



PROPOSED ANNUAL BUDGET

For Fiscal year 2012-2013



ENGLAND ECONOMIC & INDUSTRIAL DEVELOPMENT DISTRICT

1611 ARNOLD DRIVE

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June 28, 2012

**ENGLAND
 AUTHORITY**

Jon W. Grafton
Executive Director

Commissioners:

RAPIDES PARISH

William Barron
 Dennis Frazier
 Scott Linzay

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**CHAMBER OF
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Nancy Stich
 Charles Weems

AWARDS:

Wildlife Habitat Council 2005
 Reuse Award Oak Wing Project

DOT 2005
 F.A.A./DBE Award

E.P.A./DEQ 2004
 Ready for Reuse Award

F.A.A. 2003
 SWR Airport Safety Award

N.A.L.D. 2001
 Facility of the Year

1999 Office of Secretary
 of Defense Award for
 Base Redevelopment

F.A.A. 1997
 LA Airport of the Year

N.A.I.D. 1996
 Excellence Marketing Award

N.A.C.O. 1995
 Achievement Award

Mr. William Barron, Chairman
 and Members of the Board of Commissioners
 England Economic and Industrial Development District
 Alexandria, LA 71303-5636

Mr. Barron and Members of the Board:

In accordance with the Louisiana Local Government Budget Act (Title 30 Chapter 9 of the Louisiana Revised Statutes of 1950), the proposed balanced operating and capital budget for fiscal year 2012/2013 is hereby respectfully submitted. This document is also posted for public review on the England Airpark website.

The Authority's FY 2011/2012 has been another good year for England Airpark in spite of challenging state and national economic conditions. Financial budget goals were met. The Authority received a clean financial audit opinion for the 2010/2011 year making it the 5th year in a row and 14 of the last 15 years to receive such an opinion. It also received another excellent Part 139 inspection from the Federal Aviation Administration adding to the growing string of such exemplary annual reports.

Since its existence, the England Authority has been privileged to play a part in the location or expansion of a number of businesses in our area. As reported by Dr. Loren Scott in 2009, the England Authority and its associated entities have invested over \$500 million in capital and increased household incomes by \$293 million. Building on that success, last fiscal year saw the announcement of the \$30 million LSU Medical Center Project and the \$450 million Sundrop Fuel Project.

An example of England's continuing economic action promoting community growth is the over \$13.4 million of capital expenditures this organization invested in the Airpark during 2011/2012. One program, England's Noise Mitigation Program has generated over \$32 million in construction and acquisition activity during these tough economic times. While the bulk of the investments have been spent on basic infrastructure, the new entryways to England Airpark have won critical acclaim from the public as evidence of the continued progress in the England redevelopment project.

We are pleased that other Cenla public and private entities benefit from utility sales, tax revenues, service fees and business transactions from the economic redevelopment of England Airpark. In Dr. Scott's 2009 report he noted that an additional \$36 million in sales taxes were paid in the eight parish area due to the redevelopment activities at England Airpark from 1992 to 2008.

We also note, by operating a commercial airfield in a self-supporting manner, England Airpark has eliminated a \$1.2 million annual property tax burden from Rapides Parish property taxpayers.

At the same time, the England Economic and Industrial Development District does not burden any public entity in Central Louisiana for the cost of public services at England Airpark. We maintain the streets and grounds. We provide the required and critical airside/landside fire and police protection. We maintain drainage arteries large and small. We pay for the small but important things such as landscaping, spraying for mosquitoes and street banners. That is why England Airpark has been called an economic engine for Central Louisiana.

As a reminder to the public, absent a tax base, the England Authority must raise its business incentive, operating and capital funds by leases and other business activities. Thus, the staff will continue to aggressively lease property for not only the good of the Airpark, but the good of the community at large. We will also advocate the conservation of financial resources that will allow us to take advantage of exciting opportunities as they become apparent.

I would be remiss if I did not take this opportunity to publicly thank and give full credit to England's volunteer Board of Commissioners who serves diligently and faithfully in the best interests of the community. Further, I would like to thank the lessees, employees and contractors that have helped the England Authority develop what many have called a national model for base reuse.

STRATEGIC REVIEW

Strategically, England Airpark has managed to survive and thrive through the three years of this economic downturn. As conditions appear to moderate and in some areas improve, England Airpark continues to make the investments that will attract the attention of quality redevelopment partners for our community.

Unfortunately, the new "economic normal" appears to be more of what occurred the previous year. National unemployment is at 8.2% and not expected to fall quickly. The federal government is expected to run a deficit exceeding \$1 trillion this fiscal year. The stock markets, while recovering, are under significant stress at this time due to economic conditions in Europe. National housing starts continue at low levels in spite of extremely low interest rates. Housing prices appear to be taking a

second dip in a number of major metropolitan areas. With Europe in recession and China slowing, it would appear that the national economy appears to be, according to the Federal Reserve, in a slow to moderate recovery.

Louisiana's economy is being buffeted by these same forces. Fortunately, the state has fared better than many of the other states during this recession. The natural gas play is a game changer in industrial/manufacturing development in the state. A number of large industrial developments have been announced based on the availability and low cost of gas. Coupled with low interest rates and a well respected Louisiana Department of Economic Development, the prospect for further development is good. A perfect example of the above interactions is the proposed construction of the Sundrop Fuels refinery in England Airpark Special District 2.

Central Louisiana steadied in 2011/12 after being hit by the downturn in 2010. Sales tax revenues for local government seem to have stabilized overall. While this area saw the closure of International Paper, the downsizing of Dresser, Union Tank Car and Boise Cascade in 2010, operations appear to be picking up in some operations such as Union Tank Car and ROM Industries. State of Louisiana operations in the area continue to face significant budget pressure to meet a constrained budget. But the Rapides Parish economy has shown significant resilience with an unemployment rate of 6.3%.

England Airpark has been successful in meeting the challenges posed to date by these unsettled conditions. Significant grant funds were secured from numerous programs for infrastructure rehabilitation and improvement. England's construction of new fuel farm and access road and replacement of aircraft ramp represent \$15 million in new infrastructure investment. \$7 million in additional Noise Mitigation funds were secured that were pumped directly into the local economy by the purchasing of illiquid assets (housing) and promoting reinvestment in the community through relocation. Airpark self-generated revenues were used to implement a number of projects critical to the development of the Airpark. The most visible of the projects was the Roundabout/Entryway Improvements.

While many airports the size of Alexandria International Airport (AEX) reported decreases in enplanements, AEX continues to register increases. AEX set an all-time record high for number of passengers in the year 2011. This is in spite of Delta eliminating service from AEX to Memphis. As we had anticipated, Delta continues to downsize the Memphis hub in the wake of the Northwest acquisition. Indicative of the change of our airport status are the number of persons formerly in the Shreveport/Monroe market that now use AEX. The air travel related businesses of rental cars and parking continue to remain strong. AEX's FBO, Million Air, continues to function in a world class manner. Million Air

Alexandria was awarded Best FBO Nationwide by the franchise for its operations at AEX.

In the commercial area, the private sector impacts appear to have stabilized but remain in flux. In 2010/11, England Airpark successfully opened the MML&H new office complex, Reddy Ice Distribution Center and Unitech Training. The secondary impact of downsizing of government operations impacted England in 2010 with the announced closure of the U.S. Marshal facility. Working with the legislative delegation we managed to encourage the private contractors to replace 75% of the jobs, keep an operation at the Airpark and buy from local vendors. But in April 2012 this operation was downsized once again with the community losing significantly more jobs. Further, stress on Federal and State budgets is reflected in the proposed elimination of the 259th Air Traffic Control Squadron and Work Training Facility North. At the time of the writing, the State Legislature has refunded the Work Training Facility, while our Congressional Delegation is working to save the 259th ATC.

England Airpark has continued to build up its economic development capability by filling the Airpark Development Manager Position, becoming a dues paying member of Central Louisiana Economic Development Alliance (Regional Economic Development Organization) and Ft. Polk Progress. England has always represented a regional approach to economic development and this organization's support of the above supports England's eight parish area of impact.

Housing activities at the Airpark continue to remain strong. The housing and apartment units operated by the Airpark maintain a near 100% occupancy with significant waiting lists. England Oaks continues its operations with minor impact from the slow housing market. England Airpark continues its interest in developing additional apartments. With the inking of the Louisiana Medical Center Project, this initiative will move to the fore.

Thus, the Airpark must continue to operate in a conservative, prudent manner to invest in infrastructure and husband cash for unexpected crises or to take advantage of bold opportunities. An example of such an opportunity came up last year with the Continental Tire prospect. Because England had carefully managed its resources the organization was able purchase land for the long term use of the Authority. It should be noted that the "Continental Tire" event was a bold step forward by England Airpark that showed the State of Louisiana that Central Louisiana was ready to participate in aggressive economic development.

This budget plans for the continued execution of the Master Plan to create the type of Airpark quality of life environment that will entice strong businesses to locate at this facility. We must continue to believe in the future of a greater and stronger Central Louisiana and therefore prepare a facility to support that future.

In general, how will we tack our small ship of state? We are going to follow our master plan with perseverance and patience. Each project and action will build on the next to create a final condition matching our expectations. We will plan for continued normal financial support from state and federal government but realize with enormous deficits, potential of long term weak economy and rising inflation we must be prepared for difficult times.

We will continue to incorporate the following macro trends into our long term plan of action:

1. Globalization
2. Climate Change
3. Louisiana Coastal loss
4. Reemergence of Central Louisiana as transportation nexus
5. The cost of Energy
6. Unsettled national economic conditions

Each of these macro trends will play an important role in the development of the Airpark and our community over the next 15 years.

Finally, I would like to note that the England Authority is approaching December 2012, the 20th anniversary of the closing of England Air Force Base. From that humble beginning with J. B. Hunt Transport and a vision, England Airpark has grown to be the vibrant organization it is today. England can now catch a glimpse of where it can be 20 years hence.

A special thank you to our redevelopment partners; City of Alexandria, City of Pineville, Rapides Parish Police Jury, Woodworth, Ball, McNary, Boyce, Lecompte, Cheneyville, Glenmora, Forest Hill and the Central Louisiana Chamber of Commerce. For twenty years, working together has worked to build a foundation for growth. From relocating commercial air, to attracting Union Tank Car, to developing the P&G cluster, partnerships have been key to the success of Central Louisiana.

But intentions and partnerships must be implemented by people and the success we now know would not have occurred without the many volunteer Commissioners who have committed their efforts to the future of England Airpark. The Board's commitment to constructing and implementing a visionary and evolving Master Plan has driven this organization on a path of excellence.

We would like to thank those Commissioners serving today, that have served in the past and those willing to take up the mantle in the future for your commitment of time and energy so that future generations will have an opportunity for a better life. Thank you for your service. Your staff is committed to the same vision and pledges to work closely with you to implement this financial plan for the year 2012/13.

WORK PLAN FOR 2012/2013

By its nature, a public agency budget is the work plan for the fiscal year. The budget obligates financial resources to achieve the items that are called out in the document. Those items track the adopted plans of the institution. This plan is organized around the projects pursued by the Authority.

1. **Street Life Extension Program:** This program is preparing for the time when it is necessary to perform a major overlay of streets in the Airpark. This will be 100% funded by the Authority. There are no projects planned for this budget year.
2. **Building Demolitions:** Funds will be used to carry out the board policy of removing structures identified for removal by the Master Plan. The Master Plan identified approximately \$3 million dollars of demolition work. Requests have been made for assistance in funding this project. With the national and state fiscal condition, the chance of outside funding has diminished. In the absence of outside funding, the England Authority has been proceeding on a measured basis. In the 2011/2012 year the England Authority was able to budget sufficient self-generated funds to be able to proceed with the demolition of the dormitories and the mess hall facing Frank Andrews. Bids were taken in the spring of 2012 for these structures and demolition work should be completed prior to the beginning of the 2102/2013 fiscal year. In addition, the Theatre adjacent to the community center is scheduled for demolition. It is anticipated that demolition work for 2012/13 will focus around the medical center project as we prepare for major construction.
3. **Building 1150 Project:** This will provide for projects in the former Officer's Club building that protect and improve the long term viability of the building. The facility was recarpeted with roof repairs and minor painting in 2011. A more effective and efficient HVAC system is to be addressed in this budget year.
4. **Frank Andrews Project:** This project will provide for the landscaping of Frank Andrews as contemplated and designed in the Commercial terminal project. Lack of funds forced the cancellation of the landscaping during construction of the terminal. Coupled with the Roundabout and Gateway project, the main access to the terminal will be landscaped to Airpark expectations. The center medians will be landscaped first. As development proceeds the outer edges of the roadway will be further defined.
5. **Building 1912 Project:** As credit for improvements to the building, the tenant received rental credit. That credit was budgeted as a project cost to reimburse the General Fund over the life of the credit.
6. **Rental Car Facility:** The airport rental car business at AEX is a large operation. Modern airports create a central maintenance

- facility for rental car companies to share. This project will create such a central exterior maintenance and staging facility. The project will be funded by CFC fees collected on rental car contracts. Engineering will begin in the 2012/13 fiscal year.
7. **Health Center Project:** Louisiana Governor Bobby Jindal announced in December 2011 that the LSU Health System would lease both the EA hospital and elementary school which would be renovated to provide health care services. The State commitment is \$24.8 million and the England Authority commitment is \$5 million. Currently, the \$2 million budgeted for this project will be combined with a \$3.5 million debt issuance that is anticipated to be issued in the 2012/2013 year to allow the England Authority to meet its obligation.
 8. **Roof Replacements:** It has been 20 years since the closure of England Air Force Base. We are beginning a process of roof replacement to protect buildings that are to remain in the Master Plan.
 9. **ISB Improvements:** The United States Army is a major tenant of the Airpark and as such the Authority is dedicated to making its partnership with them work smoothly. The Army is considering a multi-million, multi-year improvement plan for the ISB area. England's contribution will provide critical support for area improvements that are the responsibility of the Authority or may enhance Army improvements.
 10. **Westside Development:** This is the first step to advance growth on the Westside of the Airpark. This development is charted in the Master Plan. Certification of site, clearance of trees and more detailed planning will be the steps accomplished during 2013.
 11. **Master Plan Land Purchase:** Property has been identified that is necessary for the public purposes of Airpark redevelopment. In particular, the extension of Runway 14 and the development of the west side of the airfield and the extension of Runway 18. The Airpark is expending funds in its Part 150 Noise program to clear noise impacts based on the extension of this runway. The State of Louisiana has awarded \$3 million in funding for engineering. Progress is being made in the acquisition of the property. The England Authority was successful in two major areas during the 2011/12 fiscal year.
 - A. Acquisition of final property from United States Air Force
 - B. Acquisition of over 300 acres to expand the boundary of England Airpark.
 12. **Noise Program:** This continues the implementation of Part 150 Noise Mitigation Program. This is a complicated multi-year program of property purchase, construction and demolition. The England Authority has secured \$32 million in funding thus far from the FAA and State. Rehabilitation of St. Mary's and Renaissance is completed; purchase of individual properties is ongoing. This program will last for several more years with a total program cost in the \$40 to \$50 million range.

13. **Runway Obstacle Removal:** This project continues the program of insuring clear approaches off of the ends of the runways to meet the appropriate requirements. This project is funded by the England Authority with reimbursement by the State of Louisiana.
14. **South Apron Rehabilitation:** Federal and state funds are being used to rehabilitate various parts of the South Apron. This will consist of concrete repairs and joints sealed to prevent water seepage under the apron. This protects a critical asset for long term use.
15. **Taxiway A Rehabilitation:** This project is similar to the South Apron Rehabilitation project except that it will be done on Taxiway A. This protects a critical asset for long term use.
16. **Fuel Farm Relocation:** The England Authority sought and was admitted to the Military Airport Program of the Federal Aviation Administration. The program is designed for making airfield improvements to former military bases converting to civilian use. Admission is limited in number and AEX received one of the slots for the Fuel Farm Relocation project. This project was started in 2009. The actual Fuel Farm facility should be completed by the end of June 2012. The road to provide access to the Fuel Farm is currently under construction and should be finished by August 2012. The final phase of this project is the demolition of the old fuel farm site. This is scheduled to begin in the fall of 2012/2013 fiscal year, once the new Fuel Farm facility has proved reliable.
14. **Rehabilitation of Southwest Apron:** Per the Master Plan, the ramp area between the new FBO and Commercial Terminal must be replaced. At this time there are restrictions on use by aircraft of certain portions of this area. This project is currently under way. The Authority has already received over \$6.1 million dollars for this project. The Authority is presently awaiting \$970,000 in additional funding from the FAA and the State to complete the remaining 7,080 sq. ft. of this project. FAA is aware of the need for funding and has indicated that these funds will be available in the near future. This project is fully supported by LDOT Aviation Division.
15. **Runway 14/32 – 18/36 extension:** Per the Master Plan, the England Authority began the process of moving to extend Runway 14/32 from 9,300 feet to 12,000 feet. \$3 million of funding has been received by the State to begin the engineering for this project which is underway. During this past fiscal year however, it was determined that it would be more efficient to extend runway 18/36 prior to extending runway 14/32. The State is in agreement with this new strategy. The Board has adopted this new strategic direction. During this fiscal year work will be redirected to concentrate on Runway 18/36. This will be a multiyear strategic project for the England Authority. It will serve national commercial, defense and disaster relief efforts. This project has the support of the Louisiana Congressional delegation.
16. **Apron Lighting – South Ramp:** The project funds the replacement of lighting and masts that have become antiquated and damaged during the years. The South Ramp is very important

to be adequately lighted for night operations. It is indispensable to meet our needs for disaster relief and military operations. The project will not only adequately light the ramp but will result in energy savings and easier maintenance. During the 2011/12 year we were able to bring the project in at such a good price that all lighting and masts have been replaced on the airfield. Additional funds are being reprogrammed for further electrical enhancements.

17. **Rehabilitate Runway 18/36 Midfield:** This project, started last fiscal year, is to perform serious reconstruction of midfield intersection due to pavement deterioration. It should be completed in the 2012/2013 fiscal year.
18. **Property Acquisition for Obstacle Removal:** Funds for this project are to be used for the purchase and procurement of property located at the end of runway 18 so that the Authority may remove or by ownership prevent obstructions located in this area so that they do not interfere with air operations, present and future.
19. **Runway 14 Midfield Rehabilitation:** This project is similar to the Rehabilitation of Runway 18/36 Midfield but relates to Runway 14.
20. **DBE Program:** To meet Board policies on disadvantaged business program in compliance with FAA requirements. Contract is in place. Funding is 100% England Authority. Reports are to be delivered quarterly.
21. **Debt Service PFC Bonds:** Bonds were issued for the construction of the new commercial terminal. The bonds are supported by a \$4.50 passenger facility charge on airline tickets and additional rent by aircraft operators at AEX. The bonds will be retired by 2018. The Board has authorized a refinancing of the bonds to take advantage of the lower interest rates. It is expected to generate a savings of approximately \$200,000 over the remaining life of the debt.

OVERVIEW/ASSUMPTIONS

In keeping with the Authority's overall goal of promoting and developing the economic potential of the district, this proposed budget continues all existing activities intended to achieve this goal. The proposed FY 2012/2013 budget was developed on the basis of the following major assumptions.

- 1) No major grant funds are received for operating purposes. A minimal state grant will be received for reimbursements of airfield operating costs.
- 2) Lease revenue will decrease by \$237,355 or 2.73% in FY 2012/2013.
- 3) A capital budget is programmed which moves the Authority forward to invest in necessary landside/airside capital improvements.
- 4) The Authority will once again, for operating budget purposes, be self-sufficient in budget year 2012/2013.

More detailed budget assumptions are contained later in this package.

POLICY

The Authority, over the long-term, faces significant expenditures of capital funds to maintain, improve and expand the existing Airpark facility. In addition, the Authority's position to rely on self-generated revenues increases the risk to the operating budget above that which is normally experienced by governmental entities. This budget package continues the fund balance policy that addresses the goal of capital funding and provides protection for the operating budget from economic downturn.

OPERATING REVENUES

The revenues necessary to support FY 2012/2013 activities are projected to be received from the lease contracts and other associated revenue sources. Total operating revenues are expected to decrease 1.96% from the previous year's budget.

OPERATING EXPENDITURES

The 2012/2013 annual operating budget is projected to decrease compared to the prior year, decreasing by 9.43%; down \$946,388 from \$10,041,422 for FY 2011/2012 to \$9,095,034 in the coming fiscal year. This decrease is primarily due the reduction in the transfer of one time funds for capital projects.

The FY 2012/2013 budget includes a transfer from the General Fund to the Capital Projects Fund of \$1,491,954 which is 16.40% of the total budgeted operating expenditures of the Authority. This transfer exemplifies the dedication of the Authority to the upkeep and improvement of existing and future infrastructure of this facility. Without this transfer to the capital projects fund, the total operating expenditures of the Authority for the FY 2011/2012 would increase by 1.73% as compared to the previous year's budget.

Administrative Division costs, without the transfer to Capital Projects, will increase 11.28% compared to the prior year. This is due to budgeting debt service payments of \$239,000.00 for a new debt issue for improvements related to the LSU Medical Center Project. Operations Division costs will decrease by 1.32%. Airpark Development Division costs will increase by 18.28% due to funding for recognition of the anniversary of the creation of the Airpark.

Regarding personnel positions and salaries, the Grounds Maintenance Specialist position is being eliminated and is being replaced by adding a new General Maintenance Technician position. One new Terminal Maintenance Technician position is also being added. This position will support the Terminal Superintendent and create a path of succession. There is a 3% pay raise incorporated in this proposed budget for all employees effective July 1.

CAPITAL BUDGET

Proposed changes to the Landside Capital Budget are:

\$116,261 is being added into the budget for the Street life Extension Program.

\$50,000 is being added to the funding for further Building 1150 improvements.

\$425,463 is also being added to the Rental Car Facility to further fund this construction. The funds to pay for the Rental Car Facility are generated by Contract Facility Charges that are collected on each car that is rented at the airport terminal.

\$500,000 budgeted for the replacement of various roofs on Airpark buildings

\$350,000 included for improvements to the ISB area. This is the first year of a proposed four year program. Out year funding is estimated at \$250,000 per year.

\$200,000 set aside for the Development of the Westside of the Airpark. The primary use of the 2012/13 funds will be certification of the 700 acres and clearance of Westside trees and underbrush.

Proposed changes to the Airside Capital Budget are:

No new funds are presently being included for the continuation of the Noise Mitigation program. Funds will be included in the budget as they are received from the Federal Aviation Administration.

\$100,000 of the Airpark's funds are being included in the Master Plan land purchase budget to enable the Airpark to continue its acquisition of land surrounding the Airpark in accordance with the Master Plan.

\$603,214 additional funding for the South Apron Rehabilitation

\$1,596,281 is budgeted for Rehabilitation of Taxiway A

\$400,000 is budgeted for Property Acquisition for Obstacle Removal.

\$1,666,667 is budgeted for Runway 14 Midfield Rehabilitation.

\$31,250 is budgeted for the continuation of the DBE program.

\$619,675 of anticipated PFC receipts are being set aside to provide debt service for the bonds that were issued for the terminal project construction.

As grant monies are awarded for capital projects during the year, they will be budgeted accordingly.

Fiscal year end June 30, 2012 budget balances will carry over and remain in force during FY 2012/2013 for funding of infrastructure improvements previously approved by the Board. Estimated carry-over balances are presented for your information.

BUDGET STRUCTURE/BUDGET BASIS

Under the proposed FY 2012/2013 budget, the anticipated financial transactions of the Authority are budgeted to be recorded in Governmental Funds as follows. Governmental funds are used to account for all of the Authority's general activities and are budgeted based on the modified accrual basis of accounting.

1. General Fund

The General Fund is the general operating fund of the Authority and is used to account for general operations associated with a public entity that are not required to be accounted for in another fund. This fund is used to account for the activities of appointed officials, administrative staff, general administrative costs, operating costs and economic development.

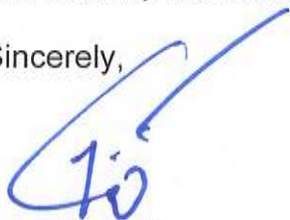
2. Capital Projects Fund

The Capital Projects Fund accounts for financial resources to be used for the planning/feasibility studies, acquisition, construction, or improvement of major capital facilities or infrastructure.

SUMMARY

In closing, we are pleased to present the proposed annual operating and capital budgets for fiscal year 2012/2013. This budget continues our nationally recognized effort of being self-supporting and generating significant capital funds for the improvement of the Airpark infrastructure. We will continue to work closely with the Board as England Airpark continues to make the most of the resources available in order to promote and develop the economic potential of Central Louisiana.

Sincerely,



Jon W. Grafton
Executive Director

JWG:kjb

**STATE OF LOUISIANA
PARISH OF RAPIDES**

In the Name and by the Authority of
The England Economic and Industrial Development District

RESOLUTION

A RESOLUTION ADOPTING THE OPERATING AND CAPITAL BUDGETS FOR THE ENGLAND ECONOMIC AND INDUSTRIAL DEVELOPMENT DISTRICT FOR FISCAL YEAR 2012/2013; APPROPRIATING FUNDS FOR CAPITAL BUDGET FOR THE FISCAL YEAR 2012/2013; CARRYING OVER CAPITAL FUNDS FROM PRIOR FISCAL YEAR 2011/2012 AND OTHER MATTERS WITH RESPECT THERETO.

WHEREAS, the Executive Director has submitted to the Board of Commissioners on June 11, 2012, operating and capital budgets for the 2012/2013 fiscal year of the England Economic and Industrial Development District,

WHEREAS, a Public Hearing has been held on June 28, 2012, for public comment and input on the operating and capital budgets as proposed for the 2012/2013 fiscal years,

WHEREAS, the England Authority Finance Committee received said budget on June 28, 2012 and forwarded the proposed budgets to the full board, now therefore,

BE IT RESOLVED, by the Board of Commissioners of the England Economic and Industrial Development District, in legal session convened, that the Board hereby adopts and fully appropriates the 2012/2013 operating and capital budgets for the England Economic and Industrial Development District as evidenced in the Executive Director's proposed budget;

BE IT FURTHER RESOLVED, that a copy of said adopted budget is made a part hereof and shall be on file in the administrative office of the England Economic and Industrial Development District;

BE IT FURTHER RESOLVED, that the implementation of said budget shall be on July 1, 2012;

BE IT FURTHER RESOLVED, in accordance with LA. RS. 39:1310 that the adopted budget and any duly authorized amendments thereto, shall constitute the authority of the Executive Director of the England Economic and Industrial Development District to incur liabilities and authorize expenditures from the respective budgeted funds during the fiscal year 2012/2013;

BE IT FURTHER RESOLVED, that the Board of Commissioners reserves sole authority for budgetary line item transfers between Cost Center expenditure accounts and among all revenue line item accounts, as expressed through Board adopted budget amendment resolution;

BE IT FURTHER RESOLVED, that the Executive Director has authority to make budgetary line item transfers within budgeted Cost Center expenditure accounts;

BE IT FURTHER RESOLVED, that the adopted appropriations and estimated revenues for all

capital budget projects shall be adjusted by the actual 2011/2012 fiscal year end budgetary carryover balance as established in conformity with Generally Accepted Accounting Principles and Governmental Accounting Standards;

BE IT FURTHER RESOLVED, an appropriation for a capital expenditure shall carry over at the close of the fiscal year and continue in force until the purpose for which it was made has been accomplished or abandoned;

BE IT FURTHER RESOLVED, that the FY 2012/2013 authorized and approved number of employees for the England Economic and Industrial Development District is hereby indicated in detail in the budget document and that there shall be no transfer, creation, or deletion of the budgeted personnel slots without formal board action; the Board of Commissioners reserves sole authority for establishing the maximum annual salary for each authorized position and does hereby set in the budget document the maximum annual salary for each authorized position;

BE IT FURTHER RESOLVED, that future surpluses shall be distributed in the following manner:

1. An operating reserve of 25% of the annual operating budget without regards to operating transfers shall be maintained,
2. Any remaining fund balance shall be assigned to the Capital Projects Fund;

BE IT FURTHER RESOLVED, that the Executive Director is hereby authorized and directed to secure property to meet Airport Master Plan goals concerning land acquisition;

BE IT FURTHER RESOLVED, that the collection of fees received from entities transporting detainees to/from Alexandria International Airport is considered additional rental payment and shall be included in the General Fund and shall be used first, for the payment of the debt service payments related to the Airport Revenue Bonds – Series 2003 (PFC debt) and second, for the repayment to the England Economic and Industrial Development District of the funds that it expended towards the payment of the PFC debt service payments and third, if amounts remain, for any authorized purpose in the General Fund.

BE IT FURTHER RESOLVED, that all resolutions or parts of resolution in conflict herewith are hereby repealed.

STATE OF LOUISIANA

PARISH OF RAPIDES

I, Bart Jones, do hereby certify that I am the duly qualified and acting Secretary of the England Economic and Industrial Development District of the Parish of Rapides, Louisiana governing body of the England Economic and Industrial Development District.

I further certify that the above and foregoing constitutes a true and correct copy of a resolution for the minutes of a regular meeting of the England Economic and Industrial Development District held June 28, 2012, as said minutes and resolution are officially of record in my possession,

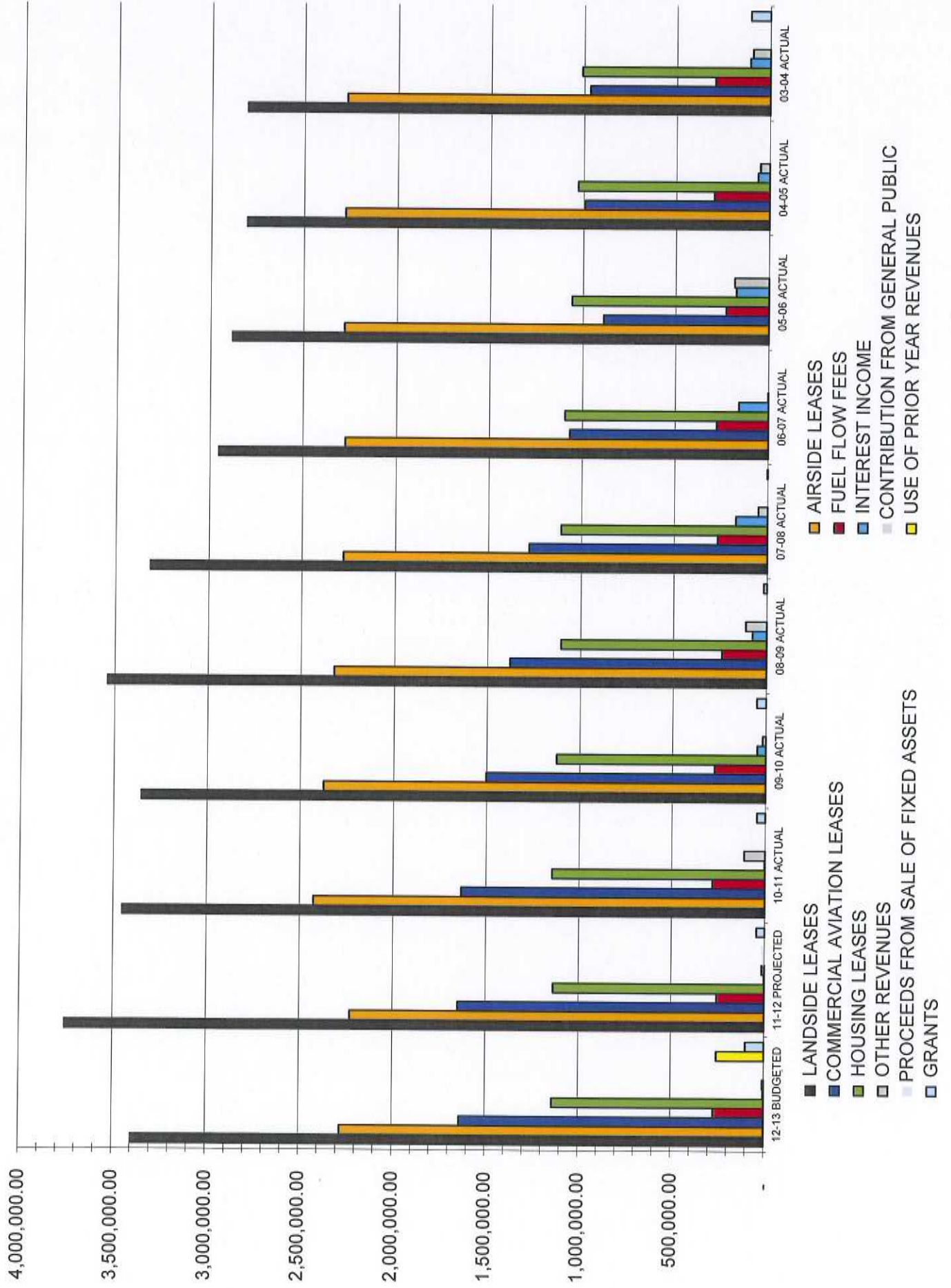
IN WITNESS THEREOF, I have hereunto subscribed my official signature.

Bart Jones, Secretary

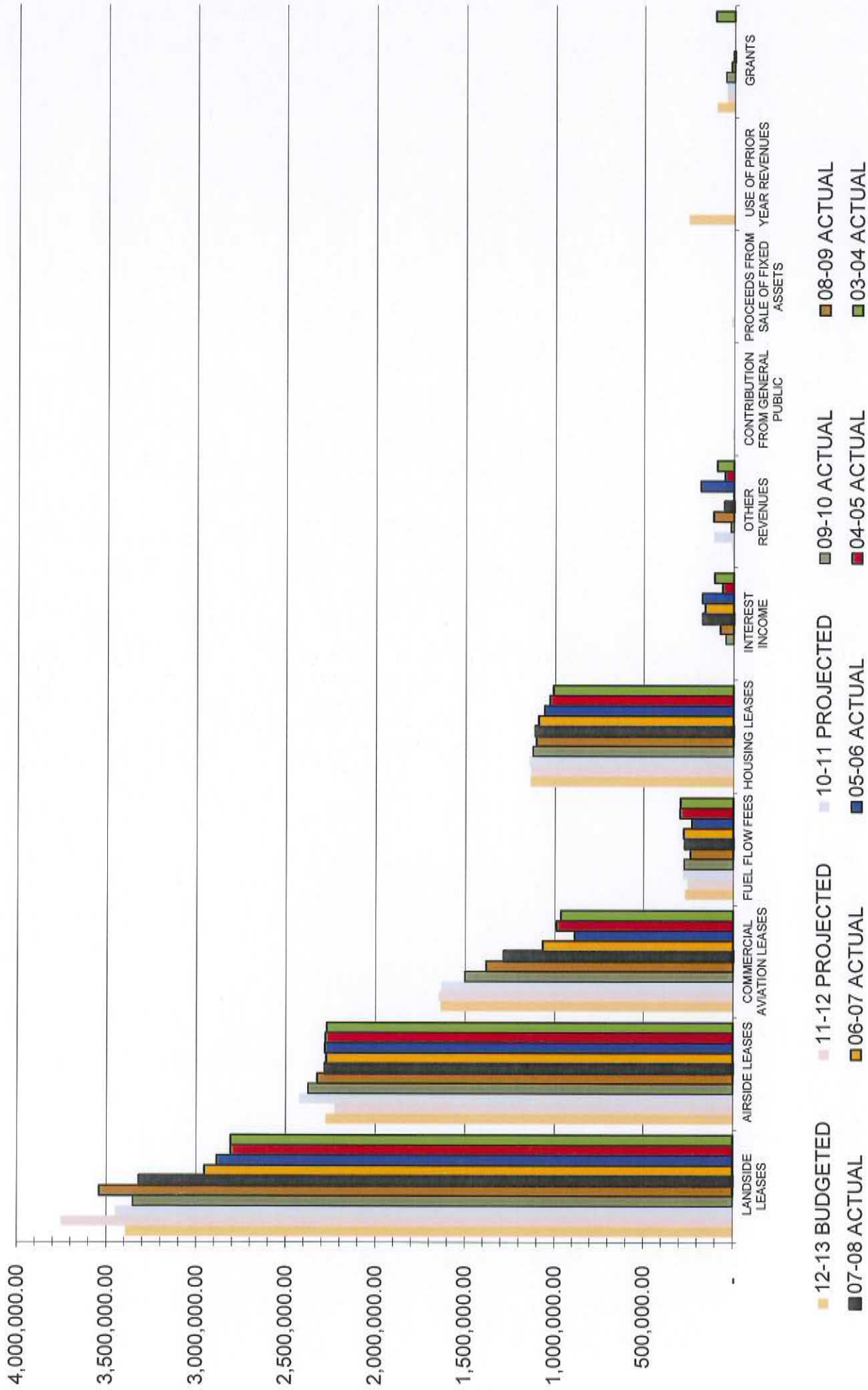
William Barron, Chairman

Jon W. Grafton, Executive Director

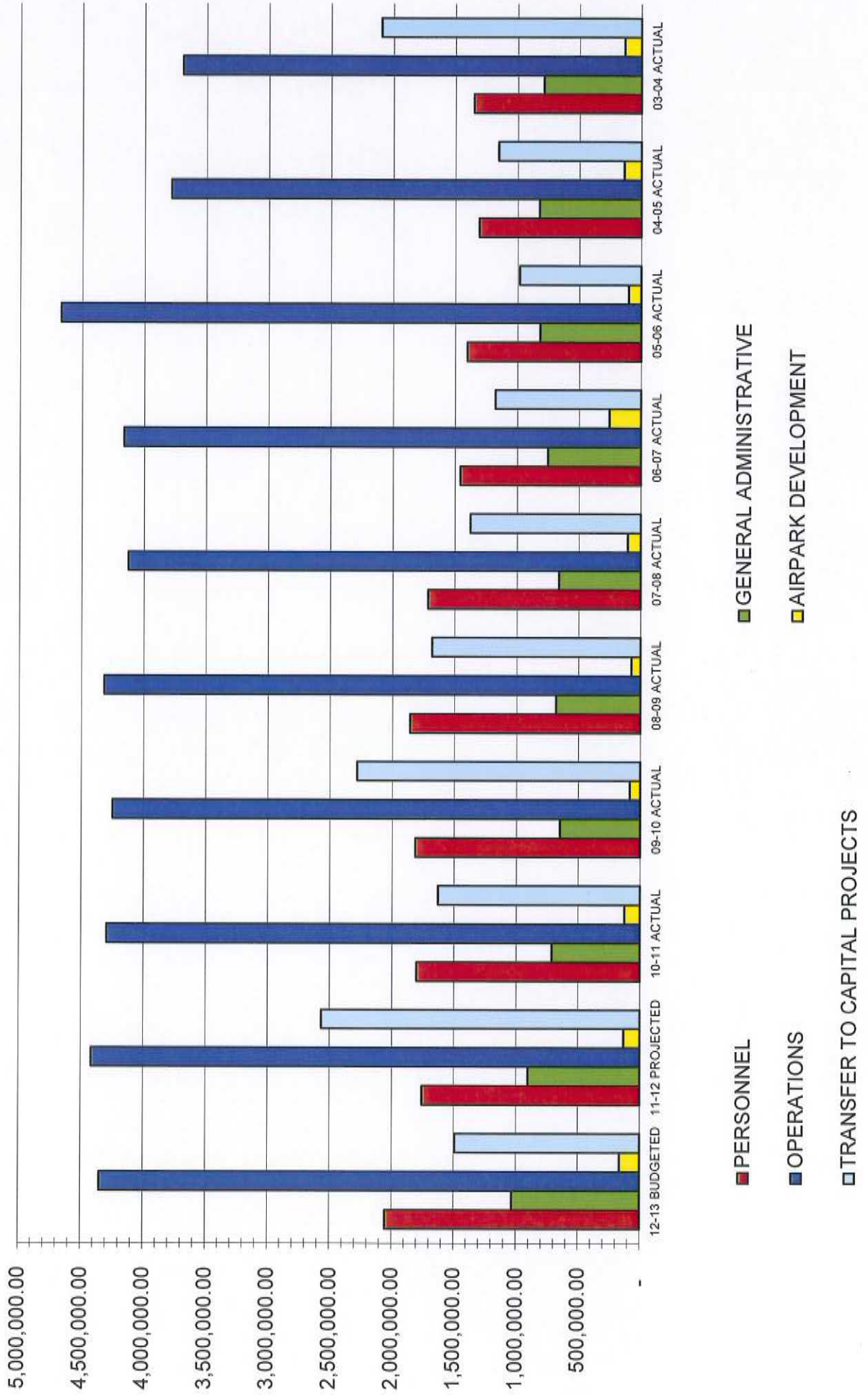
TEN YEAR TREND OPERATING REVENUES - BY YEAR



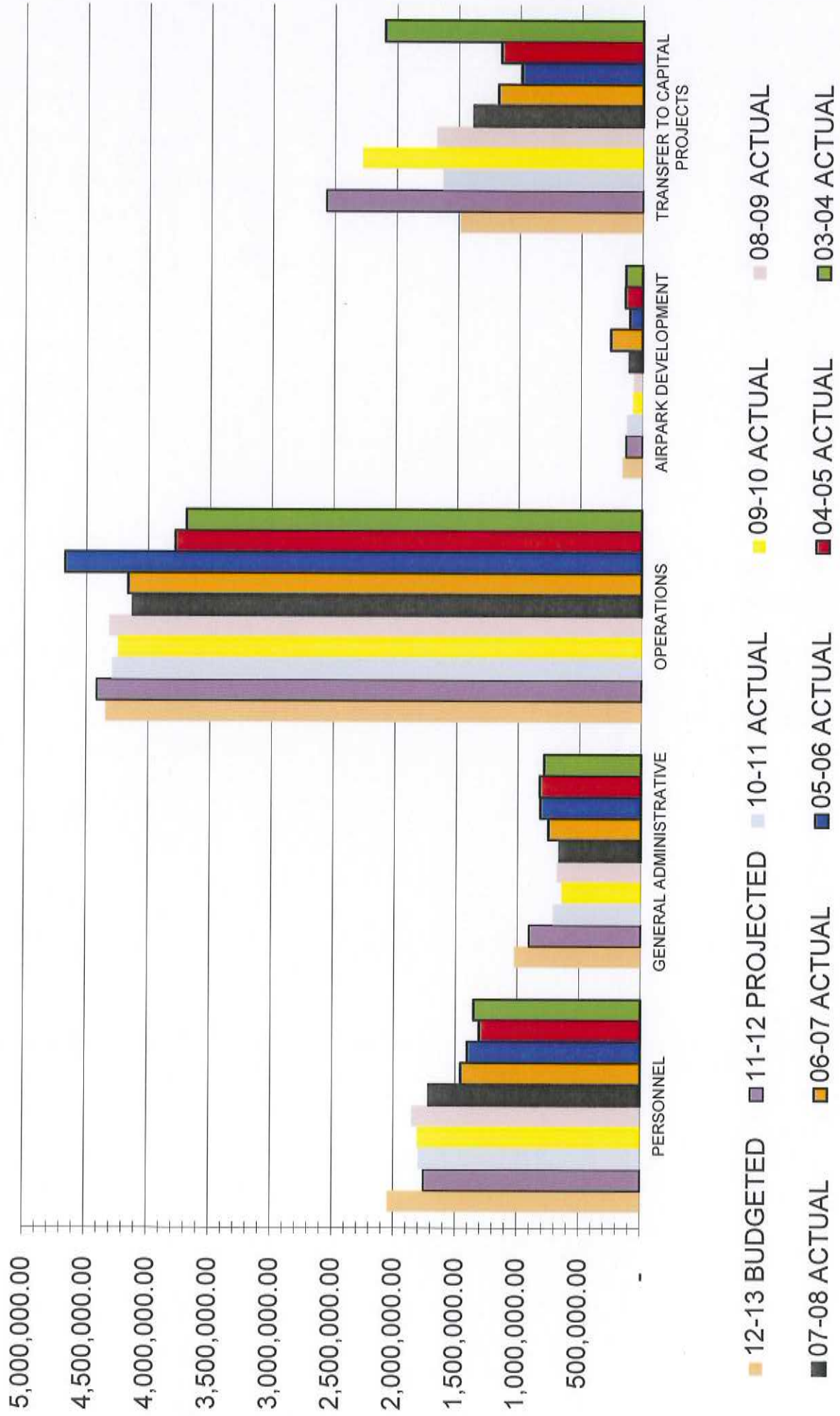
TEN YEAR TREND OPERATING REVENUES - BY SOURCE



TEN YEAR TREND OPERATING EXPENDITURES - BY YEAR

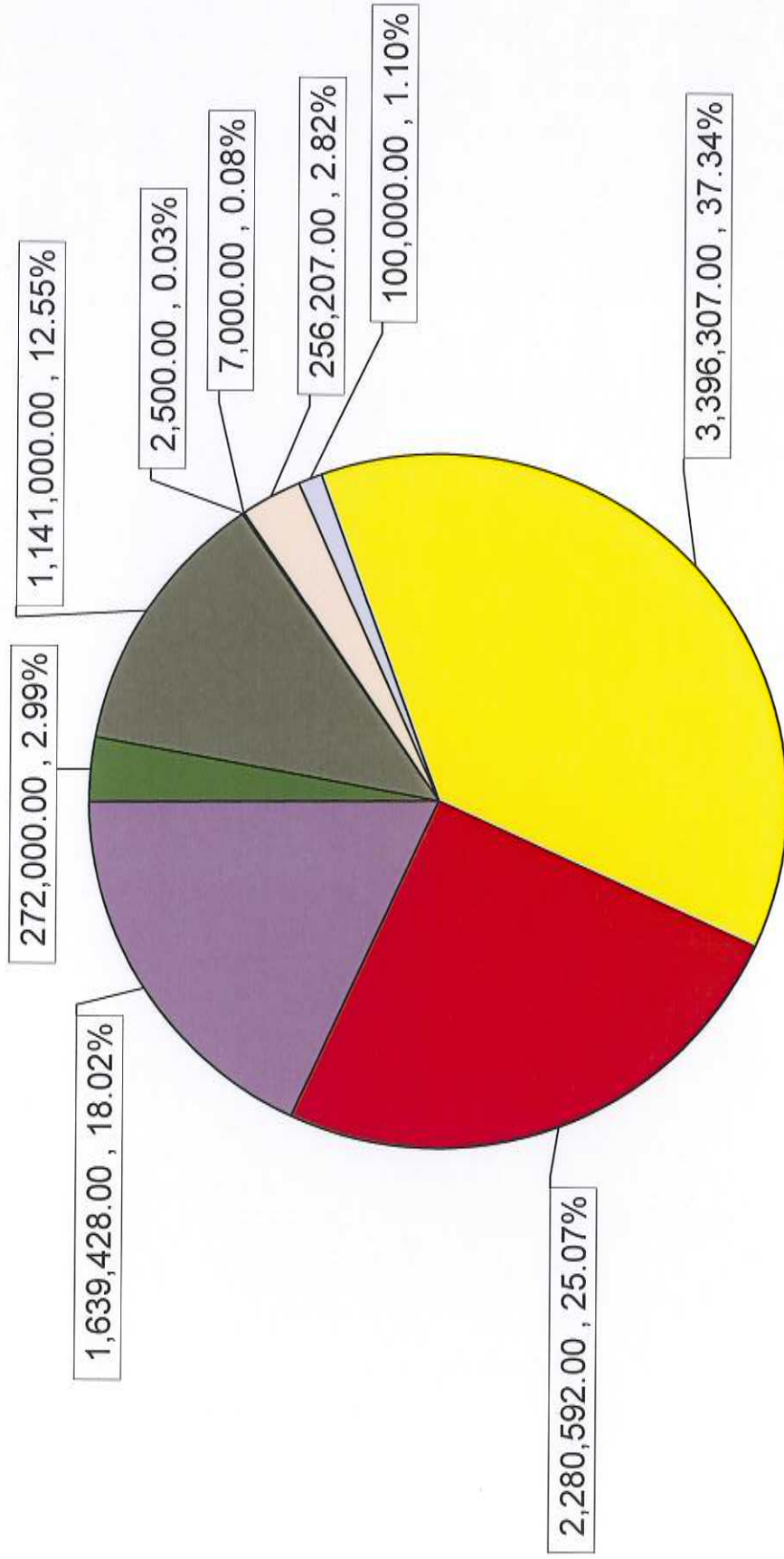


TEN YEAR TREND OPERATING EXPENDITURES - BY SOURCE



2012 - 2013 OPERATING BUDGET REVENUES

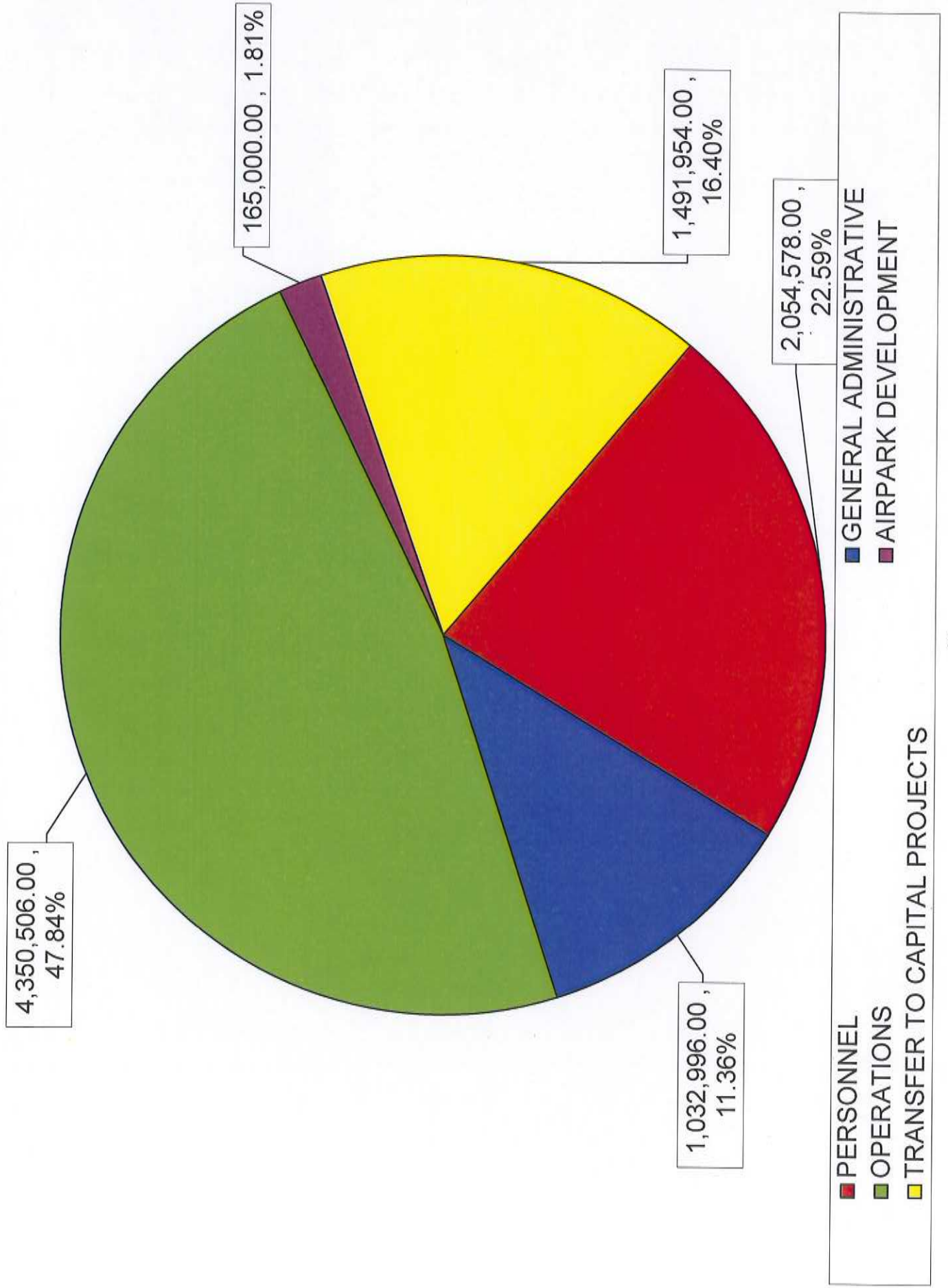
TOTAL REVENUES - \$9,095,034



- LANDSIDE LEASES
- AIRSIDE LEASES
- COMMERCIAL AVIATION LEASES
- FUEL FLOW FEES
- HOUSING LEASES
- INTEREST INCOME
- OTHER REVENUES
- USE OF PRIOR YEAR REVENUES
- GRANTS

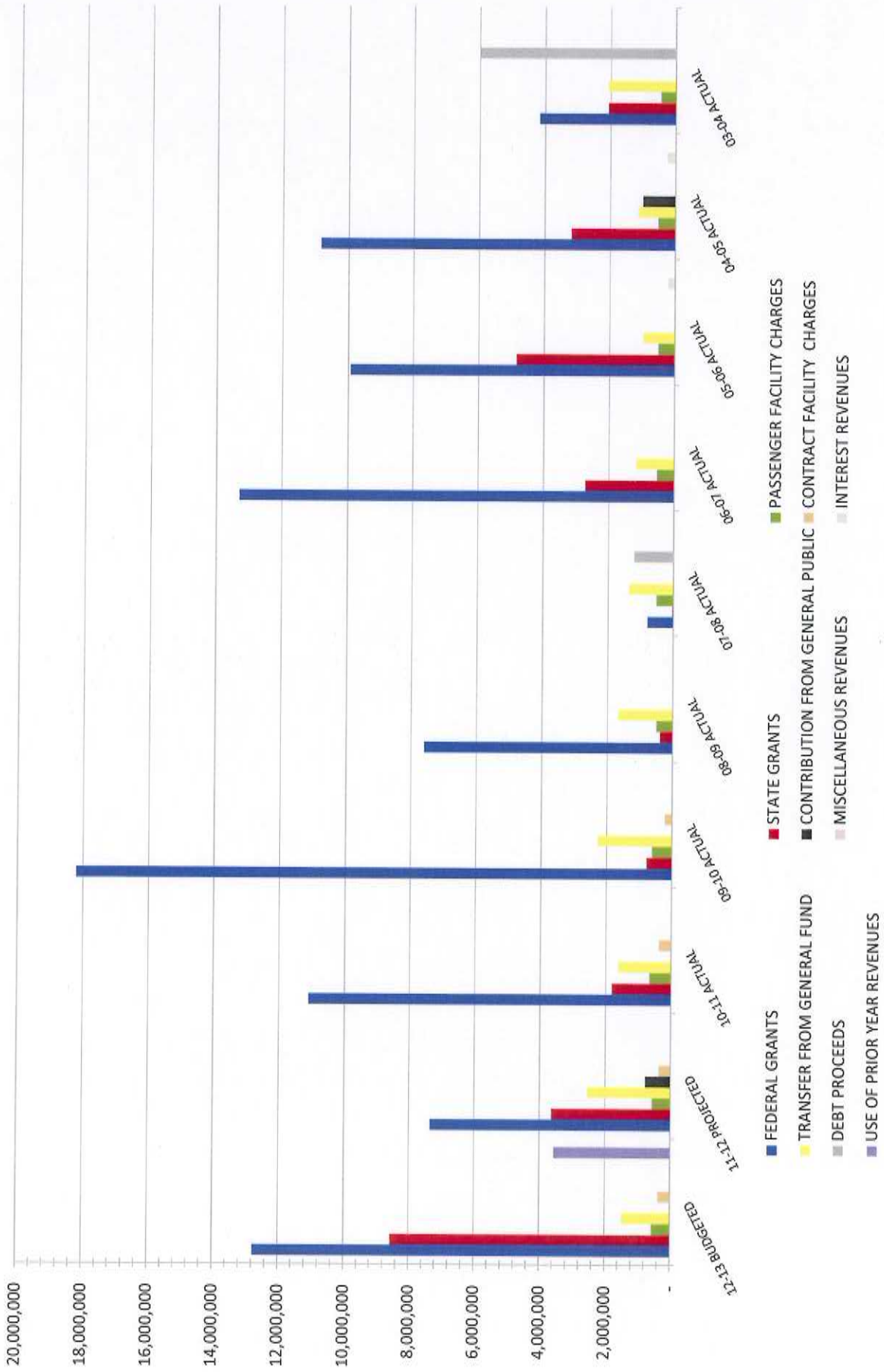
2012 - 2013 OPERATING BUDGET EXPENDITURES

TOTAL EXPENDITURES - \$ 9,095,034

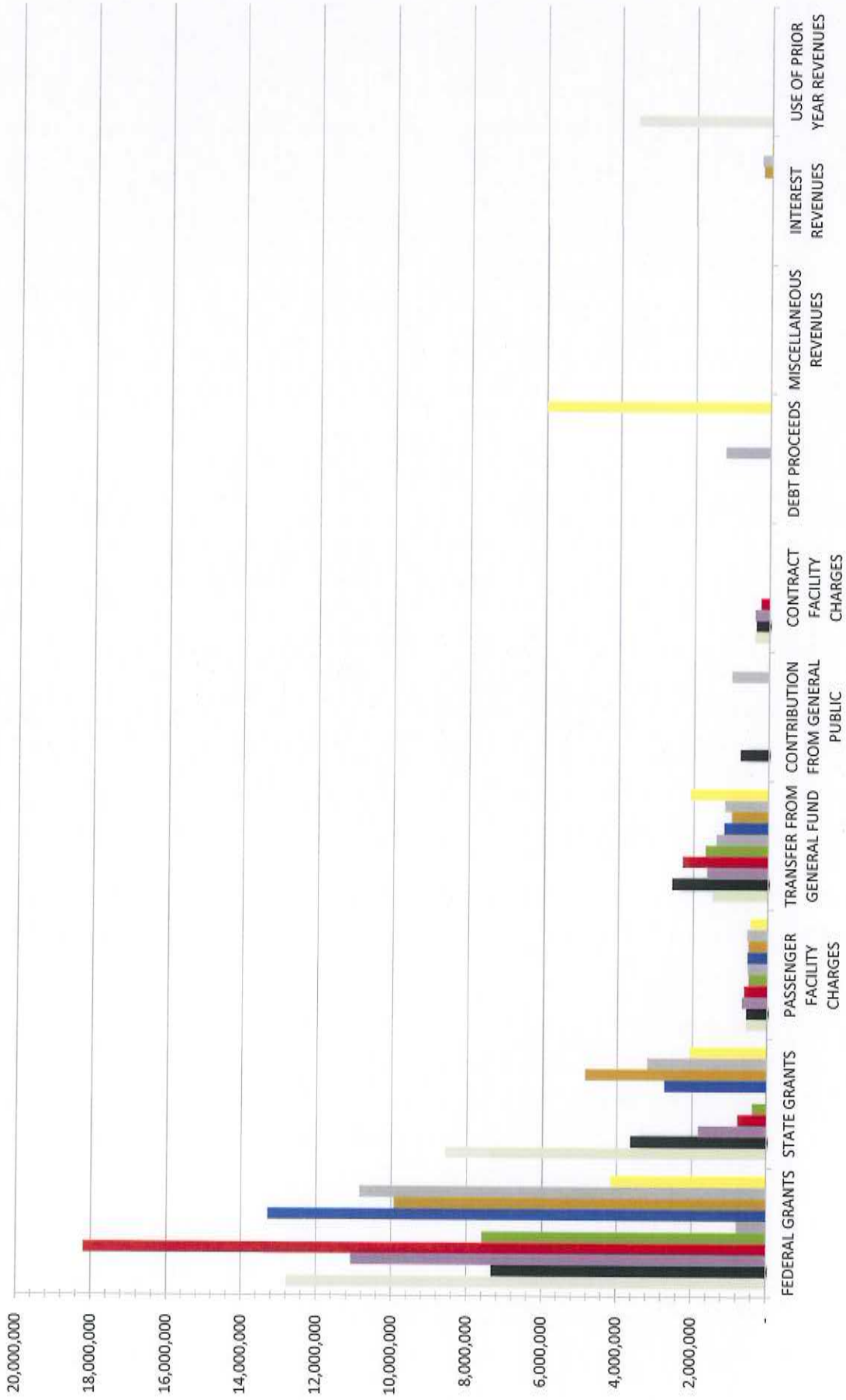


TEN YEAR TREND

CAPITAL REVENUES - BY YEAR

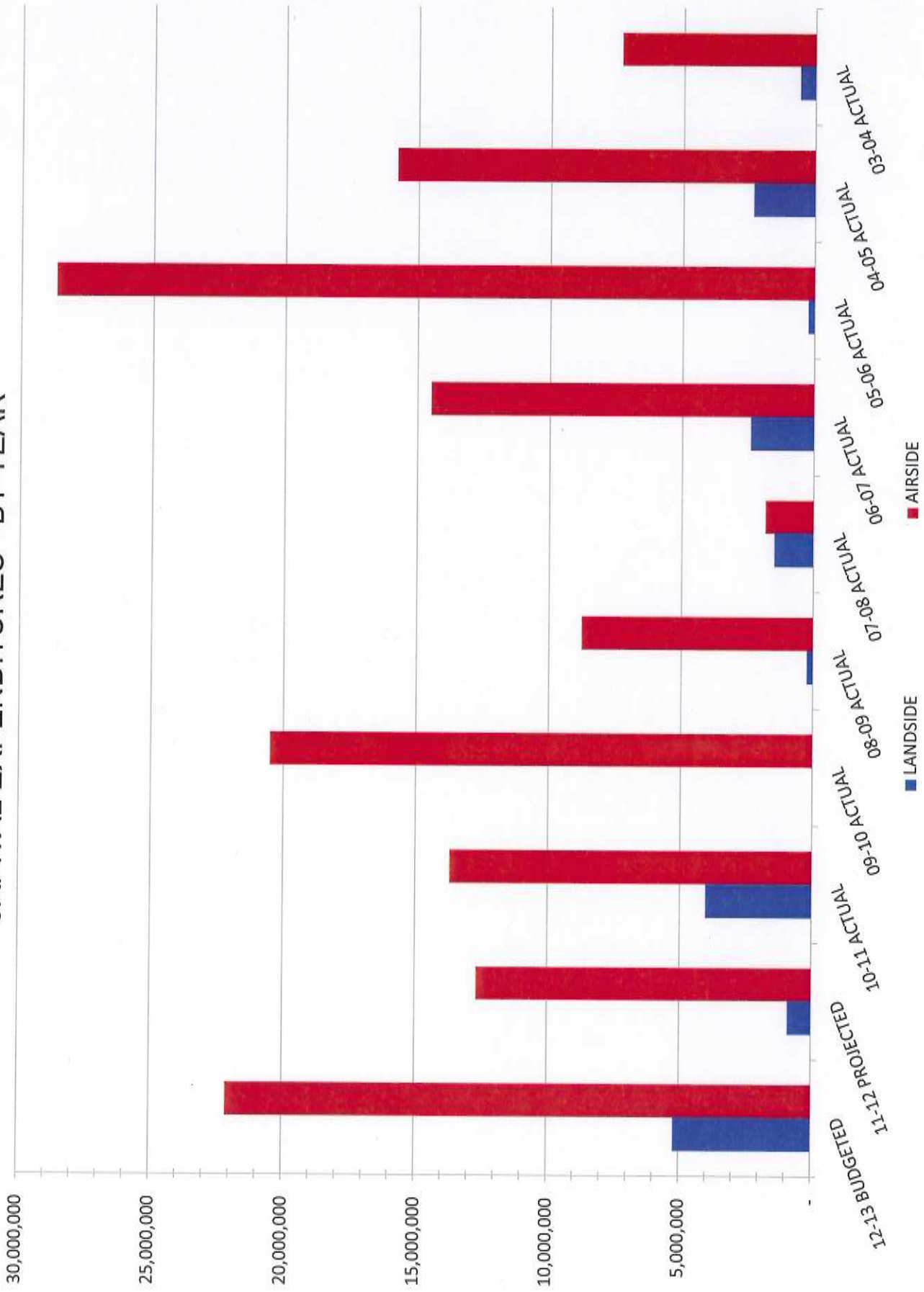


TEN YEAR TREND CAPITAL REVENUES - BY SOURCE

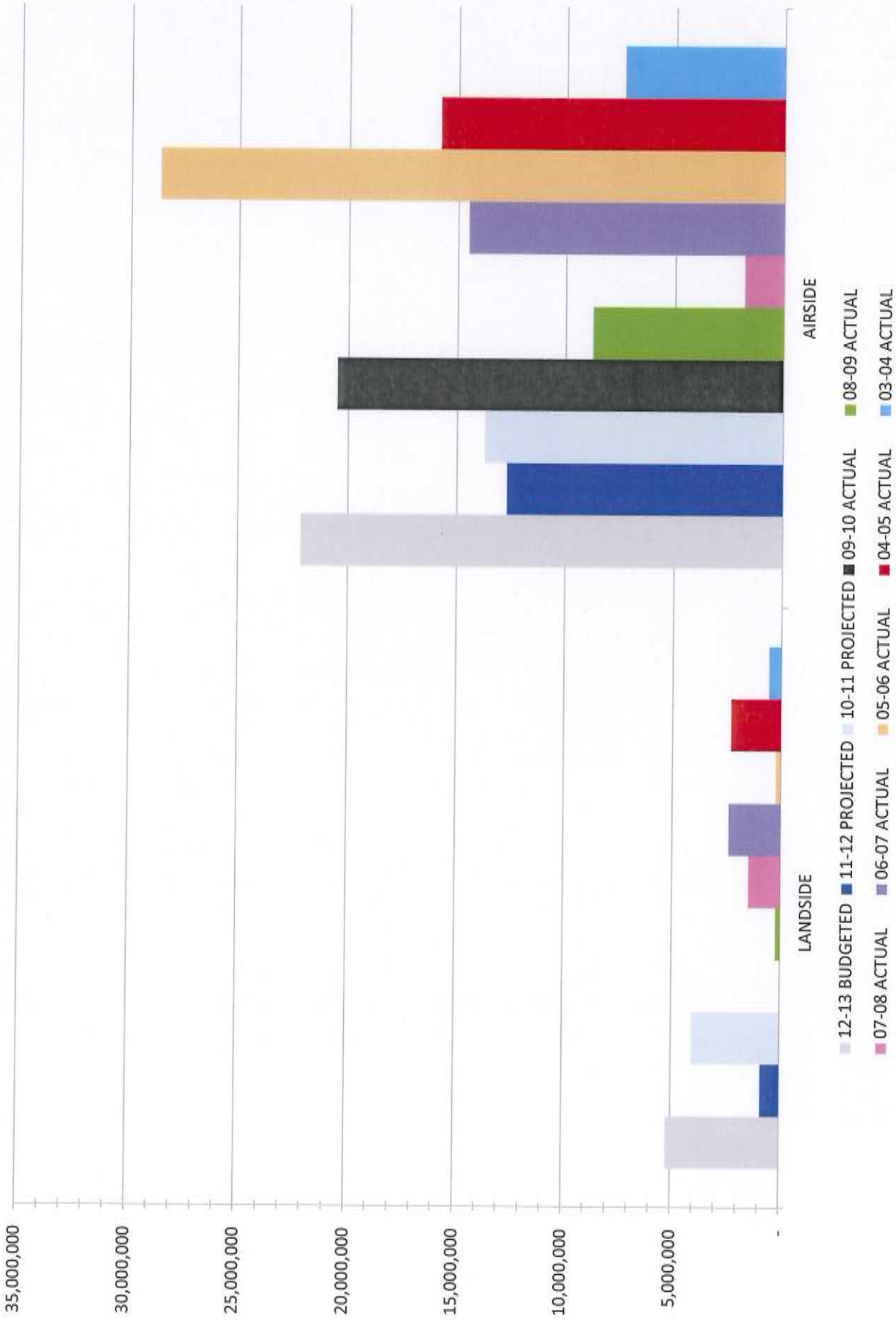


Legend: 12-13 BUDGETED (Black), 11-12 PROJECTED (Dark Grey), 10-11 ACTUAL (Red), 09-10 ACTUAL (Green), 08-09 ACTUAL (Light Green), 07-08 ACTUAL (Dark Blue), 06-07 ACTUAL (Blue), 05-06 ACTUAL (Orange), 04-05 ACTUAL (Light Grey), 03-04 ACTUAL (Yellow)

TEN YEAR TREND CAPITAL EXPENDITURES - BY YEAR



TEN YEAR TREND CAPITAL EXPENDITURES - BY SOURCE



ENGLAND AUTHORITY
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2012 - 2013

DESCRIPTION	BUDGET FY 2010/2011	BUDGET FY 2011/2012	PROJECTED FY 2011/2012	FY 2012/2013 PROPOSED BUDGET
BUDGET SUMMARY				
GENERAL FUND				
REVENUES:				
LEASE REVENUE	\$ 8,566,790	\$ 8,694,682	\$ 8,771,684	\$ 8,457,327
FUEL FLOW FEES	277,000	255,000	255,924	272,000
MISCELLANEOUS REVENUE	52,000	10,000	13,639	7,000
STATE GRANTS	42,857	42,857	42,857	100,000
INTEREST REVENUE	4,000	3,000	2,279	2,500
CONTRIBUTION FROM GENERAL PUBLIC	-	10,000	10,000	-
PROCEEDS FROM SALE OF FIXED ASSETS	-	-	15,549	-
USE OF PRIOR YEAR REVENUES	426,791	1,025,883	-	256,207
TOTAL REVENUES	<u>\$ 9,369,438</u>	<u>\$ 10,041,422</u>	<u>\$ 9,111,932</u>	<u>\$ 9,095,034</u>
EXPENDITURES:				
ADMINISTRATION				
SALARY & FRINGE	\$ 545,109	\$ 556,834	\$ 557,119	\$ 571,468
GENERAL ADMINISTRATIVE	842,981	885,002	907,373	1,032,996
TRANSFER TO CAPITAL PROJECTS	1,879,857	2,567,359	2,567,359	1,491,954
OPERATIONS				
SALARY & FRINGE	1,232,047	1,250,324	1,128,774	1,369,686
GENERAL ADMINISTRATIVE	1,323,650	1,338,400	1,302,497	1,289,400
LANDSIDE OPERATIONS	532,220	519,700	496,932	367,101
VEHICLE MAINTENANCE	199,250	219,750	185,936	186,000
PUBLIC SAFETY	847,000	789,860	796,763	808,185
TENANT FACILITY MAINTENANCE	499,125	497,500	428,420	480,600
AIR OPERATIONS	1,241,000	1,181,291	1,204,786	1,219,220
AIRPARK DEVELOPMENT				
SALARY & FRINGE	103,699	110,402	70,161	113,424
AIRPARK DEVELOPMENT/MARKETING	123,500	125,000	133,359	165,000
TOTAL EXPENDITURES	<u>\$ 9,369,438</u>	<u>\$ 10,041,422</u>	<u>\$ 9,779,479</u>	<u>\$ 9,095,034</u>
CAPITAL PROJECTS FUND				
REVENUES:				
FEDERAL GRANTS	\$ 17,018,409	\$ 18,637,816	\$ 7,353,623	\$ 12,783,473
STATE GRANTS	7,478,021	9,454,550	3,648,375	8,575,722
PASSENGER FACILITY CHARGES	620,253	670,000	572,000	572,000
TRANSFER FROM GENERAL FUND	1,879,857	2,567,359	2,567,359	1,491,954
CONTRIBUTION FROM GENERAL PUBLIC	774,132	774,132	774,135	-
CONTRACT FACILITY CHARGES	378,077	380,000	374,591	390,000
MISCELLANEOUS REVENUES	-	286	286	-
INTEREST REVENUES	100	75	91	90
USE OF PRIOR YEAR REVENUES	4,042,072	1,886,462	-	3,565,609
TOTAL REVENUES	<u>\$ 32,190,921</u>	<u>\$ 34,370,680</u>	<u>\$ 15,290,460</u>	<u>\$ 27,378,848</u>
PROJECTS:				
LANDSIDE	\$ 6,211,313	\$ 4,534,077	\$ 905,621	\$ 5,230,914
AIRSIDE	25,979,608	29,836,602	12,705,692	22,147,934
UNAPPROPRIATED	-	-	-	-
TOTAL EXPENDITURES	<u>\$ 32,190,921</u>	<u>\$ 34,370,679</u>	<u>\$ 13,611,313</u>	<u>\$ 27,378,848</u>
TOTAL BUDGETED PERSONNEL POSITIONS	28	27	27	28

NOTE: This summary is presented for informational purposes only and does not reflect the proposed budget in accordance with Generally Accepted Accounting Principles (GAAP) and requirements of the Governmental Accounting Standards Board (GASB). The detail line item budget contained herein is the proposed budget in accordance with GAAP and GASB requirements.

ENGLAND AUTHORITY
 PROPOSED ANNUAL BUDGET
 FISCAL YEAR 2012 - 2013

FUND BALANCE ANALYSIS		PROJECTED FY 2011/2012	PROJECTED FY 2012/2013
GENERAL FUND			
ESTIMATED BEGINNING FUND BALANCE		\$ 2,824,524	\$ 2,156,977
TOTAL REVENUE		9,111,932	8,838,827
TOTAL EXPENDITURES		<u>9,779,479</u>	<u>9,095,034</u>
EXCESS REVENUE (EXPENDITURES)		<u>(667,547)</u>	<u>(256,207)</u>
ESTIMATED ENDING FUND BALANCE		<u>\$ 2,156,977</u>	<u>\$ 1,900,770</u>
UNDESIGNATED:		\$ -	\$ -
DESIGNATED FOR:			
CAPITAL IMPROVEMENTS		256,207	-
OPERATING RESERVE		<u>1,900,770</u>	<u>1,900,770</u>
ESTIMATED ENDING FUND BALANCE		<u>\$ 2,156,977</u>	<u>\$ 1,900,770</u>
CAPITAL PROJECTS FUND			
ESTIMATED BEGINNING FUND BALANCE		\$ 1,886,462	\$ 3,565,609
TOTAL REVENUE		15,290,460	23,813,239
TOTAL EXPENDITURES		<u>13,611,313</u>	<u>27,378,848</u>
EXCESS REVENUE (EXPENDITURES)		<u>1,679,147</u>	<u>(3,565,609)</u>
ESTIMATED ENDING FUND BALANCE		<u>\$ 3,565,609</u>	<u>\$ -</u>
TOTAL ALL FUNDS			
ESTIMATED BEGINNING FUND BALANCE		\$ 4,710,986	\$ 5,722,586
TOTAL REVENUE		24,402,392	32,652,066
TOTAL EXPENDITURES		<u>23,390,792</u>	<u>36,473,882</u>
EXCESS REVENUE (EXPENDITURES)		<u>1,011,600</u>	<u>(3,821,816)</u>
ESTIMATED ENDING FUND BALANCE		<u>\$ 5,722,586</u>	<u>\$ 1,900,770</u>

ENGLAND AUTHORITY
 PROPOSED ANNUAL BUDGET
 FISCAL YEAR 2012 - 2013
 SUMMARY OF PERSONNEL POSITIONS/SALARY

DIVISION/ POSITION	2010-2011 ANNUAL	2011-2012 CURRENT ANNUAL	2012-2013 PROPOSED ANNUAL
EXECUTIVE DIVISION			
EXECUTIVE DIRECTOR	\$ 114,047	\$ 114,047	\$ 117,468
EXECUTIVE ADMINISTRATIVE ASSISTANT	<u>46,149</u>	<u>47,534</u>	<u>48,960</u>
TOTAL EXECUTIVE DIVISION	\$ 160,196	\$ 161,581	\$ 166,428
ADMINISTRATION DIVISION			
FINANCE MANAGER	\$ 84,872	\$ 87,418	\$ 90,041
FINANCE & PURCHASING ASSISTANT	46,149	47,534	48,960
ACCOUNTING TECHNICIAN (2)	73,626	75,835	78,110
ADMINISTRATIVE TECHNICIAN (2)	<u>63,654</u>	<u>65,564</u>	<u>67,531</u>
TOTAL ADMINISTRATION DIVISION	\$ 268,301	\$ 276,351	\$ 284,642
OPERATIONS DIVISION			
DIRECTOR OF OPERATIONS/DEPUTY DIRECTOR	\$ 98,664	\$ 98,664	\$ 101,624
OPERATIONS ADMINISTRATIVE ASSISTANT	43,285	44,583	45,921
LANDSIDE MANAGER	76,385	-	-
LANDSIDE MAINTENANCE SUPERINTENDENT	54,636	56,275	57,964
GENERAL MAINTENANCE AND REPAIR TECHNICIAN (3)	91,026	140,634	144,853
GENERAL MAINTENANCE TECHNICIAN (2)	35,010	36,060	74,284
HVAC TECHNICIAN (2)	91,026	93,756	96,569
GROUNDS MAINTENANCE SPECIALIST	35,010	36,060	-
VEHICLE MAINTENANCE ASSISTANT	37,662	38,792	39,956
AIRPORT MANAGER	76,385	87,418	90,041
TERMINAL SUPERINTENDENT	54,636	56,275	57,964
TERMINAL MAINTENANCE TECHNICIAN	-	-	48,284
AIRFIELD MAINTENANCE SUPERINTENDENT	54,636	56,275	57,964
AIRFIELD MAINTENANCE TECHNICIAN (3)	136,539	140,634	144,853
CUSTODIAN (1)	<u>50,498</u>	<u>26,007</u>	<u>26,787</u>
TOTAL OPERATIONS DIVISION	\$ 935,398	\$ 911,433	\$ 987,064
AIRPARK DEVELOPMENT			
AIRPARK DEVELOPMENT MANAGER	\$ 84,872	\$ 87,418	\$ 90,041
TOTAL ECONOMIC DEVELOPMENT	\$ 84,872	\$ 87,418	\$ 90,041
TOTAL SALARIES	\$ 1,448,767	\$ 1,436,783	\$ 1,528,175
TOTAL FRINGE	<u>442,707</u>	<u>420,382</u>	<u>526,403</u>
TOTAL PERSONNEL COST	<u>\$ 1,891,474</u>	<u>\$ 1,857,165</u>	<u>\$ 2,054,578</u>
TOTAL BUDGETED PERSONNEL POSITIONS	28	27	28

GENERAL FUND



ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2012 - 2013
 GENERAL FUND - REVENUES

ACCOUNT TITLE	BUDGET FY 2010/2011	BUDGET FY 2011/2012	PROJECTED FY 2011/2012	FY 2012/2013 PROPOSED BUDGET
REVENUES:				
LEASES/FEES:				
LANDSIDE COMMERCIAL LEASES	\$ 3,392,625	\$ 3,601,727	\$ 3,678,295	\$ 3,346,307
AIRSIDE COMMERCIAL LEASES	2,431,599	2,235,297	2,229,141	2,280,592
COMMERCIAL AVIATION LEASES	75,523	64,426	64,426	59,559
CAR RENTAL REVENUES	633,270	642,137	666,002	664,569
PARKING REVENUES	735,000	770,600	774,570	771,000
ATM MACHINE REVENUES	6,000	6,000	5,740	5,100
TAXI REVENUES	600	800	200	200
LANDING FEES	134,173	144,000	139,270	139,000
COMMERCIAL LEASE LATE FEES	8,000	27,195	19,420	15,000
HOUSING LEASES: ENGLAND ESTATES	832,000	855,000	845,648	850,000
HOUSING LEASES: ENGLAND VILLAGE	263,000	272,500	270,690	271,000
HOUSING LEASE LATE FEES	20,000	20,000	20,391	20,000
SPECIAL USE LEASES	35,000	55,000	57,891	35,000
TOTAL LEASE REVENUE	\$ 8,566,790	\$ 8,694,682	\$ 8,771,684	\$ 8,457,327
OTHER:				
FUEL FLOW FEES	\$ 277,000	\$ 255,000	\$ 255,924	\$ 272,000
MISCELLANEOUS REVENUE	52,000	10,000	13,639	7,000
STATE GRANTS	42,857	42,857	42,857	100,000
INTEREST REVENUE	4,000	3,000	2,279	2,500
CONTRIBUTION FROM GENERAL PUBLIC	-	10,000	10,000	-
PROCEEDS FROM SALE OF FIXED ASSETS	-	-	15,549	-
USE OF PRIOR YEAR REVENUE	426,791	1,025,883	-	256,207
TOTAL OTHER	\$ 802,648	\$ 1,346,740	\$ 340,248	\$ 637,707
TOTAL REVENUES	\$ 9,369,438	\$ 10,041,422	\$ 9,111,932	\$ 9,095,034

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2012 - 2013
 GENERAL FUND - ADMINISTRATION

ACCOUNT TITLE	BUDGET FY 2010/2011	BUDGET FY 2011/2012	PROJECTED FY 2011/2012	FY 2012/2013 PROPOSED BUDGET
EXPENDITURES:				
SALARY:				
EXECUTIVE DIRECTOR	\$ 114,485	\$ 114,485	\$ 114,485	\$ 117,468
EXECUTIVE ADMINISTRATIVE ASSISTANT	46,327	47,717	47,716	48,960
FINANCE MANAGER	85,198	87,754	87,754	90,041
FINANCE & PURCHASING ASSISTANT	46,327	47,716	47,860	48,960
ACCOUNTING TECHNICIANS	73,910	76,127	75,965	78,110
ADMINISTRATIVE TECHNICIANS	<u>63,899</u>	<u>65,816</u>	<u>65,739</u>	<u>67,531</u>
TOTAL SALARY	\$ 430,146	\$ 439,615	\$ 439,519	\$ 451,070
FRINGE:				
FRINGE	<u>114,963</u>	<u>117,219</u>	<u>117,600</u>	<u>120,398</u>
TOTAL SALARY & FRINGE	\$ 545,109	\$ 556,834	\$ 557,119	\$ 571,468
GENERAL ADMINISTRATIVE:				
AUDIT - CONTRACT	\$ 21,995	\$ 22,676	\$ 22,253	\$ 23,050
LEGAL - CONTRACT	73,000	140,000	171,051	70,000
CONTRACT SERVICES	27,500	33,000	34,069	33,500
PHYSICAL/DRUG TESTING - CONTRACT	1,900	1,900	1,607	1,900
INSURANCE	315,000	290,000	286,066	300,000
TELEPHONE/DATA	19,000	29,530	28,923	30,400
ADVERTISING	4,500	5,000	5,237	5,000
TRAVEL	30,000	30,000	29,672	30,000
DUES & SUBSCRIPTIONS	9,000	14,000	10,565	10,575
TRAINING	9,000	9,000	6,100	9,000
OFFICE SUPPLIES AND EXPENSE	10,500	10,500	14,555	11,500
OFFICE EQUIPMENT	4,500	4,500	4,500	4,500
PRINTING	2,000	2,000	1,405	2,000
POSTAGE	7,400	6,500	6,012	6,500
BANK CHARGES	33,500	34,500	34,851	32,320
PROVISION FOR DOUBTFUL ACCOUNTS	6,193	8,376	6,987	6,522
OPERATING RESERVE	100,000	75,000	75,000	50,000
COMPUTER EQUIPMENT/SOFTWARE	14,000	14,000	14,000	12,500
DEBT SERVICE - 2007 COI (LEARN CTR/WAREHOUSE)	153,993	154,520	154,520	154,729
DEBT SERVICE - 2012 COI (PROJECT HOSPITAL)	<u>-</u>	<u>-</u>	<u>-</u>	<u>239,000</u>
TOTAL GENERAL ADMINISTRATIVE	\$ 842,981	\$ 885,002	\$ 907,373	\$ 1,032,996
TRANSFER TO CAPITAL PROJECTS FUND				
TRANSFER TO CAPITAL PROJECTS FUND	<u>\$ 1,879,857</u>	<u>\$ 2,567,359</u>	<u>\$ 2,567,359</u>	<u>\$ 1,491,954</u>
TOTAL TRANSFER TO CAPITAL PROJECTS FUND	<u>\$ 1,879,857</u>	<u>\$ 2,567,359</u>	<u>\$ 2,567,359</u>	<u>\$ 1,491,954</u>
TOTAL COST CENTER/ADMINISTRATIVE	<u>\$ 3,267,947</u>	<u>\$ 4,009,195</u>	<u>\$ 4,031,851</u>	<u>\$ 3,096,418</u>

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2012 - 2013
 GENERAL FUND: OPERATIONS

ACCOUNT TITLE	BUDGET FY 2010/2011	BUDGET FY 2011/2012	PROJECTED FY 2011/2012	FY 2012/2013 PROPOSED BUDGET
EXPENDITURES:				
SALARY:				
DIRECTOR OF OPERATIONS	\$ 99,043	\$ 99,043	\$ 99,043	\$ 101,624
OPERATIONS ADMINISTRATIVE ASSISTANT	43,451	44,755	44,755	45,921
BUILDING & GROUNDS MANAGER	49,029	-	-	-
LANDSIDE MAINTENANCE SUPERINTENDENT	54,846	56,492	56,492	57,964
GENERAL MAINTENANCE & REPAIR TECHNICIANS	93,075	141,175	93,051	144,853
GENERAL MAINTENANCE TECHNICIANS	35,144	36,199	-	74,284
HVAC TECHNICIANS	92,575	94,116	96,328	96,569
GROUNDS MAINTENANCE SPECIALIST	35,444	36,199	36,693	-
VEHICLE MAINTENANCE ASSISTANT	33,807	38,941	37,492	39,956
AIRPORT MANAGER	76,679	87,754	87,754	90,041
TERMINAL SUPERINTENDENT	54,847	56,492	56,492	57,964
TERMINAL MAINTENANCE TECHNICIAN	-	-	-	48,284
AIRFIELD MAINTENANCE SUPERINTENDENT	54,847	56,492	56,492	57,964
AIRFIELD MAINTENANCE TECHNICIANS	137,863	141,175	141,395	144,853
CUSTODIAN	52,893	26,107	25,961	26,787
TOTAL SALARY	\$ 913,543	\$ 914,940	\$ 831,948	\$ 987,064
FRINGE:				
FRINGE	318,504	335,384	296,826	382,622
TOTAL SALARY & FRINGE	\$ 1,232,047	\$ 1,250,324	\$ 1,128,774	\$ 1,369,686
GENERAL ADMINISTRATIVE:				
UTILITIES	\$ 800,000	\$ 805,000	\$ 779,143	\$ 780,000
CONTRACT LABOR	320,000	362,000	353,026	363,000
HERITAGE PARK MAINTENANCE	57,000	50,000	50,000	50,000
TELEPHONE	40,000	40,000	40,577	40,000
OFFICE SUPPLIES	4,750	4,500	3,629	4,500
POSTAGE	1,900	1,900	1,122	1,900
CONTINGENCY	100,000	75,000	75,000	50,000
TOTAL GENERAL ADMINISTRATIVE	\$ 1,323,650	\$ 1,338,400	\$ 1,302,497	\$ 1,289,400
LANDSIDE OPERATIONS:				
WASTE COLLECTION	\$ 72,600	\$ 75,500	\$ 74,228	\$ 75,731
BUILDING MAINTENANCE	9,500	9,500	9,500	7,100
HOUSING BUILDING MAINTENANCE	147,000	76,000	58,566	60,000
CUSTODIAL SERVICES	27,120	28,200	27,120	27,120
PEST CONTROL	34,000	35,000	31,660	34,650
FIRE SYSTEM MAINTENANCE	9,500	9,500	14,126	9,000
GROUNDS MAINTENANCE	5,000	4,500	4,500	3,500
PAVEMENT REPAIR & MAINTENANCE	39,000	9,000	9,000	7,500
STREET LIGHT MAINTENANCE	4,500	4,500	7,449	4,500
UNDERGROUND UTILITY SYSTEMS MAINT	4,500	2,500	2,500	2,500
EQUIPMENT MAINTENANCE	4,500	3,500	1,156	2,500
EQUIPMENT RENTAL	500	500	500	500
HAZARDOUS MATERIAL REMOVAL	4,500	4,500	4,500	4,500
OPERATING SUPPLIES	60,000	87,000	82,127	68,000
AIRPARK VISUALS	10,000	10,000	10,000	10,000
CAPITAL EQUIPMENT	100,000	160,000	160,000	50,000
TOTAL LANDSIDE OPERATIONS	\$ 532,220	\$ 519,700	\$ 496,932	\$ 367,101

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2012 - 2013
 GENERAL FUND: OPERATIONS

ACCOUNT TITLE	BUDGET FY 2010/2011	BUDGET FY 2011/2012	PROJECTED FY 2011/2012	FY 2012/2013 PROPOSED BUDGET
VEHICLE MAINTENANCE:				
VEHICLE OIL & GAS	\$ 81,500	\$ 91,000	\$ 90,708	\$ 91,000
VEHICLE - REPAIR & MAINTENANCE	45,000	47,000	42,021	35,000
LAWN EQUIPMENT - REPAIR & MAINTENANCE	30,000	39,000	30,317	30,000
FIRE TRUCK - REPAIR & MAINTENANCE	<u>42,750</u>	<u>42,750</u>	<u>22,890</u>	<u>30,000</u>
TOTAL VEHICLE MAINTENANCE	\$ 199,250	\$ 219,750	\$ 185,936	\$ 186,000
PUBLIC SAFETY:				
FIRE PROTECTION - STRUCTURAL SECURITY	\$ 467,000	\$ 424,860	\$ 424,490	\$ 430,185
	<u>380,000</u>	<u>365,000</u>	<u>372,273</u>	<u>378,000</u>
TOTAL PUBLIC SAFETY	\$ 847,000	\$ 789,860	\$ 796,763	\$ 808,185
TENANT FACILITY MAINTENANCE:				
TENANT SERVICES - OTHER	\$ 125,000	\$ 100,000	\$ 65,997	\$ 100,000
TENANT SERVICES - ISB	19,000	10,000	9,648	30,000
TENANT SERVICES - COMMUNITY CENTER	7,125	7,500	3,130	5,600
TENANT SERVICES - GOLF COURSE	270,000	299,000	305,239	299,000
TENANT SERVICES - HUEY P LONG	77,000	80,000	43,406	45,000
TENANT SERVICES - REIMBURSABLE	<u>1,000</u>	<u>1,000</u>	<u>1,000</u>	<u>1,000</u>
TOTAL TENANT FACILITY MAINTENANCE	\$ 499,125	\$ 497,500	\$ 428,420	\$ 480,600
AIR OPERATIONS:				
CONTRACT LABOR	\$ 43,500	\$ 100,000	\$ 103,648	\$ 110,000
EQUIPMENT MAINTENANCE	19,000	20,000	18,756	19,000
NAVAID MAINTENANCE	9,500	5,000	5,000	3,000
FIRE PROTECTION - ARFF	701,000	637,291	636,735	645,277
TERMINAL OPERATIONS	200,000	180,000	198,589	200,000
PARKING LOT OPERATIONS	123,000	134,000	136,954	139,443
OPERATING SUPPLIES	71,250	71,250	61,773	70,500
FIRE DEPARTMENT OPERATIONS	23,750	23,750	20,815	22,000
CAPITAL EQUIPMENT	<u>50,000</u>	<u>10,000</u>	<u>22,516</u>	<u>10,000</u>
TOTAL AIR OPERATIONS	\$ 1,241,000	\$ 1,181,291	\$ 1,204,786	\$ 1,219,220
TOTAL AIRPARK OPERATIONS	\$ 3,318,595	\$ 3,208,101	\$ 3,112,837	\$ 3,061,106
TOTAL COST CENTER/OPERATIONS	<u>\$ 5,874,292</u>	<u>\$ 5,796,825</u>	<u>\$ 5,544,108</u>	<u>\$ 5,720,192</u>

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2012 - 2013
 GENERAL FUND: AIRPARK DEVELOPMENT

ACCOUNT TITLE	BUDGET FY 2010/2011	BUDGET FY 2011/2012	PROJECTED FY 2011/2012	FY 2012/2013 PROPOSED BUDGET
EXPENDITURES:				
SALARY:				
AIRPARK DEVELOPMENT MANAGER	\$ 83,021	\$ 87,754	\$ 56,683	\$ 90,041
TOTAL SALARY	\$ 83,021	\$ 87,754	\$ 56,683	\$ 90,041
FRINGE:				
FRINGE	20,678	22,648	13,478	23,383
TOTAL SALARY & FRINGE	\$ 103,699	\$ 110,402	\$ 70,161	\$ 113,424
AIRPARK DEVELOPMENT/MARKETING:				
AIRPARK MARKETING	\$ 47,500	\$ 65,000	\$ 63,596	\$ 65,000
AIRPORT MARKETING	76,000	50,000	59,763	50,000
AIRPORT MARKETING - ANNIVERSARY	-	10,000	10,000	50,000
TOTAL AIRPARK DEVELOPMENT/MARKETING	\$ 123,500	\$ 125,000	\$ 133,359	\$ 165,000
TOTAL COST CENTER/ AIRPARK DEVELOPMENT	\$ 227,199	\$ 235,402	\$ 203,520	\$ 278,424
TOTAL GENERAL FUND	\$ 9,369,438	\$ 10,041,422	\$ 9,779,479	\$ 9,095,034

CAPITAL PROJECTS



ENGLAND AUTHORITY
 PROPOSED ANNUAL CAPITAL BUDGET
 FISCAL YEAR 2012 - 2013
 CAPITAL PROJECTS FUND

ACCOUNT TITLE	BUDGET FY 2011/2012	CURRENT YEAR REVENUES & EXPENDITURES	ESTIMATED BUDGET CARRYOVER	PROPOSED BUDGET ADJUSTMENTS	PROPOSED BUDGET CHANGES	FY 2012/2013 PROPOSED BUDGET
REVENUES:						
FEDERAL GRANTS:						
FEDERAL GRANT - NOISE MITIGATION	\$ 47,370	\$ 352,628	\$ (305,258)	\$ 305,258	\$ -	\$ -
FEDERAL GRANT - NOISE MITIGATION #2	6,498	(299,480)	305,978	(305,978)	-	-
FEDERAL GRANT - NOISE MITIGATION #3	1,149,503	1,149,503	-	-	-	-
FEDERAL GRANT - NOISE MITIGATION #4	9,000,000	1,639,868	7,360,132	-	-	7,360,132
FEDERAL GRANT - FUEL FARM RELOCATION	2,400,000	1,018,669	1,381,331	-	-	1,381,331
FEDERAL GRANT - REHABILITATION OF SOUTHWEST APRON	2,758,717	2,036,093	722,624	-	-	722,624
FEDERAL GRANT - RUNWAY 18/36 MIDFIELD REHAB	1,775,276	1,455,438	319,838	-	-	319,838
FEDERAL GRANT - RUNWAY OBSTACLE REMOVAL	61,750	-	61,750	-	-	61,750
FEDERAL GRANT - SOUTH APRON REHABILITATION	1,438,250	452	1,437,798	-	-	1,437,798
FEDERAL GRANT - NORTH APRON REHABILITATION	452	452	-	-	-	-
FEDERAL GRANT - RUNWAY 14 MIDFIELD REHABILITATION	-	-	-	-	1,500,000	1,500,000
TOTAL FEDERAL GRANTS	\$ 18,637,816	\$ 7,353,623	\$ 11,284,193	\$ (720)	\$ 1,500,000	\$ 12,783,473
STATE GRANTS:						
STATE GRANT - RUNWAY OBSTACLE REMOVAL	\$ -	\$ 3,385	\$ (3,385)	\$ 3,385	\$ -	\$ -
STATE GRANT - NOISE MITIGATION	537,095	149,643	387,452	-	-	387,452
STATE GRANT - FUEL FARM RELOCATION	2,219,746	1,603,463	616,283	-	-	616,283
STATE GRANT - RUNWAY 14/32-18/36 EXTENSION	2,752,735	1,254,089	1,498,646	-	-	1,498,646
STATE GRANT - REHABILITATION OF SOUTHWEST APRON	3,088,969	107,161	2,981,808	-	-	2,981,808
STATE GRANT - APRON LIGHTING - SOUTH RAMP	306,357	164,437	141,920	-	-	141,920
STATE GRANT - ARFF RAPID INTERVENTION VEHICLE	288,990	288,990	-	-	-	-
STATE GRANT - RUNWAY 18/36 MIDFIELD REHABILITATION	93,436	76,602	16,834	-	-	16,834
STATE GRANT - RUNWAY OBSTACLE REMOVAL	6,861	-	6,861	-	-	6,861
STATE GRANT - SOUTH APRON REHABILITATION	159,806	50	159,756	-	603,214	762,970
STATE GRANT - NORTH APRON REHABILITATION	50	50	-	-	-	-
STATE GRANT - TAXIWAY A REHABILITATION	505	505	-	-	1,596,281	1,596,281
STATE GRANT - PROPERTY ACQUISITION FOR OBSTACLE REMOVAL	-	-	-	-	400,000	400,000
STATE GRANT - RUNWAY 14 MIDFIELD REHABILITATION	-	-	-	-	166,667	166,667
TOTAL STATE GRANTS	\$ 9,454,550	\$ 3,648,375	\$ 5,806,175	\$ 3,385	\$ 2,766,162	\$ 8,575,722
PASSENGER FACILITY CHARGES:						
2012 PASSENGER FACILITY CHARGES	\$ 670,000	\$ 572,000	\$ 98,000	\$ (98,000)	\$ 572,000	\$ 572,000
TOTAL PASSENGER FACILITY CHARGES	\$ 670,000	\$ 572,000	\$ 98,000	\$ (98,000)	\$ 572,000	\$ 572,000
OTHER:						
TRANSFER FROM GENERAL FUND	\$ 2,567,359	\$ 2,567,359	\$ -	\$ -	\$ 1,491,954	\$ 1,491,954
CONTRIBUTION FROM GENERAL PUBLIC (UTC/CAPPEL)	774,132	774,135	(3)	3	-	-
CONTRACT FACILITY CHARGES	380,000	374,591	5,409	(5,409)	390,000	390,000
MISCELLANEOUS REVENUES	286	286	-	-	-	-
INTEREST REVENUES	75	91	(16)	16	90	90
USE OF PRIOR YEAR REVENUES	1,886,462	-	1,886,462	-	1,679,147	3,565,609
TOTAL OTHER	\$ 5,608,314	\$ 3,716,462	\$ 1,891,852	\$ (5,390)	\$ 3,561,191	\$ 5,447,653
TOTAL REVENUE	\$ 34,370,680	\$ 15,290,460	\$ 19,080,220	\$ (100,725)	\$ 8,399,353	\$ 27,378,848

ENGLAND AUTHORITY
 PROPOSED ANNUAL CAPITAL BUDGET
 FISCAL YEAR 2012 - 2013
 CAPITAL PROJECTS FUND

ACCOUNT TITLE	BUDGET FY 2011/2012	CURRENT YEAR REVENUES & EXPENDITURES	ESTIMATED BUDGET CARRYOVER	PROPOSED BUDGET ADJUSTMENTS	PROPOSED BUDGET CHANGES	FY 2012/2013 PROPOSED BUDGET
PROJECTS:						
LANDSIDE:						
STREET LIFE EXTENSION PROGRAM	\$ 464,214	\$ -	\$ 464,214	\$ -	\$ 116,261	\$ 580,475
BUILDING DEMOLITIONS	821,753	371,375	450,378	-	-	450,378
UTC/CAPPEL	68,363	68,363	-	-	-	-
GATEWAYS (2)/ ROUNDABOUT (1)	275,412	275,412	-	-	-	-
BUILDING 1150 IMPROVEMENTS	66,548	12,735	53,813	-	50,000	103,813
FRANK ANDREWS - PHASE I	275,390	-	275,390	-	-	275,390
VANDEBURG LIFT STATION	199,659	160,393	39,266	(39,266)	-	-
BUILDING 1912 PROJECT	82,738	16,800	65,938	-	-	65,938
RENTAL CAR FACILITY	280,000	543	279,457	-	425,463	704,920
HEALTH CENTER PROJECT	2,000,000	-	2,000,000	-	-	2,000,000
ROOF REPLACEMENTS	-	-	-	-	500,000	500,000
ISB IMPROVEMENTS	-	-	-	-	350,000	350,000
WESTSIDE DEVELOPMENT	-	-	-	-	200,000	200,000
TOTAL LANDSIDE PROJECTS	\$ 4,534,077	\$ 905,621	\$ 3,628,456	\$ (39,266)	\$ 1,641,724	\$ 5,230,914
AIRSIDE:						
MASTER PLAN LAND PURCHASE	\$ 1,098,000	\$ 1,060,186	\$ 37,814	\$ -	\$ 100,000	\$ 137,814
NOISE STUDY/COMPATIBILITY PROGRAM	10,740,466	2,992,884	7,747,582	2	-	7,747,584
RUNWAY OBSTACLE REMOVAL	68,611	-	68,611	-	-	68,611
SOUTH APRON REHABILITATION	1,598,056	502	1,597,554	-	603,214	2,200,768
NORTH APRON REHABILITATION	502	502	-	-	-	-
TAXIWAY A REHABILITATION	505	505	-	-	1,596,281	1,596,281
FUEL FARM RELOCATION	4,619,746	2,622,132	1,997,614	-	-	1,997,614
REHABILITATION OF SOUTHWEST APRON	5,847,686	2,143,254	3,704,432	-	-	3,704,432
RUNWAY 14/32-18/36 EXTENSION	2,752,735	1,254,089	1,498,646	-	-	1,498,646
APRON LIGHTING - SOUTH RAMP	306,357	164,437	141,920	-	-	141,920
ARFF RAPID INTERVENTION VEHICLE	288,989	288,989	-	-	-	-
REHABILITATION OF RUNWAY 18/36 MIDFIELD	1,868,712	1,532,040	336,672	-	-	336,672
PROPERTY ACQUISITION FOR OBSTACLE REMOVAL	-	-	-	-	400,000	400,000
RUNWAY 14 MIDFIELD REHABILITATION	-	-	-	-	1,666,667	1,666,667
DBE PROGRAM	28,187	28,187	-	-	31,250	31,250
DEBT SERVICE - PFC BONDS	618,050	617,985	65	(65)	619,675	619,675
TOTAL AIRSIDE PROJECTS	\$ 29,836,602	\$ 12,705,692	\$ 17,130,910	\$ (63)	\$ 5,017,087	\$ 22,147,934
TOTALS PROJECTS	\$ 34,370,679	\$ 13,611,313	\$ 20,759,366	\$ (39,329)	\$ 6,658,811	\$ 27,378,848
OTHER:						
UNAPPROPRIATED	\$ -	\$ -	\$ (1,679,146)	\$ (61,396)	\$ 1,740,542	\$ -
TOTAL OTHER	\$ -	\$ -	\$ (1,679,146)	\$ (61,396)	\$ 1,740,542	\$ -
TOTAL FUND	\$ 34,370,679	\$ 13,611,313	\$ 19,080,220	\$ (100,725)	\$ 8,399,353	\$ 27,378,848

ENGLAND AUTHORITY
 PROPOSED ANNUAL CAPITAL BUDGET
 FISCAL YEAR 2012 - 2013
 FUNDING SOURCES BREAKDOWN

PROJECT	FEDERAL GRANTS	A-I-P FUNDS	STATE GRANTS	PFC FUNDS	EEIDD CFC FUNDS	ENGLAND AUTHORITY FUND BALANCE	TOTAL
LANDSIDE:							
STREET LIFE EXTENSION PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -	580,475	\$ 580,475
BUILDING DEMOLITIONS	-	-	-	-	-	450,378	450,378
BUILDING 1150 IMPROVEMENTS	-	-	-	-	-	103,813	103,813
FRANK ANDREWS - PHASE I	-	-	-	-	100,000	175,390	275,390
BUILDING 1912 PROJECT	-	-	-	-	-	65,938	65,938
RENTAL CAR FACILITY	-	-	-	-	704,920	-	704,920
HEALTH CENTER PROJECT	-	-	-	-	-	2,000,000	2,000,000
ROOF REPLACEMENTS	-	-	-	-	-	500,000	500,000
ISB IMPROVEMENTS	-	-	-	-	-	350,000	350,000
WESTSIDE DEVELOPMENT	-	-	-	-	-	200,000	200,000
TOTAL LANDSIDE PROJECTS	\$ -	\$ -	\$ -	\$ -	\$ 804,920	\$ 4,425,994	\$ 5,230,914
AIRSIDE:							
MASTER PLAN LAND PURCHASE	\$ -	\$ -	\$ -	\$ -	\$ -	137,814	\$ 137,814
NOISE STUDY/COMPATIBILITY PROGRAM	7,360,132	-	387,452	-	-	-	7,747,584
RUNWAY OBSTACLE REMOVAL	-	61,750	6,861	-	-	-	68,611
SOUTH APRON REHABILITATION	-	1,437,798	762,970	-	-	-	2,200,768
NORTH APRON REHABILITATION	-	-	-	-	-	-	-
TAXIWAY A REHABILITATION	-	-	1,596,281	-	-	-	1,596,281
FUEL FARM RELOCATION	1,381,331	-	616,283	-	-	-	1,997,614
REHABILITATION OF SOUTHWEST APRON	455,152	267,472	2,981,808	-	-	-	3,704,432
RUNWAY 14/32-18/36 EXTENSION	-	-	1,498,646	-	-	-	1,498,646
APRON LIGHTING - SOUTH RAMP	-	-	141,920	-	-	-	141,920
REHABILITATION RUNWAY 18/36 MIDFIELD	319,838	-	16,834	-	-	-	336,672
PROPERTY ACQUISITION FOR OBSTACLE REMOVAL	-	-	-	-	-	400,000	400,000
RUNWAY 14 MIDFIELD REHABILITATION	-	1,500,000	166,667	-	-	-	1,666,667
DBE PROGRAM	-	-	-	-	-	31,250	31,250
DEBT SERVICE - PFC BONDS	-	-	-	619,675	-	-	619,675
TOTAL AIRSIDE PROJECTS	\$ 9,516,453	\$ 3,267,020	\$ 8,175,722	\$ 619,675	\$ -	\$ 569,064	\$ 22,147,934
TOTAL PROJECTS	\$ 9,516,453	\$ 3,267,020	\$ 8,175,722	\$ 619,675	\$ 804,920	\$ 4,995,058	\$ 27,378,848