



City Hall Conference Room
300 W. Crowell Street
Monroe, North Carolina 28112

5:00 PM - April 10, 2023

MEETING AGENDA

- 1. Call to Order and Welcome Guests**
- 2. Minutes for Approval**
 - a) Charlotte-Monroe Executive Airport Commission Meeting Minutes of February 13, 2023
- 3. Department Report**
 - a) Monthly Reports: Operations, Finance
 - b) Project/Grant Status Report
 - c) Control Tower Update
- 4. Airport Consultant Selection Update**
- 5. Adjourn**

Next Meeting:



**Monroe Airport Commission Regular Meeting
City Hall Conference Room
5:00 pm – February 13, 2023**

Chair: Mr. Gary Wilfong

Attending Members: Council Member Lynn Keziah (ex-officio), Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins

Staff in Attendance: Mr. Peter Cevallos, Mr. Brian Borne, Mr. Mujeeb Shah-Khan, Mrs. Lisa Strickland, Mr. Pete Hovanec, Mrs. Ashley Britt, Mr. Robert Heitz, Mrs. Cindy Brooks

Engineer of Record Attendee: Mr. Pat Turney

Visitor: Council Member James Kerr, George Cline, Don Edwards, Johnathan Thomas

1. Call to Order and Welcome Guests

Chair Wilfong called the meeting to order at 5:00 pm on February 13, 2023, welcoming the Commissioners, staff and guests.

2. Minutes for Approval

Approval of the minutes for the January 9, 2023 meeting was requested.

Motion: Mr. Dotson made a motion to approve the minutes of the January 9, 2023 meeting.

Second: Mr. Wiggins

Action: The motion to approve the minutes passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

3. Department Reports

Presenter:

Mr. Peter Cevallos

a) Operations:

Mr. Cevallos briefed the following for monthly operations: there are 3 active Notice-to-Airmen (NOTAMs): a local NOTAM for the advisory on radio altimeter use being unreliable (this is a blanket advisory the FAA has issued in light of the 5G rollout), and one for the windsock light being out; and one "FDC" NOTAM associated with a specific departure procedure the FAA has designed for the Airport. Mr. Cevallos briefed aircraft operations for January totaled 5,218 operations. Under Aircraft Services, Mr. Cevallos briefed the following for January: 551 customers fueled, 624 were towed, and 219 were provided other services. Fuel totals for January are 52,317.4 gallons of fuel being dispensed with 18,694.4 being AVGAS and 33,623.0 Jet-A. Current fuel prices are \$6.65 for Self-Service AVGAS and \$7.10 for Full-Service AVGAS; for JET-A, prices are \$6.90 for Self-Service, and \$7.30 for Full-Service. Current occupancy as 71 tie-downs, 20 T-hangars, and 52 leasing hangar and office space; 243 transient customers overnighted in January, with 2 being hangared.

Mr. Cevallos stated that Aerowood Aviation, in collaboration with Cirrus Aircraft, is interested in hosting a Cirrus Now event at their Hangar #6 March 23, 2022, from 6:00 pm to 9:00 pm. This event is similar to the same type of events that Aerowood has hosted at their facilities in September, and is used to promote the partnership they have with Cirrus Aircraft. I directed Aerowood that they need to obtain an event permit from the City. To date I have not heard back from them, so I am uncertain about the status of the event and whether it will be held on their requested date.

b) Financial:

January's Year-to-Date Budget Report shows that the Airport's revenues tracking 10% higher to expected trends over projected end of year budget outlook, with fuel and oil the best. Expenditures are also trended higher (approximately 7%) than forecast, again in part for the increase of fuel purchase, both resale and for vehicles, and other equipment repair and maintenance expenditures.

c) Project/Grant Status

Mr. Cevallos reported the following for the current airfield projects:

- Runway 05/23 Obstruction Removal Project: Received what are understood to be final comments and will re-submit for final approval of sediment/erosion control plan on February 15. Also submitted 100% design full plans/specifications/engineering report to NCDOA on February 10 for final approval.
- The Rehab of Aprons D, E, F: Completion of design documents is scheduled for end of March 2023, followed by bidding, with construction anticipated during Summer 2023.

d) Control Tower Update

As directed by the Airport Commission at the January 9, 2023 meeting, Mr. Cevallos will provide monthly updates on this initiative:

- Mr. Cevallos noted that he has reached out to the FAA. The FAA has 90 days to respond to our application for a contract tower. The application was submitted on Nov. 23rd, 90 days will be Feb. 23rd. So they are still within the window of advising what the status of our application is. Mr. Cevallos stated that he has reached out to them a couple times and has not heard back.

- To the point that that was discussed about validating the concern with air traffic safety, the Airport Consultant recommends more data needs to be obtained and analyzed to define the quantity and type of air traffic that operates at the Airport. Contact has been made with Mr. David Byers, with Quadrex Aviation. Mr. Byers has helped the City of Hickory with their contract tower Benefit-Cost analysis for contract tower personnel funding.
- Under the request to obtain pricing for a manned, temporary tower, Mr. Cevallos received a proposal from Mr. George Cline, with Air Boss Inc. to operate a control tower daily from 8:30 am to 7 pm. His proposal would include the temporary tower (similar to the tower trailer he uses during the annual Air Show) and two controllers. The cost for this temporary tower is \$190,000.00 for 120 days. The City would have to provide access to power, telephone line/Wi-Fi internet, portable bathroom, and the installation of the Flight Data Information System & associated telephone line to the FAA.

Discussion followed with the Commission considering the benefit and financial impact of operating a temporary tower. Mr. Cevallos was asked how this would affect the application for the Federal Contract Tower program, which he responded that the two were mutually exclusive for the FAA but that it would be a validation for the need to have a control tower. Mr. Cevallos asked guest Mr. Cline to speak on the matter, to which Mr. Cline offered his opinion that having a control tower is better in obtaining an accurate traffic count, compared to the current counting service the City uses. His experiences show that placing a tower in an active airport environment is very beneficial both on the short-term and long-term. The Commission welcomed his comments, and asked if there was another option in terms of the length of time the tower could be used as there was concern with the proposed cost. Mr. Cline offered that a temporary tower could be operated during the week the Wells Fargo Championship Golf Tournament is held, May 1 through 8, 2023. He suggested that the City could employ landing fees and use the associated fuel sales to off-set the cost. The Commission was in agreement with Mr. Cline's comments.

Motion: Mr. Furr made a motion to recommend that Commission approve Staff to commit to Mr. George Cline, with Air Boss, Inc. to operate a temporary control tower May 1 through 8, 2023 in support of the projected increase in air traffic the Airport will have because of the Wells Fargo Championship Golf Tournament, with the cost of the temporary tower to not exceed \$20,000.

Second: Mr. Stephens

Action: The motion to recommend that Commission approve Staff to commit to Mr. George Cline, with Air Boss, Inc. to operate a temporary control tower May 1 through 8, 2023 passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins

Mr. Gary Wilfong

NAYS: None

- In the matter related to the ATP proposal, Mr. Cevallos communicated with the regional FAA compliance officer to ensure that the concerns of the Airport Commission have appropriate merit with respect to how an increase of traffic from another flight school would affect the degree of safety for the overall airport operations, and if the Commission is acting within the bounds of the grant assurances. Per the FAA Compliance Officer, Mr. Graham Coffelt, the FAA would take the position that a request to conduct commercial aeronautical services on the Airport cannot be denied if that request meets the published minimum standards. Further, a request cannot be

denied based on air traffic. Mr. Coffelt felt that the steps the City is taking by submitting an application for the Federal Contract Tower program is the appropriate and correct step to take. Ms. Desio-Munn commented that the City is out of compliance if ATP is denied (Mr. Cevallos stated yes). Mr. Dotson asked if the Airport Commission did not like their proposal to place a trailer on the airfield, and because the City accepts FAA funds, what input would they have in not asking them to put that particular structure on the airfield. Mr. Cevallos responded that ATP submitted a proposal based on the minimum standards the City has, and there is no statute or regulation that authorizes the City to deny them placing a trailer on the Airport. Mr. Cevallos further defined that it would be inappropriate to change and/or amend the regulations after they have submitted their proposal as a way to deny. Mr. Wilfong confirmed with Mr. Cevallos that the Commission took action at the January meeting to allow six months before a decision can be rendered so that more information can be gathered about the air traffic and the need for a control tower. Mr. Cevallos agreed with that position, stating that ATP responded to the delay favorably.

4. Consultant Selection Announcement

Presenter

Mr. Peter Cevallos

Summary

Mr. Cevallos briefed that the Airport must conduct a qualification based selection of an airport consultant every 5 years to remain eligible to receive both federal and state aviation grant funding. Mr. Cevallos explained that he is following the provided guidance from the FAA Advisory Circular 150/5100-14, and the State to ensure the City meets Federal and State requirements. This guidance describes how the process should be conducted as a committee, and provides administrative tools such as a scoring matrix that can be used for the selection process. The Airport Manager has recruited the assistance of the City Engineer, Finance Director, the City's Purchasing Manager, and the Assistant City Attorney to be on the Consultant Selection Committee, as recommended in the State's guidance. Mr. Wilfong asked if there was any further action on this matter. Mr. Cevallos stated that nothing needed to be done as defined by the timeline in the plan that was attached to the staff report. Mr. Cevallos concluded that the target was to complete the process by the May/June timeframe as this five-year contract will have to go to City Council for their approval.

5. General Discussion

- Councilmember Keziah asked Mr. Cevallos about the mold situation in the hangar. Mr. Cevallos confirmed that Mr. Dotson had asked at the January meeting to look into the mold situation, and Mr. Cevallos submitted a work request for facility maintenance to assess the situation in the hangar. Mr. Cevallos reported that facility maintenance reported back to him that some of the vents had been closed in the offices, which caused an air in-balance and raised the air's moisture content and created the mold environment. Council Member Keziah raised the concern about sending facility maintenance to assess when an environmental company should be sent to conduct a proper assessment of the condition to remove the risk for the City to be sued. City Attorney Mr. Shah-Khan stated that it appears Staff has taken the initial necessary steps and that it would not necessitate a City Council action to direct Staff as there is no legal exposure until the assessment is made, and given the City Council's meeting schedule, there would be a needless wait for Council to give the direction. Mr. Shah-Khan confirmed with Mr. Cevallos if he was made aware of the situation, to which Mr. Cevallos stated he was and had taken the appropriate steps to address the situation. Mr. Shah-Khan made the recommendation that the Manager could respond faster without waiting for City Council's

direction to employ an environmental company to further assess the mold situation. Mr. Wilfong stated as there was a motion on the floor and in order to complete the Commission's action, he asked for a vote.

Motion: Mr. Dotson made a motion for Staff to contract an environmental company to determine the source of the mold in the hangar and forward that information to City Council.

Second: Mr. Furr

Action: The motion for Staff to contract an environmental company to determine the source of the mold in the hangar passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

- Mr. Furr made a comment that he had received numerous call from Airport staff asking about their pay raises that they were supposedly guaranteed back in December. Mr. Cevallos stated that he reported on this matter back at the January meeting, and felt the issue had been resolved. Mr. Furr stated that they have not received the raises. Mr. Cevallos re-iterated that the request was submitted to the City and the issue was resolved. Mr. Furr asked again whether Mr. Cevallos knows if they got paid. Mr. Cevallos re-iterated that he has worked with the City and resolved the issue. Their pay was increased and the pay was given to them.
- Council Member Keziah asked Mr. Shah-Khan what's the issue on the lease on the terminal space that Charter Jet Transport wants to lease. Mr. Shah-Khan responded that prior to the February General Services Committee meeting, it was discovered that there was a missing provision in the lease which addresses compliance requirements with other Aerowood leases. The lease was corrected and sent to Mr. Atkinson for his signature. Council Member Keziah asked why there was a need to tie the entities together. Mr. Shah-Khan stated that they are related as they have a common owner, and the matter of their relationship was previously discussed, and that it would be inappropriate for the City to permit Aerowood to ignore an important obligation and allow them to use Charter Jet Transport as the subsidiary to lease the facility. Mr. Shah-Khan asked Mr. Cevallos if he had heard if there was any issue with that provision in the lease. Mr. Cevallos stated that he hadn't. Council Member Keziah asked Mr. Cevallos about a hangar that Mr. Atkinson is leasing. Mr. Cevallos responded saying that he may be referring to Hangar #9, the Quonset Hangar. Council Member Keziah asked if Mr. Atkinson is paying his rent, to which Mr. Cevallos affirmed. Council Member Keziah asked then what is the issue. Mr. Cevallos responded that in the lease for the mentioned hangar #9, there is a provision that Mr. Atkinson place the utilities in his name, which he has not. Council Member Keziah asked if he is renting the entire hangar, which Mr. Cevallos responded that he was only renting the office space in the hangar. Mr. Cevallos further explained the history of the negotiation, stating that Mr. Atkinson and he agreed to the terms written in the lease to put the utilities in his name. Council Member Keziah asked for further clarification, which Mr. Cevallos explained that in spite of the small space by square footage Mr. Atkinson leases, the majority of the utilities is used by his flight school. Therefore, it would be appropriate for him to pay for the utilities to that building. Mr. Wilfong asked that if the discussion that the City is having with Mr. Atkinson is holding the lease from being signed. Mr. Cevallos stated that it wasn't, adding that these are two different items, one being the terminal offices lease and the other being Mr. Atkinson being compliant with leases he already has with the City. Mr. Shah-Khan added that the revised lease has been sent to Mr. Atkinson, for his signature, and the other

matter is to make sure he is compliant with his contractual obligations. Discussion on this matter concluded.

- Mr. Cevallos asked for volunteers from the Commission to serve on the Consultant Selection Committee. After discussion it was determined by consensus that Mr. Wilfong, Ms. Desio-Munn, and Mr. Dotson would be the three Commission members to serve on that committee. Mr. Cevallos stated he would convene a meeting to explain the process to the Commission members serving on the committee.
- Mr. Furr re-introduced the matter of the pay, which after some discussion, the City Manager said he would confirm with the City's Human Resources Director that those staff members expecting pay raises were in fact paid as reported by Mr. Cevallos at the January meeting.
- Ms. Desio-Munn asked that it seemed apparent from this meeting there was a lease that was being discussed, and not all Airport Commission members were provided copies of the lease in question. She felt this was very inappropriate and raised her concern on the omission. Mr. Shah-Khan stated that it was not a part of the meeting packet so he was curious to know the source of the document. Mr. Cevallos stated that any meeting information should originate from the Manager's office so that all Airport Commission members have an equal opportunity to review and discuss any related matter. Ms. Desio-Munn asked for that consideration.

6. Adjourn

There being no other business, the Chair asked for a motion to adjourn the meeting.

Motion:

Mr. Dotson made a motion to adjourn the meeting.

Second: Mr. Furr

Action:

The motion to adjourn passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

The meeting adjourned at 6:20 pm.



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- Mr. Cevallos asked for volunteers from the Commission to serve on the Consultant Selection Committee. After discussion it was determined by consensus that Mr. Wilfong, Ms. Desio-Munn, and Mr. Dotson would be the three Commission members to serve on that committee. Mr. Cevallos stated he would convene a meeting to explain the process to the Commission members serving on the committee.
- Mr. Furr re-introduced the matter of the pay, which after some discussion, the City Manager said he would confirm with the City's Human Resources Director that those staff members expecting pay raises were in fact paid as reported by Mr. Cevallos at the January meeting.
- Ms. Desio-Munn asked that it seemed apparent from this meeting there was a lease that was being discussed, and not all Airport Commission members were provided copies of the lease in question. She felt this was very inappropriate and raised her concern on the omission. Mr. Shah-Khan stated that it was not a part of the meeting packet so he was curious to know the source of the document. Mr. Cevallos stated that any meeting information should originate from the Manager's office so that all Airport Commission members have an equal opportunity to review and discuss any related matter. Ms. Desio-Munn asked for that consideration.

6. Adjourn

There being no other business, the Chair asked for a motion to adjourn the meeting.

Motion:

Mr. Dotson made a motion to adjourn the meeting.

Second: Mr. Furr

Action:

The motion to adjourn passed unanimously with the following votes:

AYES: Ms. Hayden Desio-Munn, Mr. David Dotson, Mr. Patrick Furr, Mr. Howard Heda, Mr. John Stephens, Mr. John Wiggins, Mr. Gary Wilfong

NAYS: None

The meeting adjourned at 6:20 pm.



STAFF REPORT

TO: Monroe Airport Commission

VIA: Mark Watson, City Manager

DATE: April 10, 2023 Meeting

FROM: Peter Cevallos, Airport Manager

PREPARED BY: Peter Cevallos, Airport Manager

SUBJECT: FAA Response to Benefit/Cost Analysis/BIL Grant Funding for Control Tower Construction

SUMMARY STATEMENT

The FAA has responded to the City's application to the Federal Contract Tower program. This response is provided for information, and further action if required.

REVIEW

At the November 14, 2022 meeting, the Airport Commission voted to support staff efforts to apply the FAA's Federal Contract Tower program. This action would complement a parallel effort to apply for federal grant funds for the construction of the control tower. Staff completed the action within the prescribed deadline and has received a response to the application.

The FAA uses a benefit cost analysis to determine a ratio using airport-specific information to estimate the benefits of establishing and operating a tower and comparing those to the airport-specific costs of having tower services. This includes summing the total benefits from safety (avoided accidents) and efficiency (avoided aircraft operating cost and passenger value of flight time savings). The FAA then determines the cost of the tower operation through the capital investment costs for establishing a tower (when these are paid by the FAA) and the annual operating and maintenance costs paid by the FAA. Both the benefits and costs are projected for 15 years and discounted. The final ratio equals discounted benefits divided by discounted costs.

For the Airport, the FAA used the empirical data Airport staff provided, which included the full traffic and based aircraft count for the years 2021 and 2022. In addition, the FAA used its own data pulled from the its own instrument flight rule filings and forecasted count to help provide a complete picture of the air traffic operations conducted on the Airport. The resulting ratio for the Airport is **0.81** (0.71 plus a 10-percentage margin of error); having a ratio of 1.0 or greater is required to qualify for funding of air traffic control services by the FAA under the FAA Contract Tower (FCT) Program.

On the City's parallel effort to obtain grant funding under the Bipartisan Infrastructure Law program, the FAA has advised the City it's application was not selected this year's (FY23) FCT. The FAA received 86 applications that totaled over \$201 million in projects for the FY 2023 program. The FAA reviewed all applications thoroughly and equitably as governed by requirements set forth in the FY 2023 Notice of Funding Opportunity (NOFO). It encourages the City to reapply for subsequent annual FCT NOFOs, which it will issue annual notices for funding through FY 2026.

RECOMMENDATION

This item is presented for information, and Staff stand ready for further action as recommended by the Airport Commission.

Attachment(s):
EQY Application Response Letter
FY23 FCT Gov Announcement



U.S. Department
of Transportation

**Federal Aviation
Administration**

March 30, 2023

Mr. Peter P. Cevallos, Jr.
Airport Manager, Charlotte-Monroe Executive Airport
3900 Paul J Helms Drive
Monroe, NC 28110

Dear Mr. Cevallos:

The Federal Aviation Administration (FAA) completed the Benefit Cost (B/C) Ratio analysis for Charlotte-Monroe Executive Airport, NC (EQY). The B/C analysis is calculated on the latest airport information and the Terminal Area Forecast. We regret to inform you the B/C Ratio for EQY is 0.81 (0.71 plus a 10-percentage margin of error), and therefore EQY does not qualify for funding of air traffic control services by the FAA under the FAA Contract Tower (FCT) Program.

Enclosed you will find a datasheet containing information used to calculate your airport's B/C Ratio. Please review the data carefully. You may choose to appeal the B/C Ratio calculation (see enclosed *Appeal* document). If you have additional verifiable supporting data that may have an influence on your B/C, you should forward that data to the FAA Aviation Policy and Plans Office at (202)267-3274 no later than 90 days from the date of this letter.

A complete re-calculation analysis for a final B/C ratio will be conducted within 90 days of receipt of additional complete and verifiable data.

For questions concerning FAA Contract Tower Program, please utilize this email for communication 9-AJT-HQ-FCT@FAA.GOV.

Sincerely,

MALCOLM
ANDREWS

Digitally signed by
MALCOLM ANDREWS
Date: 2023.03.31
09:47:04 -04'00'

Malcolm Andrews
Director, Enterprise Services, AJM-3

Enclosure:

Airport Traffic Control Tower Benefit-Cost Model

Appealing FAA's Benefit/Cost Calculation: Factors used in Benefit/Cost Ratio Development

AIRPORT TRAFFIC CONTROL TOWER BENEFIT-COST MODEL

Airport LOCID (CAPS)

EQY

Monroe

Monroe

NC

FCT Candidate

First Year of Operation

2022

Year of Dollar

2021

Analysis Basis

2

Establishment

1 Discontinuance

2 Establishment

Operations Count Basis

1

Not Tower Count

1 Not Tower Count

2 Tower Count

Efficiency Benefit Basis

2

No FSS On Site

1 FSS On Site

2 No FSS On Site

Scheduled Cmcl - Acft & Pass Values

5

National AC Aircraft Hours

1 Airport Specific FY OAG

2 OAG for <5K Sched Departs

3 National OAG

4 National AC Aircraft Counts

5 National AC Aircraft Hours

6 Override

NonSched Cmcl. - Acft. & Pass. Values

2

National AT Aircraft Hours

1 National AT Aircraft Counts

2 National AT Aircraft Hours

Local GA - Acft. & Pass. Values

1

Based Acft & Nat'l GA Acft Hrs

1 Based Acft & Nat'l GA Acft Hrs

2 National GA Aircraft Counts

3 National GA Aircraft Hours

Itinerant GA - Acft. & Pass. Values

3

National GA Aircraft Hours

1 Local Based Aircraft

2 National GA Aircraft Counts

3 National GA Aircraft Hours

Cost Factors

One-Time Cost

Annual Air Traffic Labor Cost

Annual Capital Account Costs

Annual Costs Other

Discontinuance costs (for non-contract towers only)

BASIS
YEAR
OF COST

YR 2021
INDEXED
COST

	2021	\$ -
\$ 680,150	2021	\$ 680,150
	2021	\$ -
\$ 164,069	2021	\$ 164,069
	2021	\$ -

DISCOUNTED BENEFITS	DISCOUNTED COSTS	B-C RATIO
\$ 5,461,061	\$ 7,689,074	0.71

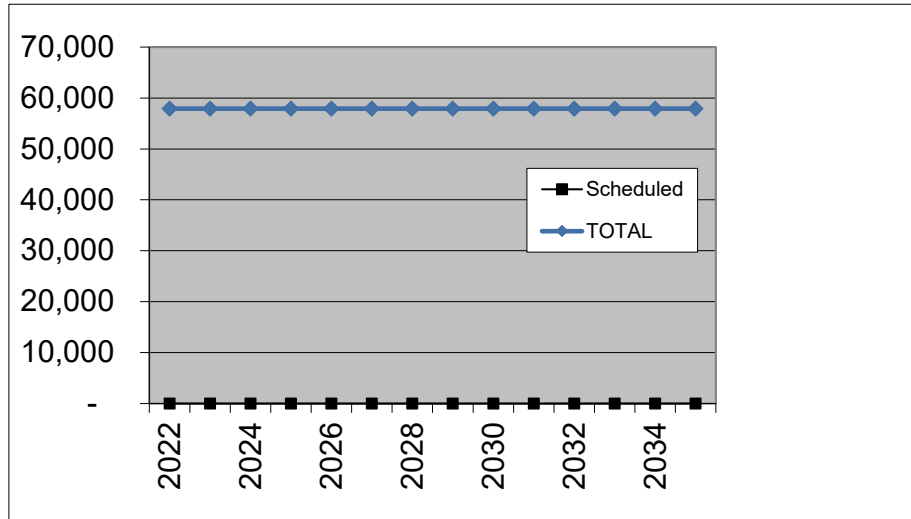
YEAR	EQY BENEFITS			ANNUAL SUMS	YEAR 2021 PRESENT VALUES
	AVERTED COLLISIONS	OTHER ACCIDENTS	EFFICIENCY		
2022	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 605,805
2023	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 566,173
2024	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 529,133
2025	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 494,517
2026	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 462,165
2027	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 431,930
2028	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 403,673
2029	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 377,265
2030	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 352,584
2031	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 329,518
2032	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 307,960
2033	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 287,813
2034	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 268,985
2035	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 251,387
2036	\$ 324,499	\$ 78,070	\$ 245,642	\$ 648,211	\$ 234,941
15 YR	\$ 4,867,485	\$ 1,171,050	\$ 3,684,630	\$ 9,723,165	\$ 5,903,850
ADJUSTED FOR HOURS OF TOWER OPERATION				92.5%	\$5,461,061

YEAR	EQY COSTS					ANNUAL SUMS	YEAR 2021 PRESENT VALUES
	CAPITAL COSTS	AIR TRAFFIC COSTS	AIR FACILITY COSTS	ANN COSTS OTHER	DISCONT. COSTS		
2022		\$680,150	\$0	\$164,069	\$0	\$844,219	\$ 788,990
2023		\$680,150	\$0	\$164,069		\$844,219	\$ 737,374
2024		\$680,150	\$0	\$164,069		\$844,219	\$ 689,134
2025		\$680,150	\$0	\$164,069		\$844,219	\$ 644,051
2026		\$680,150	\$0	\$164,069		\$844,219	\$ 601,916
2027		\$680,150	\$0	\$164,069		\$844,219	\$ 562,539
2028		\$680,150	\$0	\$164,069		\$844,219	\$ 525,737
2029		\$680,150	\$0	\$164,069		\$844,219	\$ 491,343
2030		\$680,150	\$0	\$164,069		\$844,219	\$ 459,199
2031		\$680,150	\$0	\$164,069		\$844,219	\$ 429,158
2032		\$680,150	\$0	\$164,069		\$844,219	\$ 401,082
2033		\$680,150	\$0	\$164,069		\$844,219	\$ 374,843
2034		\$680,150	\$0	\$164,069		\$844,219	\$ 350,321
2035		\$680,150	\$0	\$164,069		\$844,219	\$ 327,403
2036		\$680,150	\$0	\$164,069		\$844,219	\$ 305,984
15 YR	\$0	\$10,202,250		\$2,461,035			\$7,689,074

OPERATIONS FOR EQY

FAA CONTRACT TOWER (FCT)

YEAR	ITINERANT				LOCAL		TOTAL
	Scheduled Commercial	Non-Sched Commercial	GA	MIL	GA	MIL	
2022	-	1,659	33,643	-	22,607	-	57,908
2023	-	1,659	33,643	-	22,607	-	57,908
2024	-	1,659	33,643	-	22,607	-	57,908
2025	-	1,659	33,643	-	22,607	-	57,908
2026	-	1,659	33,643	-	22,607	-	57,908
2027	-	1,659	33,643	-	22,607	-	57,908
2028	-	1,659	33,643	-	22,607	-	57,908
2029	-	1,659	33,643	-	22,607	-	57,908
2030	-	1,659	33,643	-	22,607	-	57,908
2031	-	1,659	33,643	-	22,607	-	57,908
2032	-	1,659	33,643	-	22,607	-	57,908
2033	-	1,659	33,643	-	22,607	-	57,908
2034	-	1,659	33,643	-	22,607	-	57,908
2035	-	1,659	33,643	-	22,607	-	57,908
2036	-	1,659	33,643	-	22,607	-	57,908



FAA Costs Elements

EQY

Charlotte Monroe Executive

FCT Candidate

2021 Fiscal Year

HR 302 Section 133

Annual Air Traffic Labor Cost	\$ 680,150
Annual Costs Other	\$ 164,069

Air Traffic Control (ATC) PC&B
ATC Labor
ATC Benefit Liabilities

Maintenance (Tech Ops) PC&B	
Tech Ops Labor	\$ 40,140
Tech Ops Benefit Liabilities	

Federal Contract Tower (FCT) Program	
Annual Air Traffic Labor Cost	\$ 680,150
Airport's Controller Labor	
Insurance	\$ 57,308
Facility Non-Labor	
ATC Non-Labor	
Tech Ops Non-Labor	\$ 16,000

Training
ATC Contract Training

Other	
Logistics	\$ 6,103
Telco	\$ 35,942
Utilities	\$ 8,576
Leases	
ATC Medical	
Annual Cost Other	

Capital Replacement
Facilities & Equipment (Not Capitalized)

Facility Direct O&M
O&M Subtotal

Overhead
ATO Indirect(Overhead)
FAA Indirect (Overhead)

Full Cost
Total O&M

Peter Cevallos

Subject: FY23 FCT Gov Announcement

From: 9-ARP-BIL Airports (FAA) <9-ARP-BIL Airports@faa.gov>

Sent: Tuesday, April 4, 2023 08:08

To: Peter Cevallos <pcevallos@monroenc.org>

Cc: Evains, Jasmine (FAA) <Jasmine.Evains@faa.gov>

Subject: FY23 FCT Gov Announcement

Dear Airport Sponsor:

Secretary Buttigieg announced a Notice of Intent to Fund projects selected under the FY 2023 Bipartisan Infrastructure Law (BIL) Federal Aviation Administration (FAA) Contract Tower (FCT) Program. A full list of the final selections as well as other FCT information can be found on our website at www.faa.gov/bil/airport-infrastructure/fct.

Due to the highly competitive nature of this program, I am sorry to inform you that your application was not selected to move forward under this year's FCT. The FAA received 86 applications that totaled over \$201 million in projects for the FY 2023 program. I assure you that the FAA reviewed all applications thoroughly and equitably as governed by requirements set forth in the FY 2023 Notice of Funding Opportunity (NOFO).

Although your project was not selected, we encourage you to reapply for subsequent annual FCT NOFOs. The FAA will issue annual NOFOs for funding through FY 2026. Please work with your respective FAA Regional or Airports District Office, or State Block Grant State Agency, to update your application, being mindful of the following:

- Applications must be submitted by the deadline outlined in the NOFO.
- Applications must be completed, with as much information as possible for FAA to evaluate the project. This includes concise responses to the areas of considerations.
- Applications must contain eligible and justified projects. For example, projects must be at airport owned FCTs. In addition, equipment eligibility is limited to replacement of obsolete basic air traffic control equipment including radios, automated voice recorders, and airport lighting controls.
- Projects included in the application must be timely, as the FAA will give priority to projects that can get under grant award within the prescribed timeframe in the NOFO.

We anticipate publishing the FY 2024 FCT NOFO later this year.

I encourage you to continue to apply for this historic funding opportunity to upgrade and modernize airport traffic control towers around the nation.

Sincerely,

Shannetta R. Griffin, P.E.
Associate Administrator
Federal Aviation Administration
Office of Airports