Burlington International Airport
2013 Proposed Budget

Airport Operating Revenues

Airport operating revenues include a variety of fees and charges for airline use of airfield and terminal spaces as well as other sources which include parking, terminal concessions, and building and ground rents and airfield concessions.

Terminal rentals, common and exclusive, and landing fee charges are proposed to remain at the same per unit rate for this fiscal year. Terminal common & exclusive space are reflected as increases from the prior fiscal year based on allocation of additional space used in the terminal by the airlines and other tenants. Landing fees increase in number of aircraft serving BTV. Exclusive appears as a decrease due to an over-projection based on a rate increase.

Parking revenues have traditionally been the largest revenue source for the airport accounting for 37% of revenues in 2011 and is estimated to be nearly 42% in FY'12. The parking revenues reflect an increase over both prior year budget and expected FY'12 ending balance primarily due to an increase in our collections from the car rentals for the spaces they utilize in the garage.

Both car rental and terminal concession revenues reflect a projected increase based on actual performance in the current fiscal year, a slight enplanement growth scenario as well as new car rental and food concession agreements.

Buildings and grounds rentals include certain parcels within the existing Airport footprint that have been rented to firms such as Federal Express, Pratt & Whitney, and Heritage for general aviation. These revenues are increased in the current budget projection based on updated lease terms for several tenant properties.

Field Concessions revenues are associated with general aviation on the airport and consists of fuel flowage fees, landings, and tie down fees through an FBO. Revenues also include a percentage of FBO gross revenues above a $1.5 million threshold. These are budgeted as a decrease due to the loss of one of our fixed based operators this past fiscal year.

Airport Operating Expenses

Airport expenses are projected to increase by 5% overall with the following contributing factors;

Salaries and Wages and associated benefits are projected to increase due to the transfer of contract labor costs to temporary wages (approx $465,000) , the proposal for three new positions and the re-alignment of an existing position to fit the Airport needs as well as slight increases in actual overtime costs.

Travel & Subscriptions reflect the requirement of additional training required by Federal agencies for management of airports compliance.

The service contract codes ("Professional Contracts" and "Service Contracts") reflect an increase in the first category based on increased legal service fees due to potential and pending litigation cases and the decrease in the other is proportionately related to the decrease in contract labor now reflected under Salaries & Wages.

The Treasurer & Risk Mgmt increase reflects projections provided by the C/T Office to support direct and indirect costs allocated to the Airport.

The property tax expense code reflects a significant decrease that is directly related to a miscalculation budgeted in last fiscal year. The projection actually reflects an increase over actual FY'12 to reflect both a tax rate increase and the purchase of additional properties under the Airports' land acquisition program.