

Airport Enterprise Fund Summary

Sources of Funding	Actual FY 08	Original Budget FY 09	Adjusted Budget FY 09	Proposed Budget FY 10	% Change From Orig. FY 09	% Change From Adj. FY 09
Fuel Sales	\$1,715,510	\$2,220,000	\$2,171,600	\$156,060	-92.97%	-92.81%
Rents	146,972	208,990	208,990	159,524	-23.67%	-23.67%
Corporate Hangar Rental	348,306	412,670	412,670	494,081	19.73%	19.73%
Pass-Through Utilities/Taxes	84,075	144,500	144,500	159,525	10.40%	10.40%
Land Sales	0	0	0	0	0.00%	0.00%
Miscellaneous	16,399	0	0	0	0.00%	0.00%
Transfers in from the General Fund	40,000	40,000	40,000	0	-100.00%	-100.00%
Transfers to Capital Projects	0	18,000	18,000	124,952	594.18%	594.18%
Bonds	0	0	0	1,715,000	0.00%	0.00%
Private	10,000	8,012,000	8,012,000	0	-100.00%	-100.00%
State Funding (MAA)	1,887	0	0	1,715,000	100.00%	100.00%
Federal Funding (FAA)	89,711	0	0	65,166,000	100.00%	100.00%
Total Sources of Funding	\$2,452,860	\$11,056,160	\$11,007,760	\$69,690,142	530.33%	533.10%

Uses of Funding						
Airport Operations	\$3,173,459	\$3,026,160	\$2,977,760	\$969,190	-67.97%	-67.45%
Capital Projects	333,882	8,030,000	8,030,000	68,720,952	755.80%	755.80%
Total Uses of Funding	\$3,507,341	\$11,056,160	\$11,007,760	\$69,690,142	530.33%	533.10%

The Carroll County Airport Facility accounts for the Airport operations and the corporate hangar facilities. The principal operating revenues are charges to customers for sales and services. Sources of Funding are described below:

Fuel Sales – Revenues collected from the sale of aviation fuel, such as avgas and jet fuel. In FY 10 the Airport no longer purchases fuel for resale. The Airport receives a fuel flow fee from the Fixed Based Operator (FBO) on fuel sold at the Airport. The 92.97 decrease in Fuel Sales is due to this change.

Rents – Revenue collected from rental contract of county-owned t-hangars. The 23.67% decrease in Rents is due to a t-hangar rental revenue sharing agreement with the new FBO.

Corporate Hangar Rental – Revenue collected from rental contracts of county-owned corporate hangars. The 19.73% increase in Corporate Hangar rental is due to increases on contract renewals and requiring renewals to pay annual Carroll County property taxes.

Pass-Through Utilities – Revenue collected from Corporate Hangar tenants for reimbursement of natural gas, electricity and water usage.

Bonds – Bonds are used as another source of funding.

Private – Private funding comes from outside companies and/or individuals for development on airport property.

State Funding – Maryland Aviation Administration (MAA) – State funding grants may be received for airport improvement projects. The MAA will participate 2.5% of total eligible project costs.

Federal Funding – Federal Aviation Administration (FAA) – Federal funding grants may be received for airport improvement projects. The FAA will participate 95.0% of total eligible project costs.

Airport Operations

Description	Actual FY 08	Original Budget FY 09	Adjusted Budget FY 09	Proposed Budget FY 10	% Change From Orig. FY 09	% Change From Adj. FY 09
Personnel	\$236,788	\$289,360	\$240,960	\$245,650	-15.11%	1.95%
Operating	2,776,249	2,516,000	2,516,000	520,810	-79.30%	-79.30%
Capital Outlay	160,422	220,800	220,800	202,730	-8.18%	-8.18%
Total	\$3,173,458	\$3,026,160	\$2,977,760	\$969,190	-67.97%	-67.45%
Employees FTE	4.50	4.50	3.50	3.50	-----	-----

Note: The Adjusted Budget includes budget changes made during the year. On-going mid-year changes have been annualized for comparison purposes.

Contact

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Mission and Goals

To maximize the safe operation of the Carroll County Regional Airport as part of the national transportation infrastructure while ensuring a minimum disruption to the quality of life for individuals living and working near the facility.

Goals include:

- Operate the airport in a safe manner
- Be a good neighbor
- Serve the county's overall economic development goals
- Generate revenue sufficient to cover operating expenses
- Attract based and transient aircraft for continued revenue sources

Description

The funds in this budget provide for maintenance of the airport and include:

- General operations
- Mechanical maintenance
- Hangar rental

The 5,100 foot runway is the sixth longest non-military runway in the State. The proximity to Baltimore Washington International Airport (BWI) allows Carroll County Regional to be a reliever airport thereby entitling the County to receive Maryland and Federal Aviation Administrations grants for capital projects.

The airport is an important component of the County's economic development plan because growing companies need quick and convenient access to the markets they serve. To attract new business to the area and to better serve the existing corporate clientele, corporate hangars and a fuel farm were constructed. The fuel farm supplies aviation and jet fuel and the corporate hangars provide 70,000 square feet of space for storage of corporate jets.

Program Highlights

- An Environmental Assessment for the Runway Extension project was performed and a draft report produced in FY 09.
- The county entered into a new Fixed Based Operator (FBO) contract with Skytech, Inc. The new arrangement provides more revenue opportunities for the Airport and reduces the county's potential for liability exposure by eliminating county operation of the fuel farm.

Budget Changes

- There are no salary increases in FY 10 and operating expenses are being held near, or reduced from, the FY 09 levels. Most budgets, including this one, are either flat or experience an overall decrease.
- Due to an accounting standards change, the Airport Enterprise Fund is recognizing the future liability of Other Post Employment Benefits (OPEB) in FY 10.
- The 15.11% decrease in personnel from the FY 09 Original Budget to the FY 10 Budget is due to the elimination of a Airport Coordinator position in FY 09.
- The 79.30% decrease in operating and revenue is due to the elimination of fuel purchases by the County. The county now receives a fuel flow fee for gallons of fuel purchased by the FBO for resale.

Positions

Title	Type	FTE
Administrator	Full-time	1.00
Airport Coordinator	Contractual	1.00
Airport Technician	Full-time	1.00
Service/Maintenance	Contractual	0.50
Total		3.50

COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2010 TO 2015

Proposed

	Fiscal Year						Prior Allocation	Balance to Complete	Total Project Cost
	2010	2011	2012	2013	2014	2015			
AIRPORT ENTERPRISE:									
Grounds and Maintenance Equipment	\$124,952	\$1,700	\$1,700	\$1,700	\$1,700	\$1,700	\$0	\$0	\$133,452
Runway Extension	68,596,000	0	0	0	0	0	5,479,000	0	74,075,000
AIRPORT ENTERPRISE TOTAL	\$68,720,952	\$1,700	\$1,700	\$1,700	\$1,700	\$1,700	\$8,139,000	\$0	\$76,868,452
SOURCES OF FUNDING:									
Bonds	\$1,715,000	\$0	\$0	\$0	\$0	\$0	\$2,063,976	\$0	\$3,778,976
Reallocated Airport Enterprise Fund	101,652	0	0	0	0	0	0	0	101,652
Enterprise Fund - Airport	23,300	1,700	1,700	1,700	1,700	1,700	0	0	31,800
MD Aviation Admin.	1,715,000	0	0	0	0	0	136,976	0	1,851,976
Fed. Aviation Admin.	65,166,000	0	0	0	0	0	5,938,048	0	71,104,048
AIRPORT ENTERPRISE TOTAL	\$68,720,952	\$1,700	\$1,700	\$1,700	\$1,700	\$1,700	\$8,139,000	\$0	\$76,868,452