CITY OF FORT LAUDERDALE

DRAFT

VIRTUAL AVIATION ADVISORY BOARD MEETING MINUTES
FORT LAUDERDALE EXECUTIVE AIRPORT
ADMINISTRATIVE OFFICE – MULTI-PURPOSE ROOM
6000 NW 21 AVENUE, FORT LAUDERDALE, FLORIDA
THURSDAY, JULY 23, 2020 – 1:30 P.M.

		Cumulative Attendance 7/2020 – 6/2021	
	Attendance	Present	Absent
Edward Rebholz, Vice Chair	P	1	0
John Dool	P	1	0
Mick Erlandson	P	1	0
Louis Gavin	P	1	0
Jeff Johnson	P	1	0
Wes Szymonik	P	1	0
Pierre Taschereau	P	1	0
Valerie Vitale	P	1	0
Mark Volchek	P	1	0
John Watt	P	1	0
Vice Mayor Marlon Bolton, City of Tamarac [non-voting]	P	1	0
Jeff Helyer, City of Oakland Park [non-voting]	P	1	0

Airport Staff
Rufus A. James, Airport Manager
Carlton M. Harrison, Assistant Airport Manager
Jeri Pryor, Programs Manager
William Ward, Operations Supervisor
Khant Myat, Project Manager II/Airport Engineer
Yadsel Ortiz-Rodriguez, Administrative Assistant
Jamie Opperlee, Recording Secretary, Prototype, Inc.

Others
Milo Zonka, VP Real Estate, Sheltair

CALL TO ORDER

Vice Chair Rebholz called the virtual meeting to order at 1:30 p.m.

Roll Call

Roll was called and a quorum was determined to be present.

APPROVAL OF MINUTES

- **June 29, 2020**

Motion made by Mr. Watt, seconded by Mr. Dool, to approve the minutes of the June 29, 2020, meeting as presented. In a voice vote, the motion passed unanimously.

Protocol guidelines for Zoom video conferencing (conducting a virtual meeting) of this Board was read into the record before proceeding to Voting Items.

VOTING ITEMS

1. Election of Chair

Motion made by Mr. Watt to nominate Ed Rebholz as Chair of the Board. There being no other nominations, in a voice vote the motion passed unanimously.

2. Election of Vice Chair

Motion made by Mr. Rebholz to nominate John Dool as Vice Chair of the Board. However, Mr. Dool reminded the Board his term ends next month. Motion dropped.

Motion made by Mr. Rebholz to nominate Louis Gavin as Vice Chair of the Board. There being no other nominations, in a voice vote the motion passed unanimously.

3. Parcel 8-CE, 10-ABCD, and 11-ABC First Amendment to Lease Agreement

Mr. James advised that this item is in regards to a 30- year Lease Agreement dated January 2019, set to expire January 31st, 2049, with Lynx Fix Base Operator.

Mr. James gave a description of the parcels included in the Lease Agreement and advised that the total annual rent for these properties is $697,751.00, which is adjusted annually using a Consumer Price Index adjustment method.

Mr. James stated that Lynx had proposed an investment of $14 million dollars in five phases over a period of time.

- Phase 1 included street beautification of hangars on Parcel 11 and an enhancement of landscaping. Phase 1 was completed on time.
- Phase 2 involved the construction of a new FBO terminal; several hangars were demolished to accommodate the new terminal building on Parcel 11-ABC.
- Phase 3 included construction of new hangars on Parcel 11-ABC.
- Phase 4 calls for hangar development on Parcel 8-CE.
- Phase 5 would have included three hangars on Parcel 10-ABCD and 11-ABC.

This voting item is the first amendment to the Lease Agreement, and it entails two items for consideration. The first item requires the elimination of Parcel 10-CD, which is about 3.6 acres, in order to accommodate Taxiway Foxtrot Project relocation in place of a new aircraft runup area. There is a loss of monthly rent of approximately $3,420; however, an improved site of about 1.3 acres has been identified adjacent to Parcel 11-ABC. The 1.3 acres is included in this Lease Amendment and is identified as Parcel 11-D which is expected to generate approximately $1,915 monthly income. The second item for consideration is an extension on the commencement of the Phase 2 work of the new FBO terminal building. After being at the Airport for almost a year, Lynx realized that the FBO terminal building would be more advantageous on Parcel 8-CE and has requested to move the terminal building to Parcel 8-CE. The relocation would also include Phase 3, 4, and 5 capital expenditures for Parcel 8-CE resulting in a state-of-the-art complex with larger ramp space, improved fencing and gates, new parking lot, and landscaping/ irrigation systems.

The terms of the Lease Amendment still require the minimum total capital expenditure of $14 million and shall include all hard and soft costs without limitations. This alternative site does bring much needed improvement to Parcel 8-CE and the rehabilitation of older facilities, promotes continual development and recognizes quality improvement that meets current aviation needs of the industry.

Therefore, Staff recommends that the Lynx FBO network lease for Parcels 8-CE, 10-ABCD, and 11-ABC be amended to include the elimination of Parcel 10-CD consisting of 3.6 acres; the addition of an improved site consisting of 1.3 acres on Parcel 11-ABC; the construction deadline date for Phase 2 improvements on or before the end of the 24th month after the commencement date of the Lease Amendments; and relocation of Phases 2, 3, 4, and 5 capital expenditures from Parcel 10-AB and 11-ABC to Parcel 8-CE.

Mr. Rebholz asked when total completion is expected. Mr. James noted the original lease was a total of eight years for Phases 1-5. Phase 1 was required to be completed within a year and has been completed. Phase 2 (FBO terminal building) was 24 months and should be on track with permits by now in order to allow the necessary time to complete this phase within the 24-month period. Phases 3, 4, and 5 will be later on, in years ahead for demolition and reconstruction of these hangars. Rents will continue as normal on a monthly basis except for 10-CD property which is being used for run-up area.

Mr. Taschereau asked for clarification, what will become of the original location that Lynx had selected. Mr. James explained that Phase 1, which included repainting of the hangars and beautification of the facia has already been completed and will remain as is. Three hangars that were previously going to be demolished were left unpainted, but since deciding to relocate the FBO Terminal Building, those hangars were included in the beautification process.

Mr. Watt asked what was located on the 1.3 acres being added to the Lease Amendment. Mr. James said it was concrete tie-down space.

Motion made by Mr. Gavin, seconded by Mr. Volchek, to accept the proposal as submitted. In a voice vote, the motion passed unanimously.

4. Design Taxiway Golf Pavement Rehabilitation Grant

Mr. Harrison explained Exhibit 1 (attached) of the grant proposal and advised that the scope includes survey, geotechnical testing, evaluation, and project design. The pavement rehabilitation is part of the Airport's approved layout plan and supports the Airport's long-term pavement management plan. Based on the estimated design cost of $65,000, the Florida Department of Transportation Grant Agreement in the amount of $52,000 for up to 80% of the projected costs. The grant match amount of $13,000 was provided for in the Airport project budget.

Therefore, Staff recommends the Public Transportation Grant Agreement be approved for the City to accept $52,000 from FDOT for aid in the costs to design and construct Taxiway Golf Pavement Rehabilitation Project.

Motion made by Mr. Szymonik, seconded by Mr. Taschereau, to accept the proposal as submitted. In a voice vote, the motion passed unanimously.

5. Runway 9 Runup Area Design & Construction Grant

Mr. Harrison presented the grant proposal for the Runway 9 Runup areas depicted in Exhibit 1 (attached). The scope of work includes survey, geotechnical testing, evaluation, runup area design, any necessary electrical improvements, as well as guiding signs, and the actual pavement work. The relocated runup area is part of the Airport's approved layout plan and supports the Federal Aviation Administration's new design criteria. Based on estimated design and construction costs of $1,041,400, FDOT has provided a grant in the amount of $52,070 for up to 5% of the projected costs. The grant match of $52,070 has been provided for in the Airport Project Budget. Grant funding for the remaining $937,260 is anticipated from the FAA.

Therefore, Staff recommends the Public Transportation Grant Agreement be approved for the City to accept $52,070 from FDOT for up to 5% of the costs for the Runway 9 Runup Area Relocation Project.

Mr. Gavin asked how likely the anticipated $900,000 from the FAA will be. Mr. Harrison advised that this has been approved in the Capital Improvement Projects overview done with both the FAA and FDOT; the FAA funding calendar starts in October (FDOT begins in July), but it will be allocated.

Motion made by Mr. Watt, seconded by Mr. Dool, to accept the proposal as submitted. In a voice vote, the motion passed unanimously.

6. Runway Incursion Mitigation Contract Award

Mr. Myat, Airport Engineer, explained the comprehensive FAA multi-year program to identify and mitigate potential runway incursion and what the project will entail as shown in Exhibit 1 (attached). Procurement Services Division received on bid on July 14, 2020, which was reviewed for compliance. The bid submitted by American Infrastructure Services (AIS) was deemed lowest responsible bidder at $1,339,510.45. FAA has agreed to provide grant funding for 100% reimbursement for eligible construction costs; grant application has been prepared to submit to FAA for acceptance of the grant in the amount of $1,339,510.45 for anticipated construction costs.

Therefore, Staff recommends award of the contract to the low responsive bidder, American Infrastructure Services, in the amount of $1,339,510.45 for the Runway Incursion Mitigation Project.

Mr. Rebholz commented on only one bid being received; Mr. James explained the RFP was out for the standard time (30 days) and the Procurement Department and the FAA have both approved moving forward with the one bid. AIS have done electrical vault work within the past year and have come through on time and on budget with no issues at all. The project is expected to begin later in the fall.

Mr. Dool noted there are ten points of installation and wondered if they are new installations or renovations. Mr. James said they are all new installations.

Mr. Gavin wondered why these spots were chosen. Mr. James said the most prominent reason was a study in 2000 that revealed hot spots of incursions, the proximity of the ramp to the runway, and high areas of crossings identified by Air Traffic Control for getting aircraft from one side of the airfield or runway to the other side.

Mr. Taschereau asked when the anticipated start date will be and how much time is needed to complete it. Mr. James said start time is expected in the late fall with six to nine months to complete.

Mr. Watt asked, in an abundance of caution, if the City Attorney is confident there will be no challenges because of only one bid. Mr. James again stated that the Procurement Department and the FAA are both okay with it. Other companies did inquire about the project, but some did not have proper certifications or licenses to conduct this type of work.

Motion made by Mr. Watt, seconded by Mr. Taschereau, to accept the proposal as submitted. In a voice vote, the motion passed unanimously.

7. Reimbursement Agreement for Customs and Border Protection IT Equipment

Mr. James gave an overview of the Customs and Border Protection services, including a state-of-the-art facility constructed in 2015 that operates daily from 8 a.m. to midnight. Prior to 2015, the Customs Offices informed the Airport that all information technology equipment and services would be the responsibility of the Airport; a Memorandum of Agreement (MOA) was entered into with Customs and Border Protection for reimbursement expenses for IT equipment. An upgrade of IT equipment occurs every three to five years and under this MOA will consist of data equipment, router switch, recurring circuit costs, including the following maintenance costs:

- Estimated data equipment costs: $53,196.00.00
- Network equipment costs (new router, switches, and equipment): $57,214.30
- Annual circuit costs (first 12 months): $17,500.00
- Recurring service costs for circuit and annual maintenance: $20,315.00
- Total amount for above equipment and services estimated at $127,910.30, plus annual recurring costs at $20,315.00

Staff has had the MOA examined by the City Legal Department and IT Services Division; both departments have no objections with proceeding with the agreement.

Therefore, Staff recommends entering into the five year Memorandum of Agreement for the Information Technology Equipment estimated at a cost of $127,910.30 with the year Customs and Border Protection for the Fort Lauderdale Executive Airport Facility and the annual recurring costs estimated at $20,315.00.

Mr. Rebholz clarified if the Customs Department did our IT work or if we did their work; Mr. James said we did their work, explaining that when the building was constructed that was all we were responsible for and Customs would take care of IT equipment. Due to some budget shortfalls, Customs came back to the Airport and claimed they could no longer afford it. Adjustments were made to the Airport budget and the initial costs were paid for the IT equipment and with that came the MOA that every three to five years the equipment would be upgraded. The initial cost of $220,000 was negotiated to the estimated $127,910 plus $20,315 annual recurring costs. Examples of upgraded technology were given.

Mr. Dool clarified that this is the second five-year agreement that refreshes and upgrades the original agreement; Mr. James confirmed that it is.

Mr. Szymonik wondered if this is consistent with Customs and Border Protection at other airports, especially in South Florida. Mr. James explained that the Fort Lauderdale Executive Airport now a reliever airport and we have Customs not by choice as others request to have it. As a reliever airport for the Fort Lauderdale Hollywood International Airport to alleviate some of the international traffic, and, by right, as part of the National Plan of Integrated Airport Systems (NPIAS), FXE is designated as a reliever airport and as such, is required to have a Customs facility.

Motion made by Mr. Watt, seconded by Mr. Volchek, to accept the proposal as submitted. In a voice vote, the motion passed unanimously.

UPDATE ITEMS

A. Noise Compatibility Program

Mr. James stated there were no updates on the Noise Abatement Program at this time due to difficulties with some statistical data. From a generic standpoint, there were only six calls for the month of June. Mr. Rebholz asked if there was an indication of the flights in and out for the month of June compared to last year; Mr. James referred to Mr. Ward who will give the statistics in the following update item.

B. Development and Construction

Mr. Ward, Operations Supervisor, gave a PowerPoint presentation (see attached). Some highlights are as follows:

- Taxiway Foxtrot Relocation Project moved into Phase 1-B and 1-C, located between the Airport main entrance facility and the Taxiway Foxtrot 8 on July 21st.
- During this time, contractors will be performing clearing and grubbing installation of the next taxiway as well as completing electrical work.
- Length of time to complete this phase is 21 days, facilitating a 21-day closure between Taxiway Foxtrot 5 and Foxtrot 8 of the existing Foxtrot Taxiway.

Highlights for statistical data (graphs), Year to Date for total flight operations traffic counts:

- Total number from 2019 is down 4% compared to last year at this time.
- For 12 calendar months, until April, comparable to numbers a year ago; however, total flight numbers are down 3%.
- Customs clearance is way down, but increasing for aircraft and passengers being cleared.
- Helistop shows more operations in June than same month last year.
- Aircraft alerts in June: there were several, but none were severe.

Mr. Erlandson asked about the targeted number for the helistop at the time it was put in. Mr. James said the intent was for three to five operations per day; right now that is lower than in the past but an uptick is apparent. Mr. Erlandson also asked how the lower traffic is affecting the budget (i.e., dipping into or running out of reserves). Mr. James said the tenants have reported that business is close to normal, mostly because of new users that are flying charter rather than commercial with more attractive packages to the new user. No tenants have missed monthly rent payments in both aviation and non-aviation categories.

Mr. Taschereau asked about the change in traffic in June being 22% over last year. Mr. James said it was a combination of factors, primarily an uptick in flight school activity; but also tenants have found a way to attract new users to flight charters to generate more new business through attractive packages for first class and business class travelers. The trend for July may not be as much, but will probably outpace last July.

Mr. Watt wondered if there were any issues with capacity with the change in traffic. Mr. James said there are no issues at all. Even construction is not negatively affecting traffic movement on the ground or in the air.

C. Arrearages – None

D. Communications to the City Commission – None

E. Other Items

i. Public Comment

- Mr. James noted a question from last month's meeting regarding rent deferment offered to prime tenants and whether it would trickle down to aviation subtenants.

  Milo Zonka, Vice President for Real Estate for Sheltair, gave an update on how Sheltair has approached the situation. Staff was commended for being ahead of the curve throughout the state when it came to working with tenants in the unknown territory of the early shut down. Sheltair applied for recommended deferment and received two months' rent deferment totaling $437,000, noting this was not an abatement. However, Sheltair then entered into a series of rent deferments as a significant number of tenants applied for them; Sheltair in turn granted to their subtenants a total rent deferment that exceeded by a couple hundred thousand dollars over that $437,000. Mr. Zonka was confident from feedback that the deferments kept these companies in the field. Gratitude was expressed by Mr. Zonka for all that the Board and Staff extended to their tenants.

  Mr. James noted that Sheltair just completed a $35 million project (eight 20,000 square foot hangars and a terminal building) and, in turn, offered gratitude for Sheltair's improvements and commitments to maintaining the facilities. Mr. Zonka promised a celebration of the new facilities once "things are back to normal," and invited the Board to join in.

NEXT SCHEDULED MEETING DATE: THURSDAY, AUGUST 27, 2020 – 1:30 P.M.

ADJOURNMENT

There being no further business to come before the Board at this time, the meeting was adjourned at 2:38 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

Attachments: First Amendment to Lynx Lease Agreement
Exhibit 1: Design Taxiway Golf Pavement Rehabilitation Grant
Exhibit 1: Runway 9 Runup Area Design & Construction Grant
Exhibit 1: Runway Incursion Mitigation Contract Award
Development and Construction PowerPoint Presentation

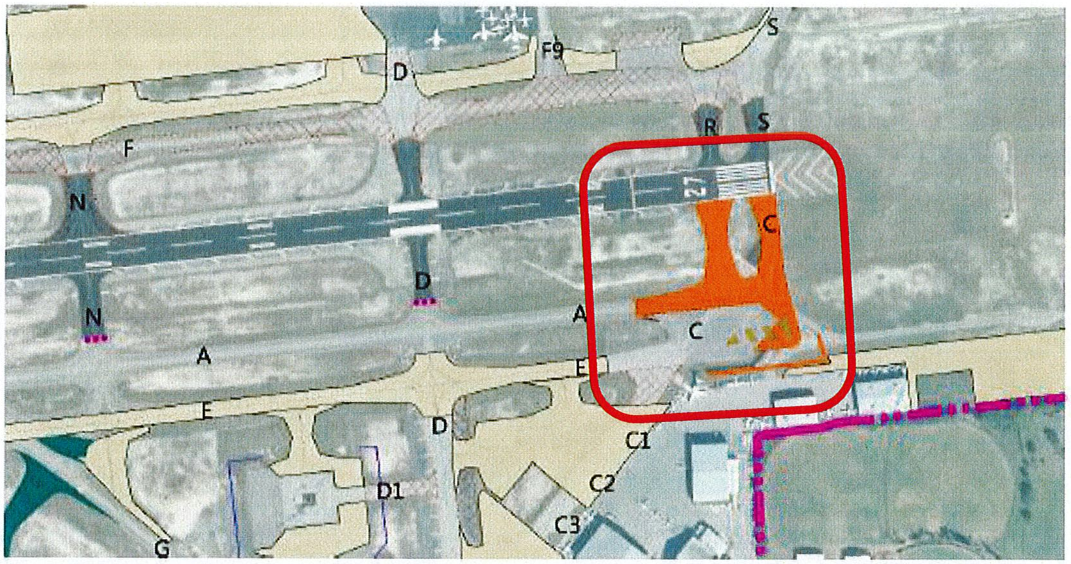
[Minutes prepared by M. Moore, Prototype, Inc.]

DATE: August 27, 2020
TO: Aviation Advisory Board
FROM: Rufus A. James, Airport Manager
BY: Carlton M. Harrison, Assistant Airport Manager
SUBJECT: Public Transportation Grant Agreement (PTGA) with Florida Department of Transportation (FDOT) – Design Runway 27 By-pass Taxiways 447632-1-94-01

This project is for the design of by-pass taxiways and run-up area improvements at the approach end of Runway 27 (Exhibit 1). The scope of work includes survey, geotechnical testing and evaluation, LED taxiway/runway edge lights guidance signs and pavement design. The by-pass taxiways are part of the approved Airport Layout Plan (ALP) and improves the overall operational efficiency of the runway. Additionally, the project supports the Federal Aviation Administrations (FAA) new design criteria for defined entry and exit points for run-up areas.

Based on the estimated design cost of $300,000, FDOT has provided a PTGA in the amount of $15,000 for up to 5% of the projected costs. The 5% grant match amount of $15,000 is provided for in the Airport project budget. Grant funding for the remaining 90% balance of $270,000 is anticipated from the FAA.

Staff Recommendation
Staff recommends the Public Transportation Grant Agreement be approved for the City to accept $15,000 from the Florida Department of Transportation, for up to 5% of the costs for the design of Runway 27 By-pass Taxiways project.



SOURCES: City of Fort Lauderdale, *2019 DRAFT FXE Joint Automated Capital Improvement Program*, 2018; HDR, Inc., *Engineer's Opinion of Probable Construction Cost*, June 2018; Ricondo & Associates, Inc., July 2018.

PREPARED BY: Ricondo & Associates, Inc., July 2018.

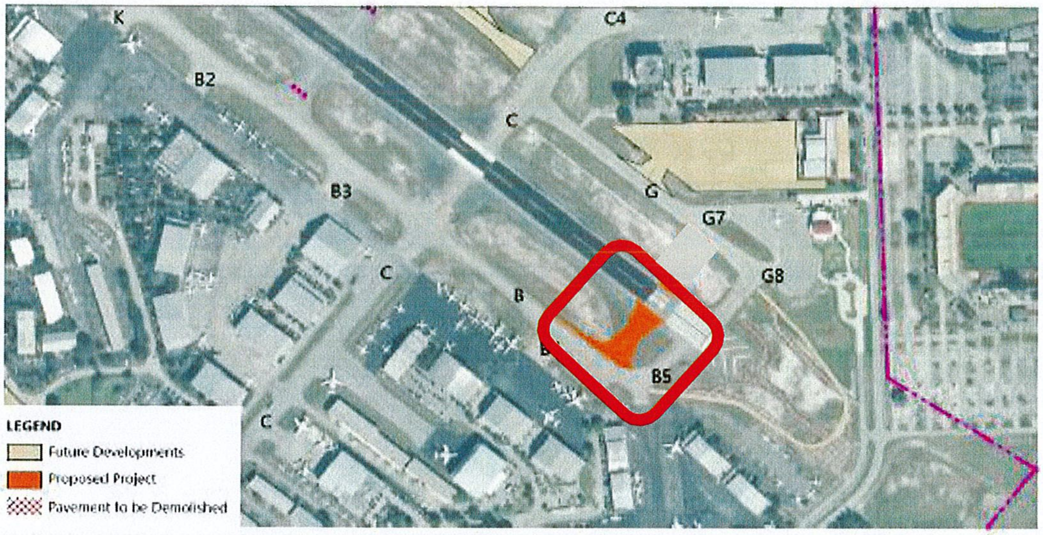
DATE: August 27, 2020
TO: Aviation Advisory Board
FROM: Rufus A. James, Airport Manager
BY: Carlton M. Harrison, Assistant Airport Manager
SUBJECT: Public Transportation Grant Agreement (PTGA) with Florida Department of Transportation (FDOT) – Construct Runway 31 By-pass Taxiway 442010-1-94-01

This project is for the design and construction of a by-pass taxiway at the approach end of Runway 31 (Exhibit 1). The scope of work includes survey, geotechnical testing and evaluation, design, LED taxiway/runway edge lights and guidance signs as well as new asphalt pavement. The by-pass taxiway is part of the approved Airport Layout Plan (ALP) and improves the overall operational efficiency of the runway.

Based on the estimated design and construction cost of $1,106,250, FDOT has provided a PTGA in the amount of $885,000 for up to 80% of the projected costs. The 20% grant match amount of $221,250 is provided for in the Airport project budget.

Staff Recommendation
Staff recommends the Public Transportation Grant Agreement be approved for the City to accept $885,000 from the Florida Department of Transportation, for up to 80% of the costs to design and construct Runway 31 By-pass Taxiway project.

ITEM 2
EXHIBIT 1
PAGE 2 OF 2



SOURCES: City of Fort Lauderdale, *2019 DRAFT FXE Joint Automated Capital Improvement Program*, 2018; HDR, Inc., *Engineer's Opinion of Probable Construction Cost*, June 2018; Ricondo & Associates, Inc., July 2018.
PREPARED BY: Ricondo & Associates, Inc., July 2018.

UPDATE ITEM A

DATE: August 27, 2020
TO: Aviation Advisory Board
FROM: Rufus A. James, Airport Manager
BY: Florence Straugh, Noise Abatement Officer
SUBJECT: Noise Compatibility Program Update

Noise Compatibility Program Update

The noise tables and graphs have been revised to simplify the information being presented with the monthly update. The tables below summarize the monthly noise and operations statistics for May, June and July 2020. Attached are the noise report graphics by quadrant respectively.

Noise Operation Summary

	Jun-20	Jul-20
Total Jet Departures	711	817
Runway 27 Jet Departures	9	212
Runway 9 Jet Departures	702	602
Runway 13-31 Jet Departures	0	3
Total I-95 Turns - Rwy 9 Jet Deps	379	374
% I-95 Turns - Rwy 9 Jet Deps	54%	62%
Jet Events over 80 dB at Monitor #1	16	18
Jet Events over 80 dB at Monitor #2	2	2
No. of Households Reporting	5	6
No. of Noise Reports	9	8

Noise Reports By Aircraft Category

	May-20	Jun-20	Jul-20
# Noise Reports - Jets	3	1	2
# Noise Reports - Propellers	3	7	3
# Noise Reports - Helicopters	2	0	1
# Noise Reports - Unmatched	0	1	0
Total Noise Reports for FXE	8	9	6

UPDATE ITEM A
EXHIBIT 1

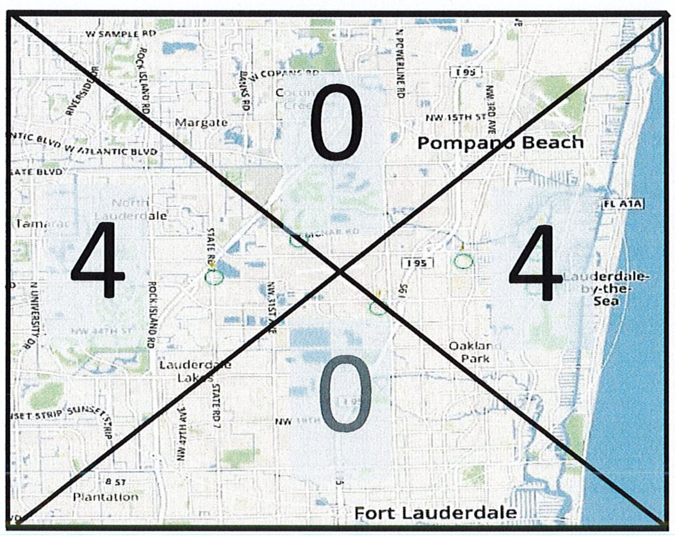
Noise Compatibility Program

FORT LAUDERDALE
EXECUTIVE AIRPORT

August 27, 2020
Aviation Advisory Board Meeting

June, 2020

Noise by Quadrant



UPDATE ITEM A
EXHIBIT 2

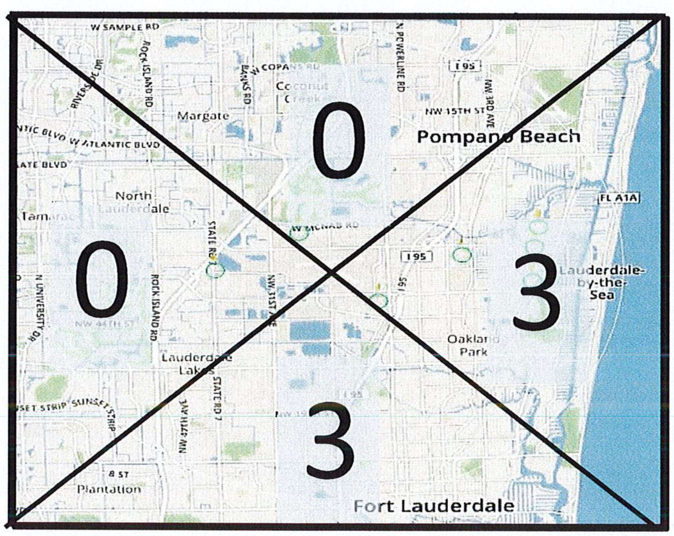
Noise Compatibility Program

August 27, 2020
Aviation Advisory Board Meeting

FORT LAUDERDALE
EXECUTIVE AIRPORT

July, 2020

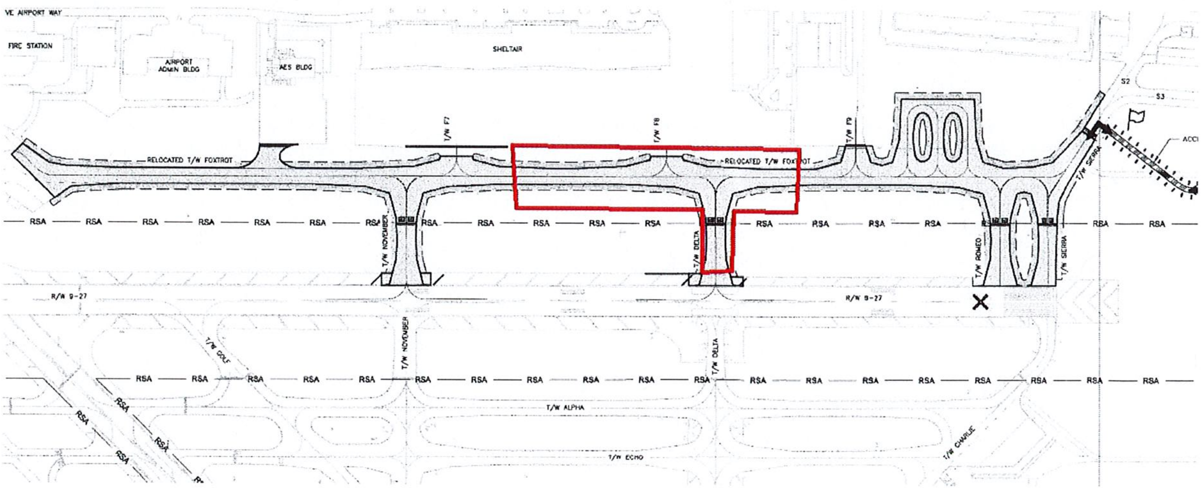
Noise by Quadrant



DATE: August 27, 2020
TO: Aviation Advisory Board
FROM: Rufus A. James, Airport Manager
BY: William Ward, Airport Operations Supervisor
SUBJECT: Development and Construction

12243 – Taxiway Foxtrot Relocation Project

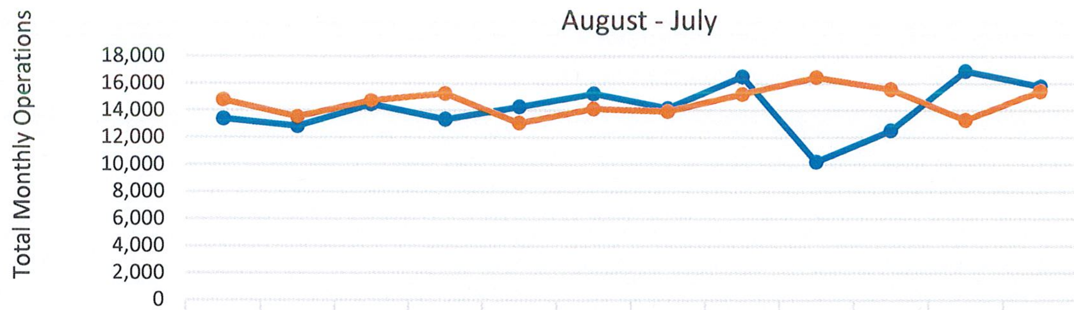
The Taxiway Foxtrot Relocation Project has moved into Phase 1D and 1E. These phases are located between Taxiways F7 and F9 and includes the closure of Taxiway F8 for the duration of this work. These two phases began on August 11th with an estimated duration of 30 days. During these two phases, nightly closures of the existing Taxiway Foxtrot will occur and includes two 72-hour closures of the work area to facilitate installation of drainage pipes.



Aircraft Alerts

Date	Alert Level	Aircraft Type	Problem
7/3/20	I	Piper Archer	Rough running engine
7/4/20	II	Cessna 402	Rough running engine
7/13/20	III	Islander, Cessna 172	Aircraft collided while taxing
7/16/20	II	Citation	Unsafe Gear Indicator
7/24/20	II	Navajo Aztec World 422	Left engine failure
7/26/20	I	Cessna 172S	Brake issues
7/28/20	I	Diamond NG 42	Unsafe Gear Indicator

12 Calender Month Comparison of Total Flight Operations Over Last Two Years
FXE
August - July



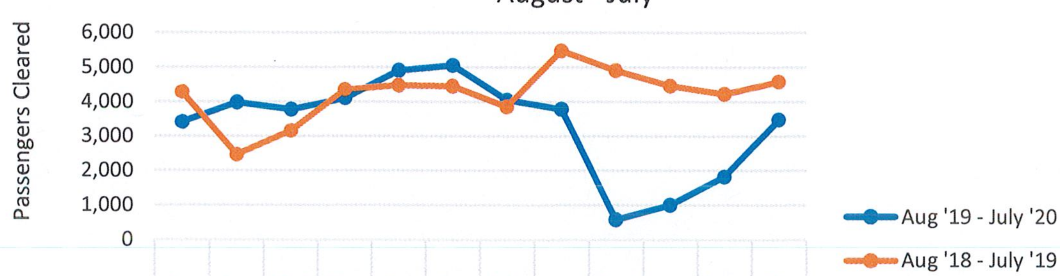
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July
Aug '19 - July '20	13,369	12,821	14,445	13,333	14,261	15,224	14,147	16,490	10,190	12,509	16,893	15,774
Aug '18 - July '19	14,797	13,553	14,736	15,282	13,097	14,139	13,966	15,247	16,479	15,611	13,318	15,466

Total Flight Operations per Month

Aug '19 - July '20   Aug '18 - July '19

August '19 - July '20 Air Traffic down 4% over the same period from 2018 - 2019

12 Calender Month Comparison of Passengers Cleared at FXE Over Last Two Years
August - July



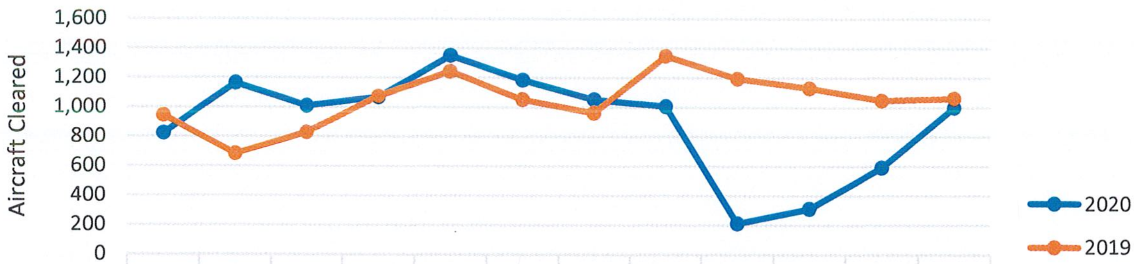
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apri l	May	June	July
Aug '19 - July '20	3,400	3,969	3,765	4,093	4,901	5,044	4,039	3,778	575	994	1,816	3,469
Aug '18 - July '19	4,291	2,464	3,163	4,355	4,490	4,460	3,854	5,491	4,916	4,470	4,230	4,583

Total Passeners per Month

Total Passenger Cleared August '19 - July '20 is down 22% from 2018-19

12 Calender Month Comparison of Aircraft Cleared at FXE Over Last Two Years

August - July



	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July
2020	823	1,163	1,009	1,069	1,350	1,183	1,052	1,007	211	312	591	998
2019	946	687	831	1,078	1,246	1,057	964	1,353	1,198	1,134	1,050	1,065

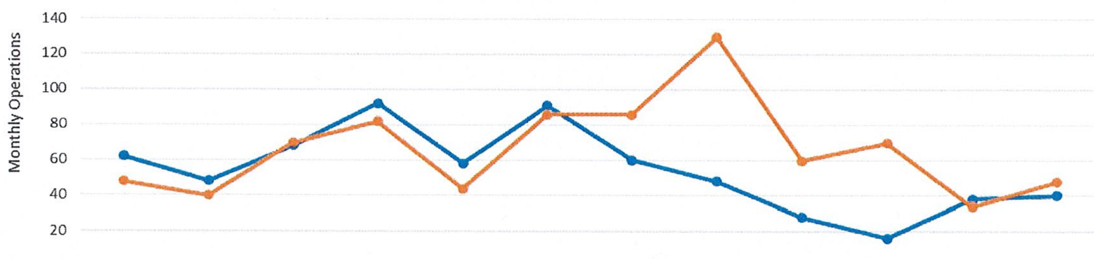
Total Aircraft per Month

Total Aircraft Cleared August '19 - July '20 is down 15% from 2018-19

12 Calender Month Comparison of Total Flight Operations Over Last Two Years

DT1 Helistop

2018-19 / 2019-20 Comparrison



	Aug	Sep	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July
2019-2020	62	48	68	92	58	91	60	48	28	16	38	40
2018-2019	48	40	70	82	44	86	86	130	60	70	34	48

Montly Totals

August '19 - July '20 is down 19% from the same timeframe in 2018-19

UPDATE ITEM C

DATE: August 27, 2020
TO: Aviation Advisory Board
FROM: Rufus A. James, Airport Manager
SUBJECT: Arrearages

Rent

There are no arrearages to report.

Fuel Flowage

There are no arrearages to report.