increase in health insurance costs. Operating expenses are increasing \$417,474 to support purchases in jet fuel for resale and electricity. Jet fuel sales are increasing requiring more funds to purchase inventory. Electricity is up significantly because of changes in the method of accounting for the renewable energy projects. Capital outlay is up \$144,000 to support vehicle replenishments and runway improvements.

Revenue generated by the airport operations will cover the FY16 proposed operating budget increase. The Airport generates a significant amount of revenue from its jet fuels sales and this is reflected in the increased revenue in charges for services. FY16 revenue from fee, licenses and permits included the new revenue from the renewable energy projects. The enterprise fund will use \$489,650 in reserves and \$5,422,350 in borrowing authorizations for the FY16 capital improvement program



Operating expenses represent 63% of all spending for this enterprise fund. Personnel is the next largest category of spending at 28%. The Airport Enterprise Fund budget has increased from \$7.744 million in FY12 to \$7.915 million proposed FY16 or 2.21% over the five year period. The spike in the FY15 to proposed FY16 budget mostly resulted from additional resources to purchase jet fuel for resale. The level of jet fuel sales will dictate most of the fluctuations in this budget.

Additional Funding Recommended

1. Runway and Taxiway Markings and Airport-Owned Roadways Annual Painting Contract

**\$50,000 Requested
\$50,000 Recommended**

The Barnstable Municipal Airport (BMA) runways and taxiways are subject to a lot of heavy aircraft use during the year, including snow plowing. The paint is a special FAA approved paint with imbedded reflective material to provide high visibility during reduced weather visibility and night time flight operations. The paint degrades significantly during the year and must be repainted to meet FAA specifications on an annual

basis. The paint is inspected annually by the FAA as part of the annual FAA Part 139 airport certification process and must meet minimum standards. In addition, all airport roadway markings also require annual painting as required for vehicular and pedestrian safety for similar reasons. This project has been removed from the Capital Improvement Program and has been added as an annually recurring operating budget request.

2. Personnel Position Upgrade

\$1,200 Requested

\$1,200 Recommended

Upgrade in position and change title to Administrative Financial Analyst to better reflect increased level of responsibility. Increased level of responsibilities is due to new financial requirements and increased scope of responsibility; and an increased level of competency are required. New title is indicative of the increased responsibility of the position since the office staff dropped from 4 persons to 3, and due to revised core job assignments. All aspects of the increased level of financial responsibility in the office have increased exponentially with newer more stringent federal reporting requirements with the FAA and TSA – particularly with the annual FAA report, FAA and TSA Grant reimbursements; new and increased requirements of the Airport Manager and Airport Commission in the preparation of monthly financial reports; procurements for the entire Department; invoicing and accounts receivable for the Airport with gross revenues in excess of \$7,000,000 annually; and coupled with tracking the financial requirements of our many grants, of which this past year alone were in excess of \$10,000,000 in construction costs and grant reimbursements.

3. Operating Capital (Equipment)

\$127,000 Requested

\$127,000 Recommended

The Airport has approximately 50 pieces of equipment which are acquired or replaced with the operating capital budget. This equipment consists of items ranging from front end loaders, trucks, sanders, plows, and aircraft servicing and mowing equipment. As replacement cost needs exceed available funds, replacement of equipment has been deferred. The backlog has continued to grow with the FY2016 backlog continuing to exceed \$650,000, a portion of which may be eligible for FAA and Massachusetts DOT Aeronautics reimbursement. Equipment being replaced are in “poor” condition, are unsafe to operate, or are beyond economical repair and still need to be replaced. The Airport is also trying to reduce the number of pieces of equipment used at the airport through attrition. This year, the one-ton pick-up truck with plow and the 11-passenger van being requested are one-for-one replacement vehicles. The new Mobilift AXR Wheelchair Lift for aircraft with higher cabin sill heights will replace a smaller Mobilift that is unable to enplane or deplane disabled passengers on many regional and narrow body aircraft that are ground loading. The new lift is ADA compliant and complies with the U.S. Air Carrier Access Act requirements and FAA regulations for boarding lifts. The lift protects both the passenger and airport/airline employee from the risks of hand carrying a boarding chair to safely provide access to aircraft passengers with disabilities. The current Mobilift will not reach the minimum sill height of current air carrier aircraft serving the Barnstable Municipal Airport and does not meet FAA requirements.

4. Operating Capital (Systems)

\$35,000 Requested

\$35,000 Recommended

This item is for funding operating capital for replacement and/or repair of building systems and components. This project will rehabilitate and update the deteriorating operations center in the Aircraft Rescue and Fire Fighting (ARFF) Building which has been the subject of heavy use and deferred maintenance

for many years. This is the operations “hub” for airfield operations and emergency response. It is manned 24 hours a day, 365 days a year and sees a lot of use. The operations center equipment is somewhat dated and needs to be updated and consolidated. The operations center interior infrastructure is approaching the end of its useful life and needs to be replaced – flooring, counters and cabinets, plumbing and electrical systems, furniture, and so forth, to improve employee quality of life and to meet health and safety requirements.

5. Operating Capital (Systems)

\$15,000 Requested

\$15,000 Recommended

This item is for funding operating capital for new or replacement and/or repair of building systems and components. This project will add additional new 16 ft x 16 ft storage shed with electrical power feed for equipment storage and to house the new scissor lift acquired in FY2015. The existing shed at the Airport Terminal is not of sufficient size to accommodate all equipment. As the airport maintenance responsibilities and facilities continue to increase, additional space is needed to store equipment and supplies that cannot be accommodated in the Terminal or in an existing shed. This will also provide for equipment security and serve to extend equipment useful life.

6. Operating Capital (Land/Acquisitions)

\$20,000 Requested

\$20,000 Recommended

This item is for funding operating capital for the acquisition of a land parcel adjacent to the Airport that currently infringes upon the Airport’s primary surface airspace, and is considered a potential safety hazard if the property is not acquired and any structures located in the primary surface area are not demolished and removed. The funds requested are needed to provide a down payment after July 1, 2015 but only if the offer to purchase is accepted, and if the property inspections for hazardous materials is acceptable to the Airport Commission and the Federal Aviation Administration (FAA). If acceptable to the Airport Commission and the FAA, further funding will be requested to close the sale and demolish the buildings as necessary; and 95% of the cost for the project will be reimbursed by the FAA and Massachusetts Department of Transportation Aeronautics Division, with the remainder to be paid either from the Airport’s Enterprise Fund Reserves or by borrowing funds as necessary.

Performance Measure

Measure: To maintain a noise complaint ratio of less than 1 per 1,000 Airport Operations (includes landings/take-offs/instrument approaches/fly-bys/all flight operations controlled by the ATCT)

	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Projected	FY 2016 Projected
Airport Operations	101,815	103,857	100,059	96,307	92,695
Noise Complaints Received	62	58	40	60	60
Noise Complaints/1000 Airport Operations	0.61	0.56	0.40	0.62	0.65

Measure: Increase parking revenue per enplanement

	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Projected	FY 2016 Projected
Gross Parking Revenue	\$749,780	\$771,557	\$764,734	\$757,087	\$749,516
Enplanements (departing passengers)	98,114	90,332	81,832	81,014	80,204
Gross Parking Revenues/Enplanement	\$7.64	\$8.54	\$9.35	\$9.35	\$9.35

Measure: Increase rental car revenue per deplanement

	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Projected	FY 2016 Projected
Deplanements (arriving passengers)	97,390	91,435	81,632	80,816	80,008
Gross Rental Car Revenues/Deplanement	\$32.76	\$40.63	\$46.71	\$47.65	\$48.61

Measure: Increase the gallons of jet fuel contracted

	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Projected	FY 2016 Projected
Gallons of Jet Fuel Dispensed	699,031	762,264	968,399	987,767	1,007,522
Gallons of Jet Fuel Contracted	N/A	275,000	250,000	100,000	300,000
Percentage of Jet Fuel Sales Contracted	N/A	36%	26%	10%	30%

Measure: Generate a positive budget variance every year

	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Projected	FY 2016 Projected
Surplus Used to Balance Budget	None	None	None	None	\$50,000
Surplus Generated (Used)	\$338,441	\$209,037	\$181,342	\$200,000	\$250,000
Positive Variance	\$338,441	\$209,037	\$181,342	\$200,000	\$250,000

Workload Indicators

(Measures of Activity)

	FY 2012 Actual	FY 2013 Actual	FY 2014 Actual	FY 2015 Projected	FY 2016 Projected
Indicator: Number of airport flight operations recorded. Airport Operations (includes landings/take-offs/instrument approaches/fly-bys/all flight operations controlled by the ATCT)	101,815	103,857	100,059	96,307	92,695
Indicator: Number of airport noise complaints received	62	58	40	60	60
Indicator: Number of passengers arriving and departing on scheduled flights Deplanements (arriving passengers) Enplanements (departing passengers)	97,390 98,114	91,435 90,332	81,632 81,832	80,816 81,014	80,008 80,204
Indicator: Number of gallons of jet fuel dispensed (sold) to individual aircraft and contracted	699,031	762,264	968,399	987,767	1,007,522
Indicator: Gross parking revenues - all pay parking lots	\$749,780	\$771,557	\$764,734	\$757,087	\$749,516
Indicator: Gross rental car revenues - all concessions at airport	\$3,190,655	\$3,715,399	\$3,812,768	\$3,850,896	\$3,889,405
Indicator: Customer Facility Charges (CFC) from Car Rental Concessions for Terminal Cost Apportionment - Limit \$730,208	\$155,173	\$159,363	\$128,038	None	None