



PROPOSED ANNUAL BUDGET
For Fiscal year 2011-2012



ENGLAND ECONOMIC & INDUSTRIAL DEVELOPMENT DISTRICT

1611 ARNOLD DRIVE

WWW.ENGLANDAIRPARK.ORG

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**ENGLAND AUTHORITY
BOARD OF COMMISSIONERS
FISCAL YEAR 2011 - 2012**

RAPIDES PARISH

WILLIAM BARRON, VICE CHAIRMAN
DENNIS FRAZIER, SECRETARY/TREASURER
SCOTT LINZAY

CITY OF ALEXANDRIA

CURMAN GAINES
LANCE HARRIS, CHAIRMAN
BART JONES

CITY OF PINEVILLE

BRADY BAUDIN

TOWNS

RICHARD BUSHNELL

CHAMBER OF COMMERCE

NANCY STICH
CHARLES S. WEEMS III



ENGLAND

INDUSTRIAL AIRPARK & COMMUNITY

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Industrial Development District
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June 14, 2011

ENGLAND AUTHORITY

Jon W. Grafton
Executive Director

Commissioners:

RAPIDES PARISH

William Barron
Dennis Frazier
Scott Linzay

CITY OF ALEXANDRIA

Curman Gaines
Lance Harris
Bart Jones

CITY OF PINEVILLE

Brady Baudin

TOWNS

Richard Bushnell

CHAMBER OF COMMERCE

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. Lance Harris, Chairman
and Members of the Board of Commissioners
England Economic and Industrial Development District
Alexandria, LA 71303-5636

Mr. Harris 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 2011/2012 is hereby respectfully submitted.

The Authority's FY 2010/2011 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 year 2009/2010. It also received a satisfactory Part 139 inspection from the Federal Aviation Administration.

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. While there was turnover in 2010/11, new redevelopment partners were secured to move the Airpark forward. As reported by Dr. Loren Scott in 2009, the England Authority and its associated entities have invested over \$500 million in capital, increased household incomes by \$293 million and generated over \$36 million in local sales tax revenues from 1992 to 2008.

An example of the continuing economic action promoting community growth is the over \$14.4 million of capital expenditures on behalf of the Airpark last year. In addition, our part 150 program has generated over \$20 million in construction and acquisition activity during these tough economic times. Evidence of that impact can be seen with rising fuel tanks as we spend approximately \$9 million to relocate/rebuild the fuel farm for AEX.

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. We note, by operating a commercial airfield in a self-supporting manner, we have eliminated a \$1 million a year property tax burden from Rapides Parish property taxpayers.

At the same time, the EEIDD 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 the Board of Commissioners who serve 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 first two 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 9.1% 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. National housing starts are at record low levels in spite of extremely low interest rates. Housing prices appear to be taking a second dip. At the time of writing of this letter, the national economy appears to have hit a "soft patch" on the road to 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. Yet, Louisiana is not where it would like to be. The Legislature is grappling with a projected \$1.6 billion budget deficit for the upcoming fiscal year which will force significant cutback in state spending. Washington's response to the BP oil disaster seems to have had a significant impact to the Louisiana economy and ecology. But higher commodity prices, oil and farm, are injecting new money into the state. Of

course, the natural gas play continues to have a significant impact in our area of the state.

Central Louisiana stabilized in 2011 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 2009/10, operations appear to be picking up in some operations such as Union Tank Car. State of Louisiana operations in the area faced significant budget cutbacks ordered by the Governor to meet a growing budget deficit. But the Rapides Parish economy has shown significant resilience with an unemployment rate of 6.7%.

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. Significant additional funds were secured that were pumped directly into the local economy by the purchasing of illiquid assets (housing) and renovation of buildings (St. Mary's). England Airpark self-generated revenues were used to construct a number of projects.

While many airports the size of AEX reported decreases in enplanements, AEX continues to register increases. AEX set an all time record high for number of passengers in the year 2010. 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.

In the commercial area, the private sector impacts appear to have stabilized. 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. More encouraging, unlike last year at this time, is the number of inquiries that are in the pipeline concerning future significant redevelopment activities.

Housing activities at the Airpark continue to remain strong. The housing and apartments 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.

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. We must continue to execute

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 thank the Board of Commissioners for your commitment to the future of England Airpark. The Board's commitment to constructing and implementing a visionary Master Plan. Your commitment to developing this facility for the betterment of Central Louisiana.

We would like to thank you for your commitment of time, as a public service, 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 2011/12.

WORK PLAN FOR 2011/2012

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 Demolition:** Funds will be used to carry out the board policy of removing the dormitory and mess hall structures. The

Master Plan identified approximately \$3 million dollars of demolition work. Requests have been made to Sen. Landrieu and Congressman Alexander 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 limited basis. It is anticipated that bids will be taken this year on dormitory structures and mess hall facing Frank Andrews if budget conditions permit.

3. **UTC/Cappel:** This project will develop 34 acres immediately adjacent to the UTC site. The site will be a "shovel ready" site with full utilities and access. The purpose of the site will be providing location for follow on suppliers to UTC once the economy turns around. Plans are 100% complete. Project is under construction and is approximately 80% complete. The project should be finished during the 2011/12 budget year.
4. **Gateways and Roundabout:** This project was called out in the adopted Master Plan. It entails new entrance gateways at the Airbase Road exit and Vandenburg Road exit. An additional element is the construction of a roundabout at the intersection of Vandenburg and England Drive. Time line on this project would be engineering 2009/10 and construction in 2010/11. Construction is nearing completion on the Roundabout and associated landscaping. Construction of the Gateways will be completed during summer of 2011.
5. **Building 1150 Project:** This project will provide projects in the former Officer's Club building that protect and improve the long term viability of the building.
6. **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.
7. **Vandenburg Lift Station:** Rehabilitation of Vandenburg sewer lift station. This project is 100% funded by EA. While the City of Alexandria has the legal obligation to replace this facility, the EA continues its policy of attempting to be of the lightest burden in redeveloping the England Airpark.
8. **Building 1912 Project:** This project provides improvements to renovate building for new tenant occupancy. Project will be complete by July 1.
9. **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 2011/12. Construction in 2012/13.
10. **Health Center Project:** This project will place the EA in a position to take advantage of any opportunity that might occur regarding health care and its delivery in Central Louisiana.

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. 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.
12. **Noise Program:** To continue implementation of Part 150 noise program. This is a complicated multi-year program of property purchase, construction and demolition. The England Authority has secured approximately \$22.5 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 \$30 to \$40 million range.
13. **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. In accordance with the Master Plan, we will be abandoning the present site and moving the new fueling complex to the South Ramp area. Estimated cost for the project is \$9 million. Funding will be available over a three year period. First year will be engineering. Second year will be construction. Third year will be demolition of existing facility. Engineering has been completed. Construction underway on fuel farm. Awaiting FAA notification to bid access road. Final phase will be demolition of existing facility once new facility is opened.
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. The construction estimate for the project is approximately \$12 million. In all probability this is too large a number to obtain in one grant. Therefore we are pursuing a strategy of dividing the project into three phases. In the 09/10 budget, money was provided for engineering of the project. It is our intent to have the "plans on the shelf" to strike on any FAA funds that may be authorized. The Board has authorized advertisement for bids subject to FAA funding. Project size will be shaped by amount of available construction funds. FAA is aware of the need for funding. This project is fully supported by LDOT Aviation Division.
15. **Runway 14/32 extension:** Per the Master Plan, the England Authority is moving to extend Runway 14/32 from 9,300 feet to 12,000 feet. \$3 million of funding has been designated in the FAA budget to begin the engineering for this project. 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 will replace 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
17. **ARFF Rapid Intervention Vehicle:** This project will provide a dedicated, custom built, mission suited piece of equipment to respond to aircraft incidents. The RIV is expected to be first on scene in the critical seconds after an accident to begin the rescue/fire suppression operation. It is also expected to operate off pavement. This will replace a combination of equipment which dates back to the 1970's. ARFF Vehicle bid has been awarded and delivery is expected within the next 60 days.
18. **Rehabilitate Runway 18/36 Midfield:** This is the beginning of the project to perform serious reconstruction of midfield intersection due to pavement deterioration.
19. **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 to be delivered quarterly.
20. **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. The PFC supports 101% of the debt service. The bonds will be retired by 2018.

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 2011/2012 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 \$242,605 or 2.83% in FY 2011/2012.
- 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 2011/2012.

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 2011/2012 activities are projected to be received from the lease contracts and other associated revenue sources. Total operating revenues are expected to decrease 3.19% from the previous year's budget.

OPERATING EXPENDITURES

The 2011/2012 annual operating budget is projected to decrease compared to the prior year, decreasing by 2.54%; down \$238,368 from \$9,369,438 for FY 2010/2011 to \$9,131,070 in the coming fiscal year. This decrease is primarily due the reduction in the lease revenues.

This FY 2011/2012 budget includes a transfer from the General Fund to the Capital Projects Fund of \$1,936,507 which is 21.21% 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 decrease by 3.94% as compared to the previous year's budget.

Administrative Division costs, without the transfer to Capital Projects, will decrease 4.24% compared to the prior year. Operations Division costs will decrease by 4.16%. Airpark Development Division costs will increase by 3.61%.

There are a few changes to the personnel positions. The Landside Manager position and one of the two existing Custodian positions are being eliminated. One new General Maintenance and Repair Technician position is being added. There is a 3% pay raise incorporated in this proposed budget for all employees except the Executive Director and the Director of Operations/Deputy Director.

CAPITAL BUDGET

In the Landside Capital Budget, \$50,000 is being added into the budget to complete the funding for the Building 1150 improvements. \$280,000 for a Rental Car Facility is being included in this budget. These funds are

coming from the Contract Facility Charges that are collected on each car that is rented at the airport terminal. \$100,000 of Contract Facility Charges collected in FYE 11/12 will be added to the existing Frank Andrews project. Another new project which is being financed with England Authority funds in this year's budget is the Health Center Project in the amount of \$2,118,904.

For the Airside Capital Budget, \$9,473,684 of Federal and State grants are being included to continue the Noise Mitigation program. \$750,000 in funding is being removed from the Runway 14/32 Extension project. This is due to a Federal grant that was scheduled to be awarded in a prior year not being funded. Federal and State grants totaling \$1,578,947 are also being used to finance the Rehabilitation of the South Ramp/Taxiway A. \$31,250 for the continuation of the previously approved DBE program is included in this FY 2011/2012 Capital Budget. Finally, \$618,050 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, 2011 budget balances will carry over and remain in force during FY 2011/2012 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 2011/2012 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.

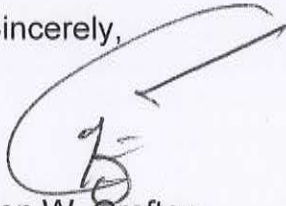
2. Capital Projects Fund

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 2011/2012. 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,

A handwritten signature in black ink, appearing to be 'J. Grafton', written over a large, light-colored scribble or mark.

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 2011/2012; APPROPRIATING FUNDS FOR CAPITAL BUDGET FOR THE FISCAL YEAR 2011/2012; CARRYING OVER CAPITAL FUNDS FROM PRIOR FISCAL YEAR 2010/2011 AND OTHER MATTERS WITH RESPECT THERETO.

WHEREAS, the Executive Director has submitted to the Board of Commissioners on June 9, 2011, operating and capital budgets for the 2011/2012 fiscal year of the England Economic and Industrial Development District,

WHEREAS, a Public Hearing has been held on June 23, 2011, for public comment and input on the operating and capital budgets as proposed for the 2011/2012 fiscal years,

WHEREAS, the England Authority Finance Committee received said budget on June 23, 2011 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 2011/2012 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, 2011;

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 2011/2012;

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 2010/2011 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 2011/2012 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 recommendations of the Airport Master Plan concerning land acquisition;

BE IT FURTHER RESOLVED, that the rent for all houses and all apartments shall increase \$10.00 per month, effective July 1, 2011 for new leases and upon renewal of existing leases.

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

STATE OF LOUISIANA

PARISH OF RAPIDES

I, Dennis Frazier, 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 23, 2011, as said minutes and resolution are officially of record in my possession,

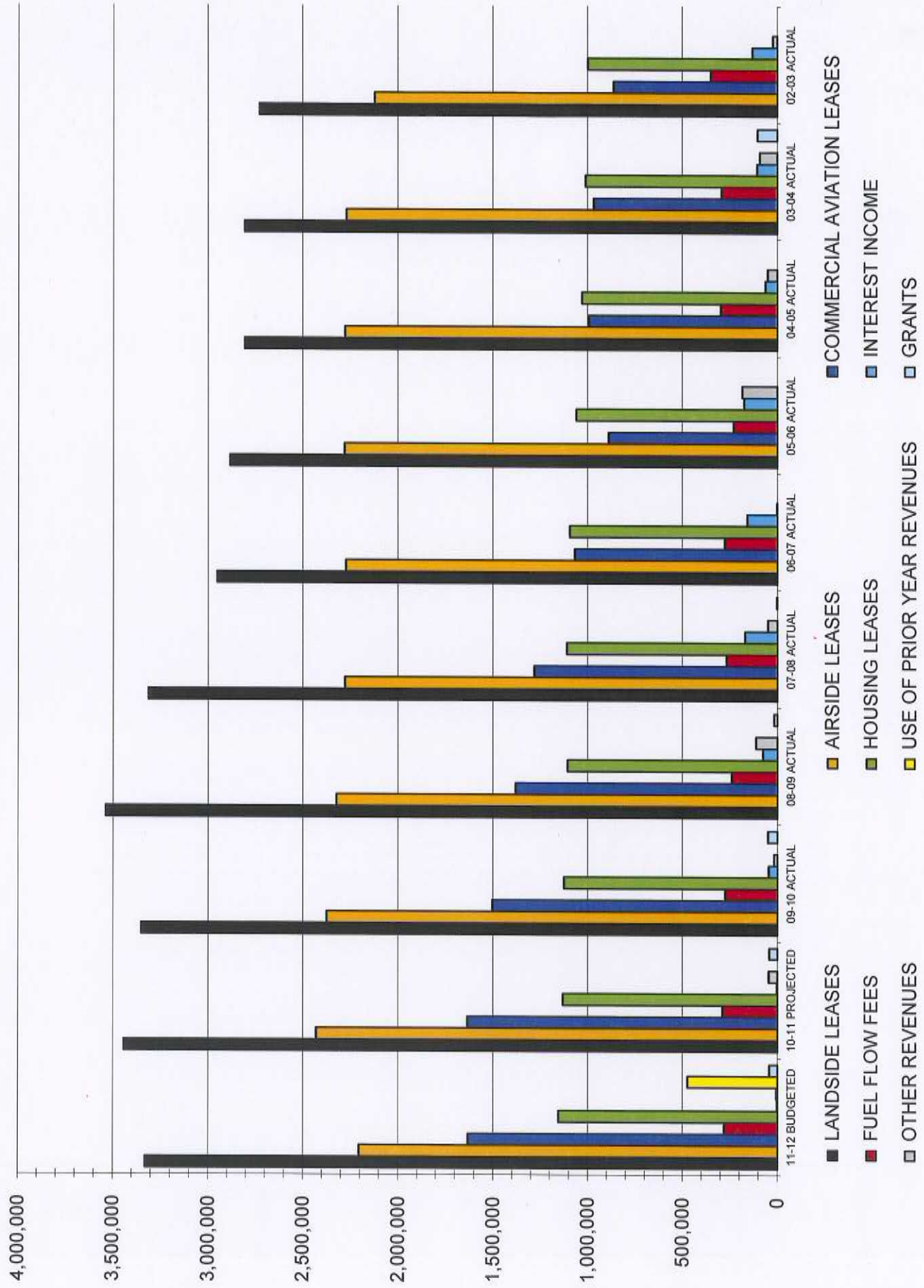
IN WITNESS THEREOF, I have hereunto subscribed my official signature.

Dennis Frazier, Secretary

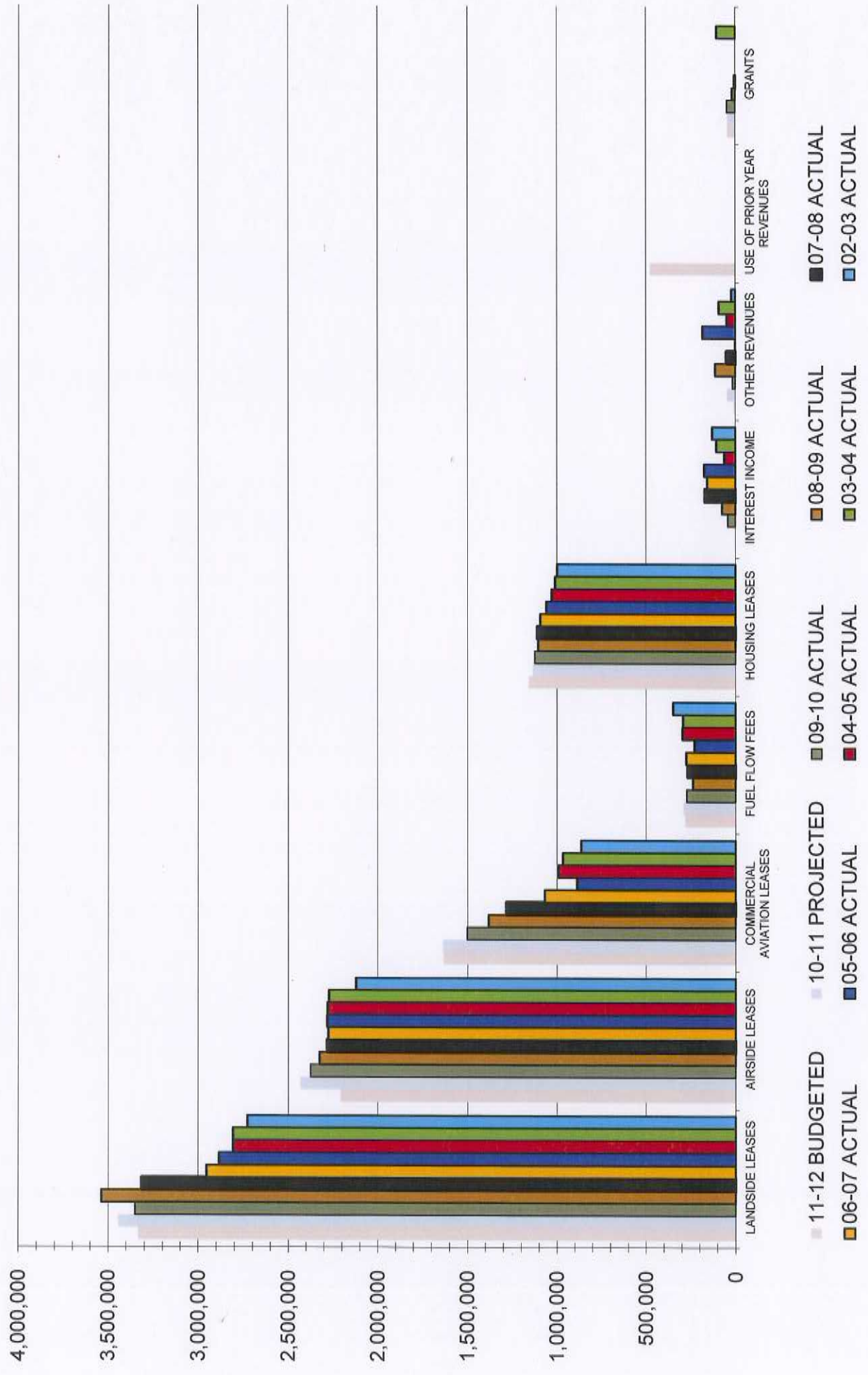
Lance Harris, Chairman

Jon W. Grafton, Executive Director

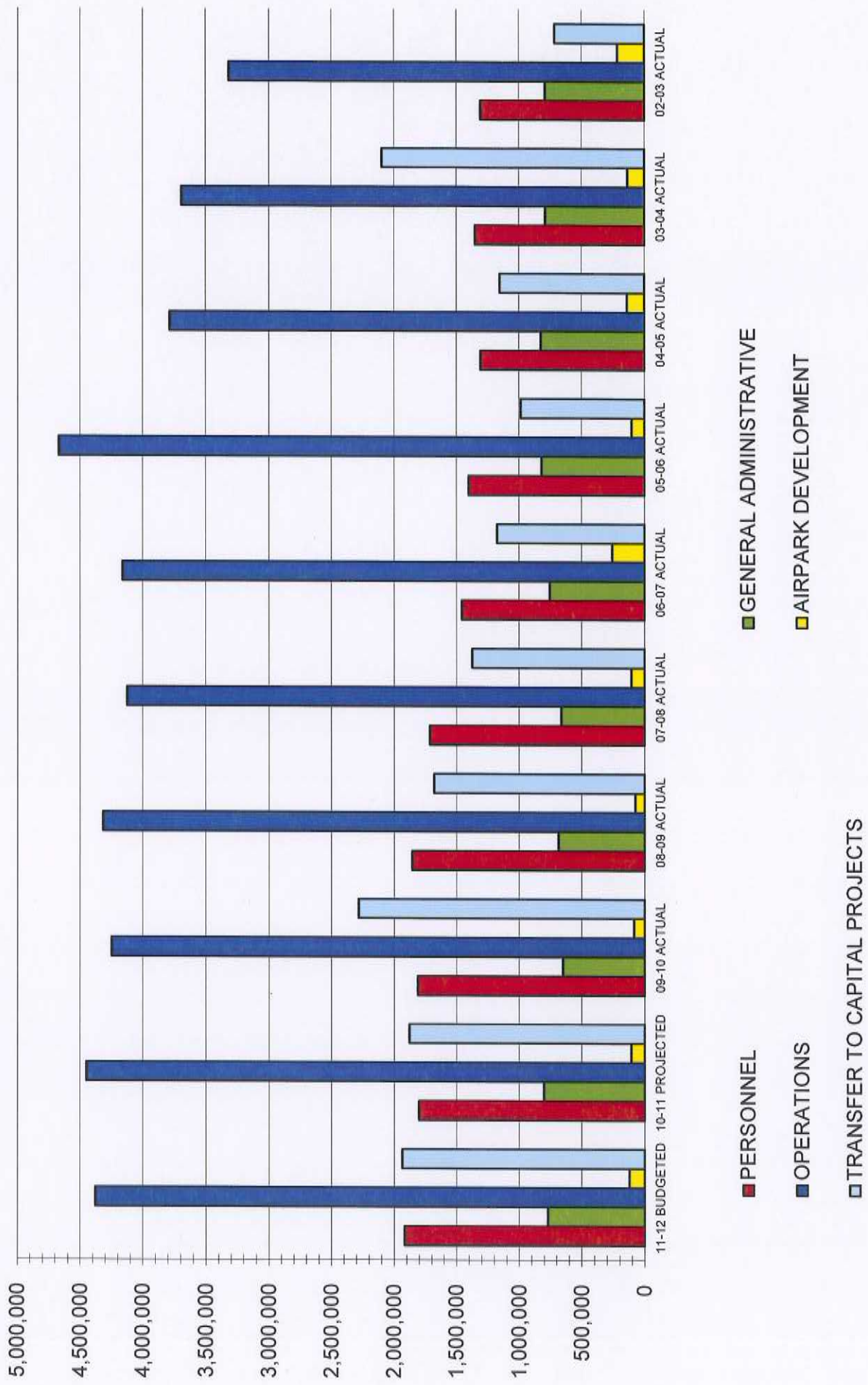
TEN YEAR TREND OPERATING REVENUES - BY YEAR



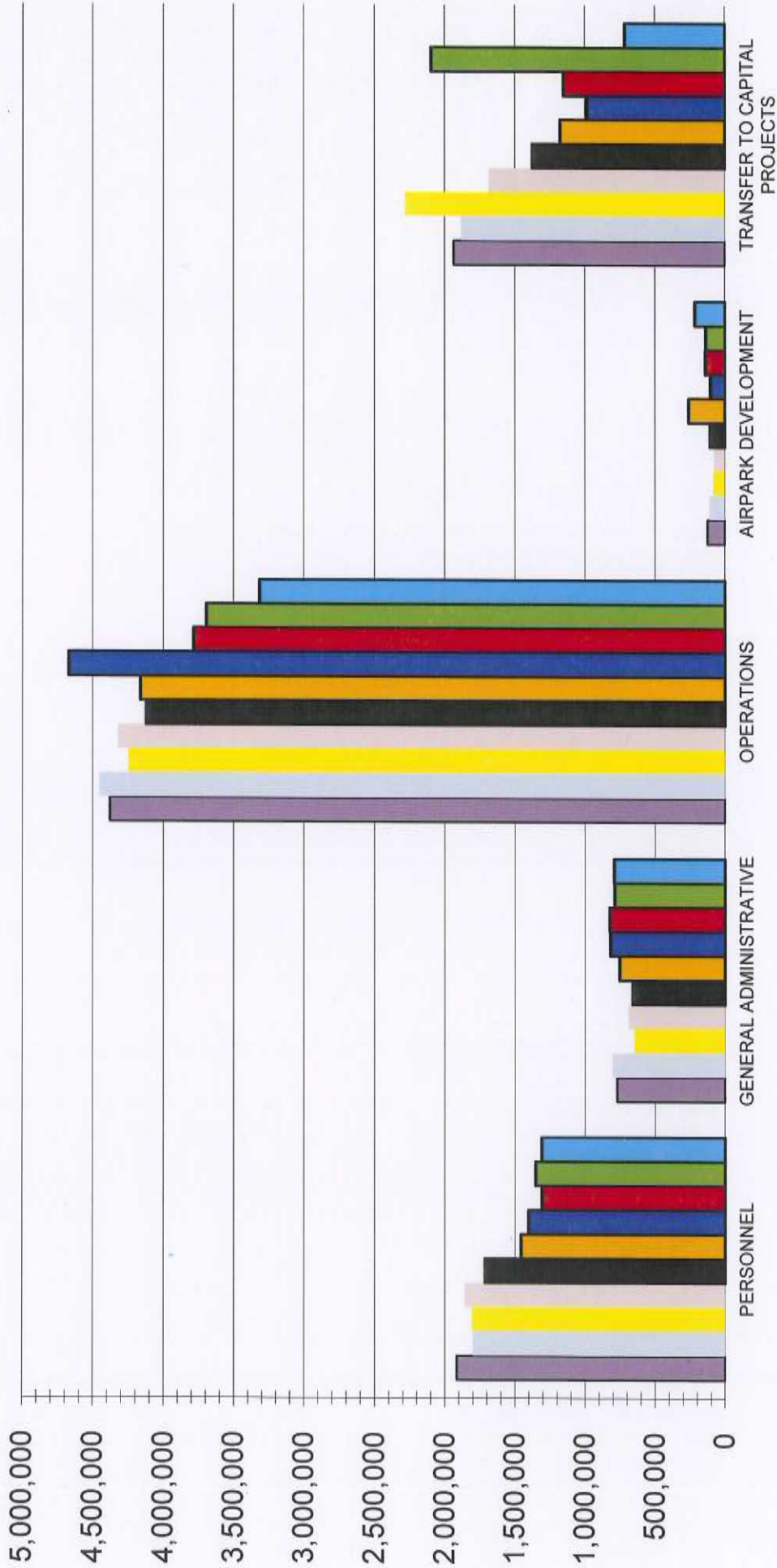
TEN YEAR TREND OPERATING REVENUES - BY SOURCE



TEN YEAR TREND OPERATING EXPENDITURES - BY YEAR



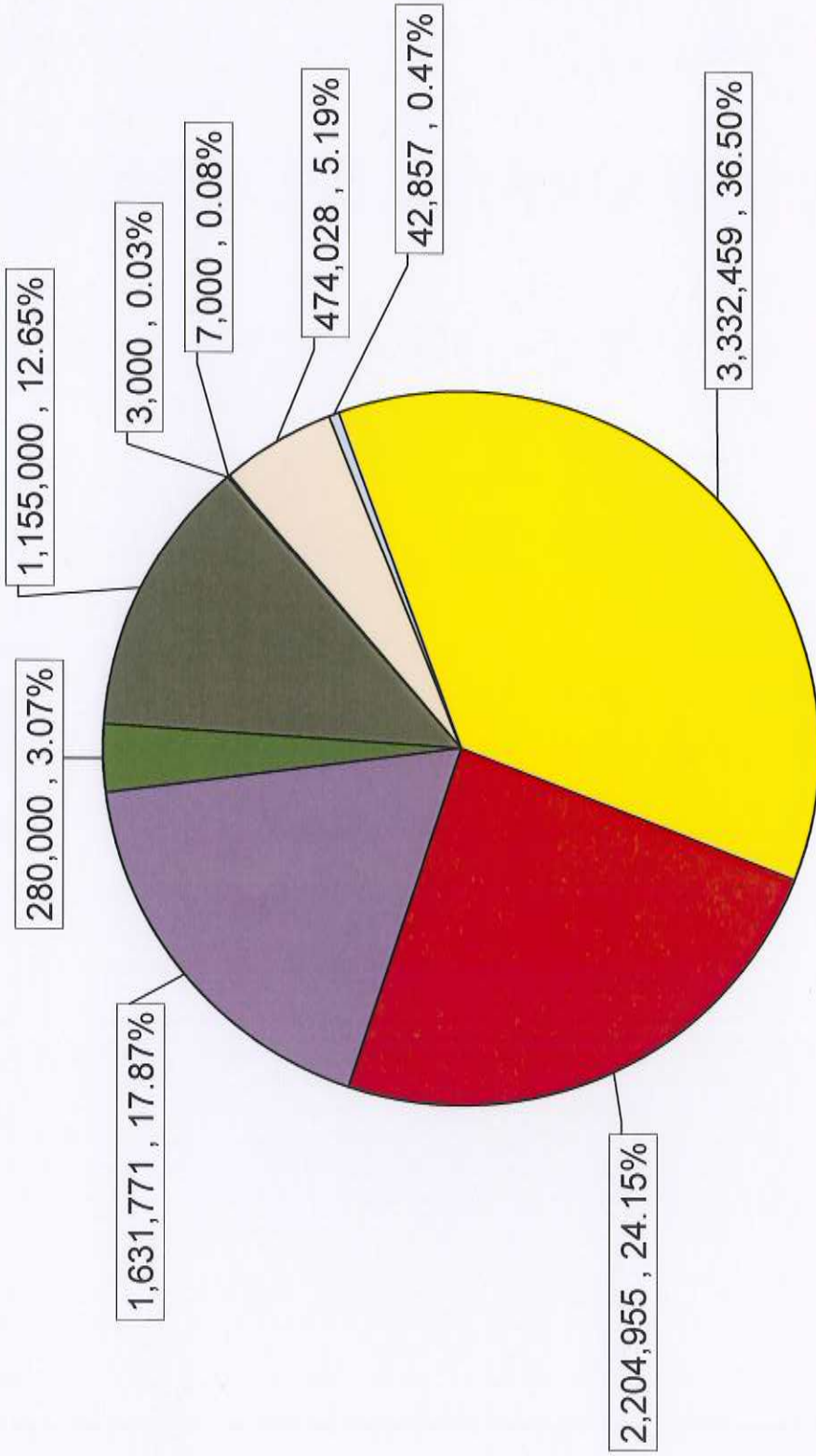
TEN YEAR TREND OPERATING EXPENDITURES - BY SOURCE



- 11-12 BUDGETED
- 10-11 PROJECTED
- 09-10 ACTUAL
- 08-09 ACTUAL
- 07-08 ACTUAL
- 06-07 ACTUAL
- 05-06 ACTUAL
- 04-05 ACTUAL
- 03-04 ACTUAL
- 02-03 ACTUAL

2010 - 2011 OPERATING BUDGET REVENUES

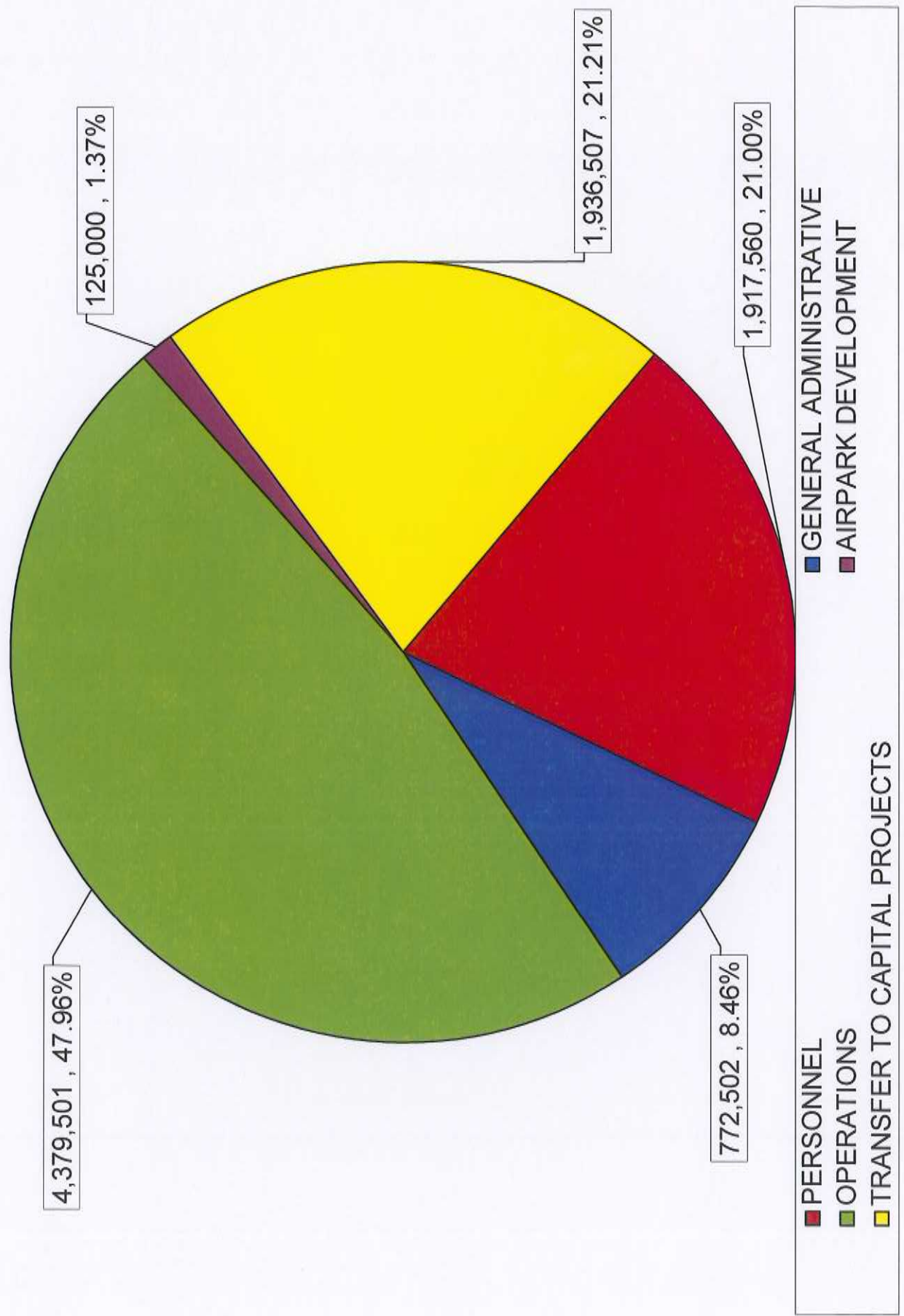
TOTAL REVENUES - \$9,131,070



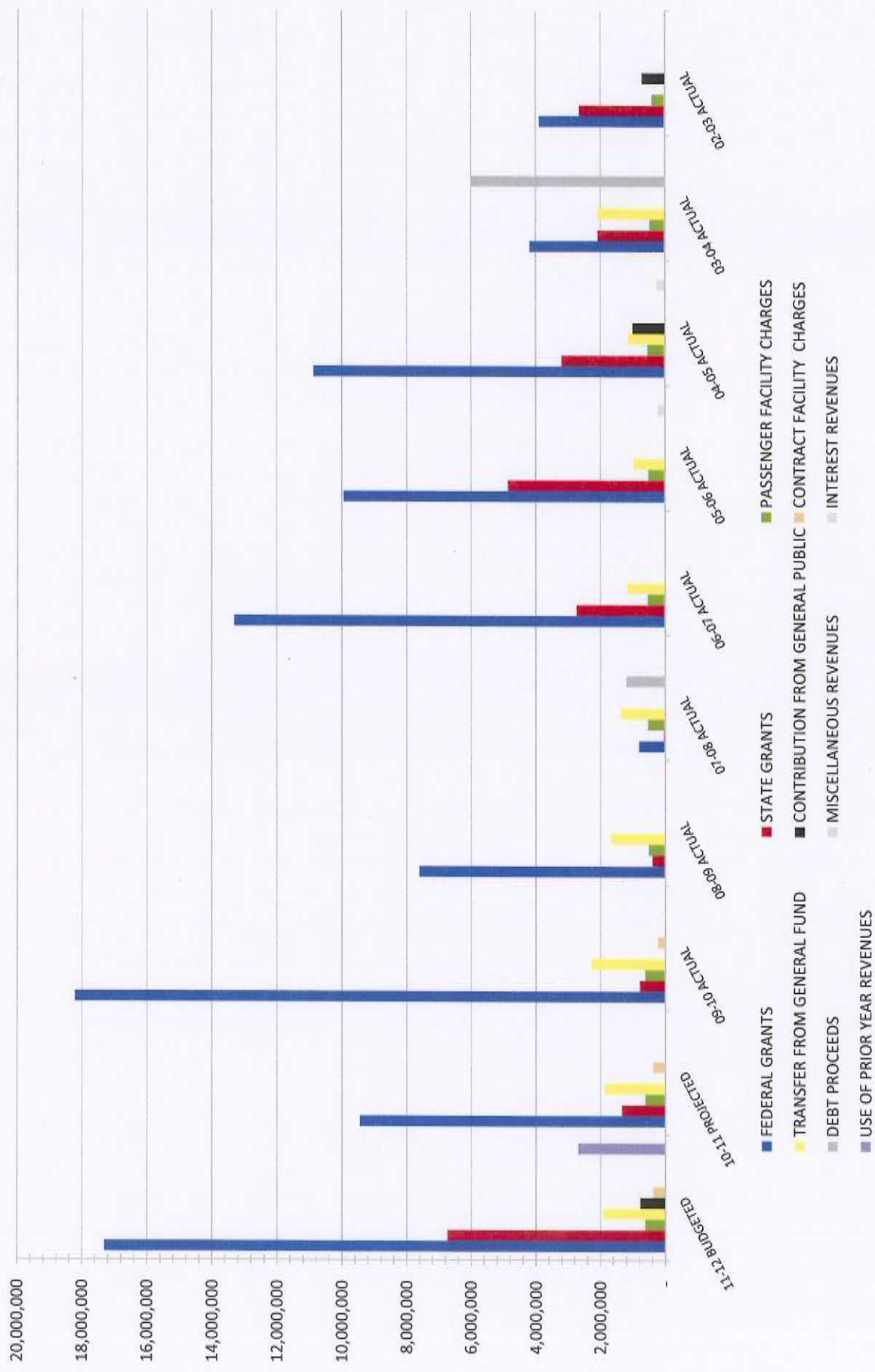
- LANDSIDE LEASES
- AIRSIDE LEASES
- OTHER REVENUES
- COMMERCIAL AVIATION LEASES
- FUEL FLOW FEES
- HOUSING LEASES
- INTEREST INCOME
- USE OF PRIOR YEAR REVENUES
- GRANTS

2010-2011 OPERATING EXPENDITURES

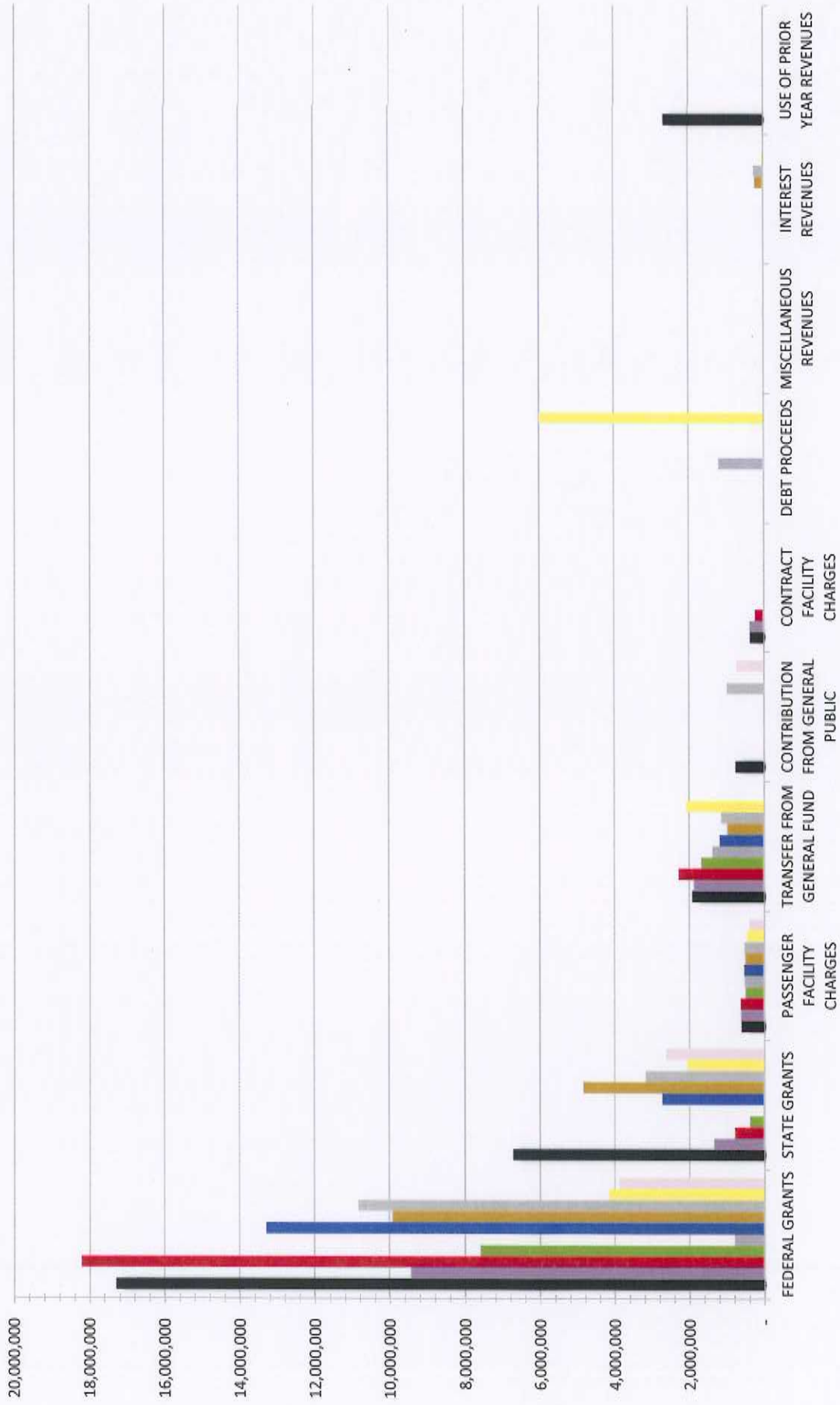
TOTAL EXPENDITURES - \$9,131,070



TEN YEAR TREND CAPITAL REVENUES - BY YEAR



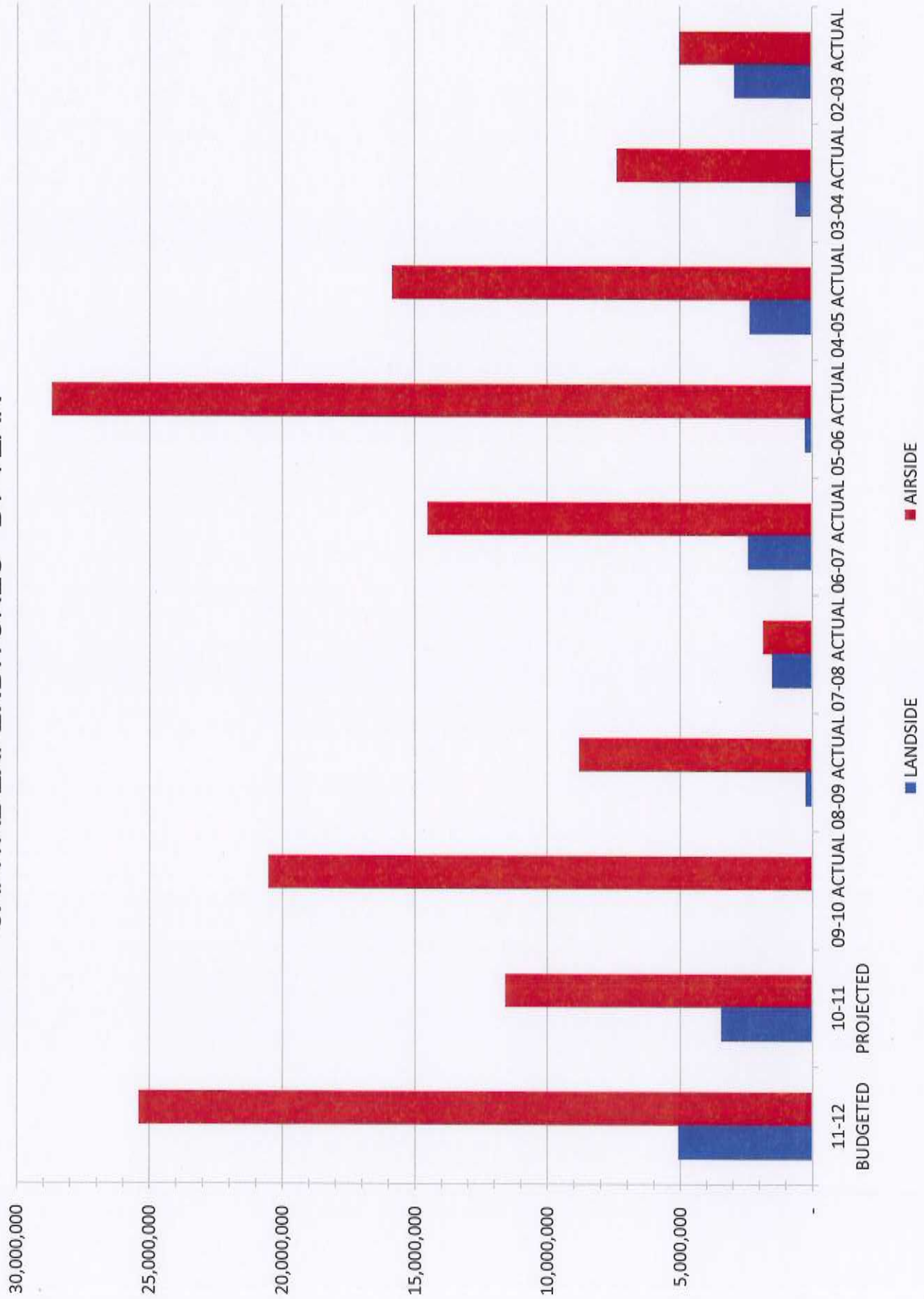
TEN YEAR TREND CAPITAL REVENUES - BY SOURCE



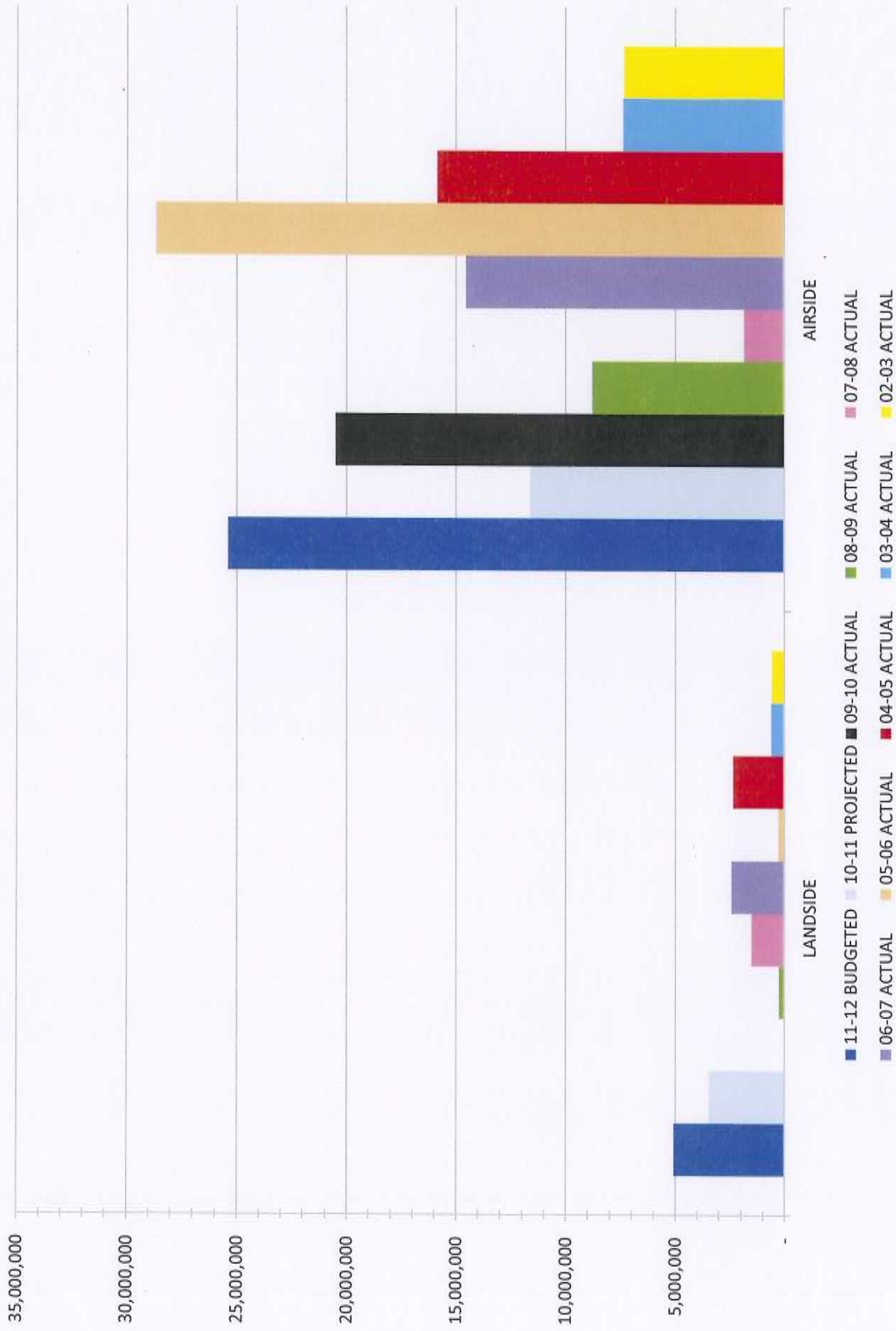
■ 11-12 BUDGETED ■ 10-11 PROJECTED ■ 09-10 ACTUAL ■ 08-09 ACTUAL ■ 07-08 ACTUAL ■ 06-07 ACTUAL ■ 05-06 ACTUAL ■ 04-05 ACTUAL ■ 03-04 ACTUAL ■ 02-03 ACTUAL

TEN YEAR TREND

CAPITAL EXPENDITURES - BY YEAR



TEN YEAR TREND CAPITAL EXPENDITURES - BY SOURCE



**ENGLAND AUTHORITY
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2011 - 2012**

DESCRIPTION	BUDGET FY 2009/2010	BUDGET FY 2010/2011	PROJECTED FY 2010/2011	FY 2011/2012 PROPOSED BUDGET	% CHANGE IN 2011/2012 BUDGET
BUDGET SUMMARY					
GENERAL FUND					
REVENUES:					
LEASE REVENUE	\$ 8,358,093	\$ 8,566,790	\$ 8,638,774	\$8,324,185	-2.83%
FUEL FLOW	245,000	277,000	289,248	280,000	1.08%
MISCELLANEOUS REVENUE	4,650	52,000	44,778	7,000	-86.54%
STATE GRANTS	92,857	42,857	42,857	42,857	0.00%
INTEREST REVENUE	46,500	4,000	3,155	3,000	-25.00%
USE OF PRIOR YEAR REVENUES	834,309	426,791	-	474,028	11.07%
TOTAL REVENUES	<u>\$ 9,581,409</u>	<u>\$ 9,369,438</u>	<u>\$ 9,018,812</u>	<u>\$ 9,131,070</u>	-2.54%
EXPENDITURES:					
ADMINISTRATION					
SALARY & FRINGE	\$ 533,353	\$ 545,109	\$ 544,833	\$556,834	2.15%
GENERAL ADMINISTRATIVE	784,625	842,981	803,682	772,502	-8.36%
TRANSFER TO CAPITAL PROJECTS	2,285,308	1,879,857	1,879,857	1,936,507	3.01%
OPERATIONS					
SALARY & FRINGE	1,230,182	1,232,047	1,182,729	1,250,324	1.48%
GENERAL ADMINISTRATIVE	1,387,000	1,323,650	1,332,341	1,338,400	1.11%
LANDSIDE OPERATIONS	395,787	532,220	516,548	379,700	-28.66%
VEHICLE MAINTENANCE	190,000	199,250	186,793	192,750	-3.26%
TENANT FACILITY MAINTENANCE	498,500	499,125	406,389	497,500	-0.33%
PUBLIC SAFETY	836,892	847,000	821,364	789,860	-6.75%
AIR OPERATIONS	1,154,939	1,241,000	1,187,555	1,181,291	-4.81%
ECONOMIC DEVELOPMENT					
SALARY & FRINGE	104,823	103,699	74,497	110,402	6.46%
AIRPARK DEVELOPMENT-MARKETING	180,000	123,500	108,741	125,000	1.21%
TOTAL EXPENDITURES	<u>\$ 9,581,409</u>	<u>\$ 9,369,438</u>	<u>\$ 9,045,329</u>	<u>\$ 9,131,070</u>	-2.54%
CAPITAL PROJECTS FUND					
REVENUES:					
FEDERAL GRANTS	\$ 27,836,051	\$ 17,018,409	\$ 9,442,120	\$ 17,302,639	1.67%
STATE GRANTS	5,103,223	7,478,021	1,347,235	6,739,075	-9.88%
PASSENGER FACILITY CHARGES	536,000	620,253	620,253	630,000	1.57%
TRANSFER FROM GENERAL FUND	2,285,308	1,879,857	1,879,857	1,936,507	3.01%
CONTRIBUTION FROM GENERAL PUBLIC	-	774,132	-	774,132	0.00%
CONTRACT FACILITY CHARGES	58,000	378,077	378,077	380,000	0.51%
INTEREST REVENUES	350	100	111	75	-25.00%
USE OF PRIOR YEAR REVENUES	2,477,329	4,042,072	-	2,684,891	-33.58%
TOTAL REVENUES	<u>\$ 38,296,261</u>	<u>\$ 32,190,921</u>	<u>\$ 13,667,653</u>	<u>\$ 30,447,319</u>	-5.42%
PROJECTS:					
LANDSIDE	\$ 4,124,081	\$ 6,211,313	\$ 3,442,294	\$ 5,066,524	-18.43%
AIRSIDE	34,172,180	25,979,608	11,582,540	25,380,795	-2.30%
UNAPPROPRIATED	-	-	-	-	0.00%
TOTAL EXPENDITURES	<u>\$ 38,296,261</u>	<u>\$ 32,190,921</u>	<u>\$ 15,024,834</u>	<u>\$ 30,447,319</u>	-5.42%
TOTAL BUDGETED PERSONNEL POSITIONS	28	28	28	27	
<p>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.</p>					

ENGLAND AUTHORITY
 PROPOSED ANNUAL BUDGET
 FISCAL YEAR 2011 - 2012

FUND BALANCE ANALYSIS	PROJECTED FY 2010/2011	PROJECTED FY 2011/2012
GENERAL FUND		
ESTIMATED BEGINNING FUND BALANCE	\$ 2,299,186	\$ 2,272,669
TOTAL REVENUE	9,018,812	8,657,042
TOTAL EXPENDITURES	<u>9,045,329</u>	<u>9,131,070</u>
EXCESS REVENUE (EXPENDITURES)	<u>(26,517)</u>	<u>(474,028)</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 2,272,669</u>	<u>\$ 1,798,641</u>
UNDESIGNATED:	\$ -	\$ -
DESIGNATED FOR:		
CAPITAL IMPROVEMENTS	474,028	-
OPERATING RESERVE	<u>1,798,641</u>	<u>1,798,641</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 2,272,669</u>	<u>\$ 1,798,641</u>
CAPITAL PROJECTS FUND		
ESTIMATED BEGINNING FUND BALANCE	\$ 4,042,072	\$ 2,684,891
TOTAL REVENUE	13,667,653	27,762,428
TOTAL EXPENDITURES	<u>15,024,834</u>	<u>30,447,319</u>
EXCESS REVENUE (EXPENDITURES)	<u>(1,357,181)</u>	<u>(2,684,891)</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 2,684,891</u>	<u>\$ -</u>
TOTAL ALL FUNDS		
ESTIMATED BEGINNING FUND BALANCE	\$ 6,341,258	\$ 4,957,560
TOTAL REVENUE	22,686,465	36,419,470
TOTAL EXPENDITURES	<u>24,070,163</u>	<u>39,578,389</u>
EXCESS REVENUE (EXPENDITURES)	<u>(1,383,698)</u>	<u>(3,158,919)</u>
ESTIMATED ENDING FUND BALANCE	<u>\$ 4,957,560</u>	<u>\$ 1,798,641</u>

**ENGLAND AUTHORITY
PROPOSED ANNUAL BUDGET
FISCAL YEAR 2011 - 2012
SUMMARY OF PERSONNEL POSITIONS/SALARY**

DIVISION/ POSITION	2009-2010 ANNUAL	2010-2011 CURRENT ANNUAL	2011-2012 PROPOSED ANNUAL
EXECUTIVE DIVISION			
EXECUTIVE DIRECTOR	\$ 110,725	\$ 114,047	\$ 114,047
EXECUTIVE ADMINISTRATIVE ASSISTANT	<u>44,805</u>	<u>46,149</u>	<u>47,534</u>
TOTAL EXECUTIVE DIVISION	\$ 155,530	\$ 160,196	\$ 161,581
ADMINISTRATION DIVISION			
FINANCE MANAGER	\$ 82,400	\$ 84,872	\$ 87,418
FINANCE & PURCHASING ASSISTANT	44,805	46,149	47,534
ACCOUNTING TECHNICIAN (2)	71,482	73,626	75,835
ADMINISTRATIVE TECHNICIAN (2)	<u>61,800</u>	<u>63,654</u>	<u>65,564</u>
TOTAL ADMINISTRATION DIVISION	\$ 260,487	\$ 268,301	\$ 276,351
OPERATIONS DIVISION			
DIRECTOR OF OPERATIONS/DEPUTY DIRECTOR	\$ 95,790	\$ 98,664	\$ 98,664
OPERATIONS ADMINISTRATIVE ASSISTANT	42,024	43,285	44,583
LANDSIDE MANAGER	74,160	76,385	-
LANDSIDE MAINTENANCE SUPERINTENDENT	53,045	54,636	56,275
HVAC TECHNICIAN (2)	88,374	91,026	93,756
GENERAL MAINTENANCE AND REPAIR TECHNICIAN (3)	88,374	91,026	140,634
GENERAL MAINTENANCE TECHNICIAN	33,990	35,010	36,060
GROUNDS MAINTENANCE SPECIALIST	33,990	35,010	36,060
VEHICLE MAINTENANCE ASSISTANT	36,565	37,662	38,792
AIRPORT MANAGER	74,160	76,385	87,418
TERMINAL SUPERINTENDENT	53,045	54,636	56,275
AIRFIELD MAINTENANCE SUPERINTENDENT	53,045	54,636	56,275
AIRFIELD MAINTENANCE TECHNICIAN (3)	132,561	136,539	140,634
CUSTODIAN (1)	<u>49,028</u>	<u>50,498</u>	<u>26,007</u>
TOTAL OPERATIONS DIVISION	\$ 908,151	\$ 935,398	\$ 911,433
AIRPARK DEVELOPMENT			
AIRPARK DEVELOPMENT MANAGER	\$ 82,400	\$ 84,872	\$ 87,418
TOTAL AIRPARK DEVELOPMENT	\$ 82,400	\$ 84,872	\$ 87,418
TOTAL SALARIES	\$ 1,406,568	\$ 1,448,767	\$ 1,436,783
TOTAL FRINGE	<u>447,438</u>	<u>442,707</u>	<u>474,414</u>
TOTAL PERSONNEL COST	<u>\$ 1,854,006</u>	<u>\$ 1,891,474</u>	<u>\$ 1,911,197</u>
TOTAL BUDGETED PERSONNEL POSITIONS	28	28	27

GENERAL FUND



ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2011 - 2012
 GENERAL FUND - REVENUES

ACCOUNT TITLE	BUDGET FY 2009/2010	BUDGET FY 2010/2011	PROJECTED FY 2010/2011	% CHANGE PROPOSED BUDGET	% CHANGE IN 2011/2012 BUDGET
REVENUES:					
LEASES/FEES:					
LANDSIDE COMMERCIAL LEASES	\$ 3,326,427	\$ 3,392,625	\$ 3,392,316	\$ 3,289,459	-3.04%
AIRSIDE COMMERCIAL LEASES	2,378,041	2,431,599	2,430,126	2,204,955	-9.32%
COMMERCIAL AVIATION LEASES	101,275	75,523	75,523	71,241	-5.67%
CAR RENTAL REVENUES	563,150	633,270	634,730	634,730	0.23%
PARKING REVENUES	673,000	735,000	787,185	789,000	7.35%
ATM MACHINE REVENUES	6,000	6,000	5,708	6,000	0.00%
TAXI REVENUES	400	600	800	800	33.33%
LANDING FEES	139,000	134,173	130,482	130,000	-3.11%
COMMERCIAL LEASE LATE FEES	12,500	8,000	8,237	8,000	0.00%
HOUSING LEASES: ENGLAND ESTATES	837,500	832,000	841,260	855,000	2.76%
HOUSING LEASES: ENGLAND VILLAGE	266,600	263,000	268,839	280,000	6.46%
HOUSING LEASE LATE FEES	23,200	20,000	21,616	20,000	0.00%
SPECIAL USE LEASES	31,000	35,000	41,952	35,000	0.00%
TOTAL LEASE REVENUE	\$ 8,358,093	\$ 8,566,790	\$ 8,638,774	\$ 8,324,185	-2.83%
OTHER:					
FUEL FLOW FEES	\$ 245,000	\$ 277,000	\$ 289,248	\$ 280,000	1.08%
MISCELLANEOUS REVENUE	4,650	52,000	44,778	7,000	-86.54%
STATE GRANTS	92,857	42,857	42,857	42,857	0.00%
INTEREST REVENUE	46,500	4,000	3,155	3,000	-25.00%
USE OF PRIOR YEAR REVENUE	834,309	426,791	-	474,028	11.07%
TOTAL OTHER	\$ 1,223,316	\$ 802,648	\$ 380,038	\$ 806,885	0.53%
TOTAL REVENUES	\$ 9,581,409	\$ 9,369,438	\$ 9,018,812	\$ 9,131,070	-2.54%

**ENGLAND AUTHORITY
PROPOSED ANNUAL OPERATING BUDGET
FISCAL YEAR 2011 - 2012
GENERAL FUND - ADMINISTRATION**

ACCOUNT TITLE	BUDGET FY 2009/2010	BUDGET FY 2010/2011	PROJECTED FY 2010/2011	% CHANGE PROPOSED BUDGET	% CHANGE IN 2011/2012 BUDGET
EXPENDITURES:					
SALARY:					
EXECUTIVE DIRECTOR	\$ 112,978	\$ 114,485	\$ 114,485	\$ 114,485	0.00%
EXECUTIVE SECRETARY	45,717	46,327	46,327	47,717	3.00%
FINANCE MANAGER	84,077	85,198	85,198	87,754	3.00%
FINANCE & PURCHASING ASSISTANT	63,057	63,899	63,899	65,816	3.00%
ACCOUNTING TECHNICIANS	72,936	73,910	73,909	76,127	3.00%
ADMINISTRATIVE TECHNICIANS	45,717	46,327	46,326	47,716	3.00%
TOTAL SALARY	\$ 424,482	\$ 430,146	\$ 430,144	\$ 439,615	2.20%
FRINGE:					
FRINGE	108,871	114,963	114,689	117,219	1.96%
TOTAL SALARY & FRINGE	\$ 533,353	\$ 545,109	\$ 544,833	\$ 556,834	2.15%
GENERAL ADMINISTRATIVE:					
AUDIT - CONTRACT	\$ 21,500	\$ 21,995	\$ 21,973	\$ 22,676	3.10%
LEGAL - CONTRACT	50,000	73,000	73,020	50,000	-31.51%
CONTRACT SERVICES	20,000	27,500	27,589	30,000	9.09%
PHYSICAL/DRUG TESTING - CONTRACT	2,200	1,900	1,913	1,900	0.00%
INSURANCE	299,000	315,000	284,321	290,000	-7.94%
TELEPHONE/DATA	21,000	19,000	19,937	19,530	2.79%
ADVERTISING	5,000	4,500	4,936	5,000	11.11%
TRAVEL	35,000	30,000	23,993	30,000	0.00%
DUES & SUBSCRIPTIONS	12,500	9,000	10,400	10,500	16.67%
TRAINING	12,000	9,000	9,000	9,000	0.00%
OFFICE SUPPLIES AND EXPENSE	11,000	10,500	9,875	10,500	0.00%
OFFICE EQUIPMENT	5,000	4,500	4,500	4,500	0.00%
PRINTING	2,500	2,000	1,163	2,000	0.00%
POSTAGE	7,000	7,400	5,663	6,500	-12.16%
BANK CHARGES	23,000	33,500	31,712	28,500	-14.93%
PROVISION FOR DOUBTFUL ACCOUNTS	4,746	6,193	5,694	8,376	35.25%
OPERATING RESERVE	85,000	100,000	100,000	75,000	-25.00%
COMPUTER EQUIPMENT/SOFTWARE	15,000	14,000	14,000	14,000	0.00%
DEBT SERVICE - 2007 C01 (LEARN CTR/WAREHOUSE)	153,179	153,993	153,993	154,520	0.34%
TOTAL GENERAL ADMINISTRATIVE	\$ 784,625	\$ 842,981	\$ 803,682	\$ 772,502	-8.36%
TRANSFER TO CAPITAL PROJECTS FUND					
TRANSFER TO CAPITAL PROJECTS FUND	\$ 2,285,308	\$ 1,879,857	\$ 1,879,857	\$ 1,936,507	3.01%
TOTAL TRANSFER TO CAPITAL PROJECTS FUND	\$ 2,285,308	\$ 1,879,857	\$ 1,879,857	\$ 1,936,507	3.01%
TOTAL COST CENTER/ADMINISTRATIVE	\$ 3,603,286	\$ 3,267,947	\$ 3,228,372	\$ 3,265,843	-0.06%

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2011 - 2012
 GENERAL FUND: OPERATIONS

ACCOUNT TITLE	BUDGET FY 2009/2010	BUDGET FY 2010/2011	PROJECTED FY 2010/2011	% CHANGE PROPOSED BUDGET	% CHANGE IN 2011/2012 BUDGET
EXPENDITURES:					
SALARY:					
DIRECTOR OF OPERATIONS/DEPUTY DIRECTOR	\$ 97,739	\$ 99,043	\$ 99,043	\$ 99,043	0.00%
SECRETARY	42,879	43,451	43,451	44,755	3.00%
BUILDING & GROUNDS MANAGER	75,669	49,029	48,927	-	-100.00%
LANDSIDE MAINTENANCE SUPERINTENDENT	54,124	54,846	54,846	56,492	3.00%
GENERAL MAINTENANCE & REPAIR TECHNICIANS	90,172	93,075	94,035	141,175	51.68%
GENERAL MAINTENANCE TECHNICIAN	20,740	35,144	-	36,199	3.00%
HVAC TECHNICIANS	90,172	92,575	87,061	94,116	1.66%
GROUNDS MAINTENANCE SPECIALIST	34,682	35,444	35,625	36,199	2.13%
VEHICLE MAINTENANCE ASSISTANT	37,309	33,807	33,398	38,941	15.19%
AIRPORT OPERATIONS MANAGER	75,669	76,679	76,679	87,754	14.44%
TERMINAL SUPERINTENDENT	54,124	54,847	54,847	56,492	3.00%
AIRFIELD MAINTENANCE SUPERINTENDENT	54,124	54,847	54,847	56,492	3.00%
AIRFIELD MAINTENANCE TECHNICIANS	135,258	137,863	137,950	141,175	2.40%
CUSTODIANS	50,026	52,893	52,574	26,107	-50.64%
TOTAL SALARY	\$ 912,687	\$ 913,543	\$ 873,283	\$ 914,940	0.15%
FRINGE:					
FRINGE	317,495	318,504	309,446	335,384	5.30%
TOTAL SALARY & FRINGE	\$ 1,230,182	\$ 1,232,047	\$ 1,182,729	\$ 1,250,324	1.48%
GENERAL ADMINISTRATIVE:					
UTILITIES	\$ 970,000	\$ 800,000	\$ 800,573	\$ 805,000	0.63%
CONTRACT LABOR	273,000	320,000	328,202	362,000	13.13%
HERITAGE PARK MAINTENANCE	30,000	57,000	57,000	50,000	-12.28%
TELEPHONE	32,000	40,000	40,911	40,000	0.00%
OFFICE SUPPLIES	5,000	4,750	4,439	4,500	-5.26%
POSTAGE	2,000	1,900	1,216	1,900	0.00%
CONTINGENCY	75,000	100,000	100,000	75,000	-25.00%
TOTAL GENERAL ADMINISTRATIVE	\$ 1,387,000	\$ 1,323,650	\$ 1,332,341	\$ 1,338,400	1.11%
LANDSIDE OPERATIONS:					
WASTE COLLECTION	\$ 70,000	\$ 72,600	\$ 69,491	\$ 75,500	3.99%
BUILDING MAINTENANCE	10,000	9,500	9,500	9,500	0.00%
HOUSING PREPARATION/MAINTENANCE	80,000	147,000	144,221	76,000	-48.30%
CUSTODIAL SERVICES	27,120	27,120	27,120	28,200	3.98%
PEST CONTROL	31,500	34,000	31,262	35,000	2.94%
FIRE SYSTEM MAINTENANCE	10,000	9,500	10,630	9,500	0.00%
GROUNDS MAINTENANCE	5,000	5,000	5,000	4,500	-10.00%
PAVEMENT REPAIR & MAINTENANCE	10,000	39,000	39,000	9,000	-76.92%
STREET LIGHT MAINTENANCE	5,000	4,500	6,384	4,500	0.00%
UNDERGROUND UTILITY SYSTEMS MAINT	5,000	4,500	4,500	2,500	-44.44%
EQUIPMENT MAINTENANCE	5,000	4,500	3,353	3,500	-22.22%
EQUIPMENT RENTAL	2,167	500	500	500	0.00%
HAZARDOUS MATERIAL REMOVAL	5,000	4,500	4,500	4,500	0.00%
OPERATING SUPPLIES	65,000	60,000	51,087	57,000	-5.00%
AIRPARK VISUALS	15,000	10,000	10,000	10,000	0.00%
CAPITAL EQUIPMENT	50,000	100,000	100,000	50,000	-50.00%
TOTAL LANDSIDE OPERATIONS	\$ 395,787	\$ 532,220	\$ 516,548	\$ 379,700	-28.66%

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2011 - 2012
 GENERAL FUND: OPERATIONS

ACCOUNT TITLE	BUDGET FY 2009/2010	BUDGET FY 2010/2011	PROJECTED FY 2010/2011	% CHANGE PROPOSED BUDGET	% CHANGE IN 2011/2012 BUDGET
VEHICLE MAINTENANCE:					
VEHICLE OIL & GAS	\$ 70,000	\$ 81,500	\$ 79,928	\$ 75,000	-7.98%
VEHICLE - REPAIR & MAINTENANCE	45,000	45,000	44,348	45,000	0.00%
LAWN EQUIPMENT - REPAIR & MAINTENANCE	30,000	30,000	34,486	30,000	0.00%
FIRE TRUCK - REPAIR & MAINTENANCE	<u>45,000</u>	<u>42,750</u>	<u>28,031</u>	<u>42,750</u>	0.00%
TOTAL VEHICLE MAINTENANCE	\$ 190,000	\$ 199,250	\$ 186,793	\$ 192,750	-3.26%
TENANT FACILITY MAINTENANCE:					
TENANT SERVICES - OTHER	\$ 125,000	\$ 125,000	\$ 76,936	\$ 100,000	-20.00%
TENANT SERVICES - ISB	20,000	19,000	4,851	10,000	-47.37%
TENANT SERVICES - COMMUNITY CENTER	7,500	7,125	5,614	7,500	5.26%
TENANT SERVICES - GOLF COURSE	345,000	270,000	273,965	299,000	10.74%
TENANT SERVICES - HUEY P LONG	-	77,000	45,023	80,000	3.90%
TENANT SERVICES - REIMBURSABLE	<u>1,000</u>	<u>1,000</u>	<u>-</u>	<u>1,000</u>	0.00%
TOTAL TENANT FACILITY MAINTENANCE	\$ 498,500	\$ 499,125	\$ 406,389	\$ 497,500	-0.33%
PUBLIC SAFETY:					
FIRE PROTECTION - STRUCTURAL SECURITY	\$ 456,892	\$ 467,000	\$ 459,872	\$ 424,860	-9.02%
	<u>380,000</u>	<u>380,000</u>	<u>361,492</u>	<u>365,000</u>	-3.95%
TOTAL PUBLIC SAFETY	\$ 836,892	\$ 847,000	\$ 821,364	\$ 789,860	-6.75%
AIR OPERATIONS:					
CONTRACT LABOR	\$ 15,600	\$ 43,500	\$ 60,116	\$ 100,000	129.89%
EQUIPMENT MAINTENANCE	20,000	19,000	20,873	20,000	5.26%
NAVAID MAINTENANCE	10,000	9,500	9,500	5,000	-47.37%
FIRE PROTECTION - ARFF	685,339	701,000	689,807	637,291	-9.09%
TERMINAL OPERATIONS	200,000	200,000	165,567	180,000	-10.00%
PARKING LOT OPERATIONS	114,000	123,000	127,345	134,000	8.94%
OPERATING SUPPLIES	75,000	71,250	51,881	71,250	0.00%
FIRE DEPARTMENT OPERATIONS	25,000	23,750	12,466	23,750	0.00%
CAPITAL EQUIPMENT	<u>10,000</u>	<u>50,000</u>	<u>50,000</u>	<u>10,000</u>	-80.00%
TOTAL AIR OPERATIONS	\$ 1,154,939	\$ 1,241,000	\$ 1,187,555	\$ 1,181,291	-4.81%
TOTAL AIRPARK OPERATIONS	\$ 3,076,118	\$ 3,318,595	\$ 3,118,649	\$ 3,041,101	-8.36%
TOTAL COST CENTER/OPERATIONS	\$ 5,693,300	\$ 5,874,292	\$ 5,633,719	\$ 5,629,825	-4.16%

ENGLAND AUTHORITY
 PROPOSED ANNUAL OPERATING BUDGET
 FISCAL YEAR 2011 - 2012
 GENERAL FUND: AIRPARK DEVELOPMENT

ACCOUNT TITLE	BUDGET FY 2009/2010	BUDGET FY 2010/2011	PROJECTED FY 2010/2011	% CHANGE PROPOSED BUDGET	% CHANGE IN 2011/2012 BUDGET
EXPENDITURES:					
SALARY:					
AIRPARK DEVELOPMENT MANAGER	\$ 84,077	\$ 83,021	\$ 59,554	\$ 87,754	5.70%
TOTAL SALARY	\$ 84,077	\$ 83,021	\$ 59,554	\$ 87,754	5.70%
FRINGE:					
FRINGE	20,746	20,678	14,943	22,648	9.53%
TOTAL SALARY & FRINGE	\$ 104,823	\$ 103,699	\$ 74,497	\$ 110,402	6.46%
AIRPARK DEVELOPMENT-MARKETING:					
AIRPARK MARKETING	\$ 50,000	\$ 47,500	\$ 60,295	\$ 65,000	36.84%
AIRPORT MARKETING	80,000	76,000	48,446	50,000	-34.21%
AIRPORT MARKETING - ANNIVERSARY	-	-	-	10,000	100.00%
AIRPORT MARKETING - STATE GRANT	50,000	-	-	-	0.00%
TOTAL AIRPARK DEVELOPMENT/MARKETING	\$ 180,000	\$ 123,500	\$ 108,741	\$ 125,000	1.21%
TOTAL COST CENTER/ AIRPARK DEVELOPMENT	\$ 284,823	\$ 227,199	\$ 183,238	\$ 235,402	3.61%
TOTAL GENERAL FUND	\$ 9,581,409	\$ 9,369,438	\$ 9,045,329	\$ 9,131,070	-2.54%

CAPITAL PROJECTS



ENGLAND AUTHORITY
PROPOSED ANNUAL CAPITAL BUDGET
FISCAL YEAR 2011 - 2012
CAPITAL PROJECTS FUND

ACCOUNT TITLE	BUDGET FY 2010/2011	CURRENT YEAR REVENUES & EXPENDITURES	ESTIMATED BUDGET CARRYOVER	PROPOSED BUDGET ADJUSTMENTS	PROPOSED BUDGET CHANGES	% CHANGE PROPOSED BUDGET
REVENUES:						
FEDERAL GRANTS:						
FEDERAL GRANT - MASTER PLAN	\$ 11,825	\$ 11,825	\$ -	\$ -	\$ -	\$ -
FEDERAL GRANT - NOISE MITIGATION #1	970,115	617,168	352,947	-	-	352,947
FEDERAL GRANT - NOISE MITIGATION #2	1,161,898	1,418,157	(256,259)	-	-	(256,259)
FEDERAL GRANT - NOISE MITIGATION #3	4,982,404	3,283,363	1,699,041	-	-	1,699,041
FEDERAL GRANT - NOISE MITIGATION #4	-	-	-	-	9,000,000	9,000,000
FEDERAL GRANT - TAXIWAY E	44,177	(28,289)	72,466	(72,466)	-	-
FEDERAL GRANT - RUNWAY 14/32 REHAB	-	80,154	(80,154)	80,154	-	-
FEDERAL GRANT - FUEL FARM RELOCATION	6,524,817	3,166,176	3,358,641	-	-	3,358,641
FEDERAL GRANT - RUNWAY 14/32 EXTENSION	750,000	-	750,000	-	(750,000)	-
FEDERAL GRANT - REHAB SOUTHWEST APRON	484,026	31,877	452,149	-	-	452,149
FEDERAL GRANT - RUNWAY 18/36 MIDFIELD REHAB	1,264,202	68,082	1,196,120	-	-	1,196,120
FEDERAL GRANT - 2010 AIP ENTITLEMENTS	824,945	793,607	31,338	(31,338)	-	-
FEDERAL GRANT - 2011 AIP ENTITLEMENTS	-	-	-	-	-	-
FEDERAL GRANT - 2012 AIP ENTITLEMENTS	-	-	-	-	1,500,000	1,500,000
TOTAL FEDERAL GRANTS	\$ 17,018,409	\$ 9,442,120	\$ 7,576,289	\$ (23,650)	\$ 9,750,000	\$ 17,302,639
STATE GRANTS:						
STATE GRANT - ARFF VEHICLE	\$ 41,793	\$ 41,770	\$ 23	\$ (23)	\$ -	\$ -
STATE GRANT - MASTER PLAN UPDATE	621	621	-	-	-	-
STATE GRANT - RUNWAY OBSTACLE REMOVAL	1,625	-	1,625	(1,625)	-	-
STATE GRANT - NOISE MITIGATION	374,437	279,998	94,439	155	473,684	568,278
STATE GRANT - REHAB TAXIWAY E	2,325	55,257	(52,932)	52,932	-	-
STATE GRANT - RUNWAY 14/32 REHAB	-	4,219	(4,219)	4,219	-	-
STATE GRANT - FUEL FARM RELOCATION	2,952,249	326,967	2,625,282	-	-	2,625,282
STATE GRANT - RUNWAY 14/32 EXTENSION	3,000,000	247,265	2,752,735	-	-	2,752,735
STATE GRANT - REHABILITATION OF SOUTHWEST APRON	25,477	1,676	23,801	-	-	23,801
STATE GRANT - PAPI LIGHTS & REIL SYSTEMS	100,000	100,000	-	-	-	-
STATE GRANT - APRON LIGHTING - SOUTH RAMP	600,000	263,643	336,357	-	-	336,357
STATE GRANT - ARFF RAPID INTERVENTION VEHICLE	312,957	22,236	290,721	-	-	290,721
STATE GRANT - REHABILITATE RUNWAY 18/36 MIDFIELD	66,537	3,583	62,954	-	-	62,954
STATE GRANT - SOUTH RAMP/TAXIWAY A REHAB	-	-	-	-	78,947	78,947
TOTAL STATE GRANTS	\$ 7,478,021	\$ 1,347,235	\$ 6,130,786	\$ 55,658	\$ 552,631	\$ 6,739,075
PASSENGER FACILITY CHARGES:						
2009 PASSENGER FACILITY CHARGES	\$ 253	\$ 253	\$ -	\$ -	\$ -	\$ -
2010 PASSENGER FACILITY CHARGES	620,000	620,000	-	-	-	-
2011 PASSENGER FACILITY CHARGES	-	-	-	-	630,000	630,000
TOTAL PASSENGER FACILITY CHARGES	\$ 620,253	\$ 620,253	\$ -	\$ -	\$ 630,000	\$ 630,000
OTHER:						
TRANSFER FROM GENERAL FUND	\$ 1,879,857	\$ 1,879,857	\$ -	\$ -	\$ 1,936,507	\$ 1,936,507
CONTRIBUTION FROM GENERAL PUBLIC (UTC/CAPPEL)	774,132	-	774,132	-	-	774,132
2010 CONTRACT FACILITY CHARGES	378,077	378,077	-	-	-	-
2011 CONTRACT FACILITY CHARGES	-	-	-	-	380,000	380,000
INTEREST REVENUES	100	111	(11)	11	75	75
USE OF PRIOR YEAR REVENUES	4,042,072	-	4,042,072	-	(1,357,181)	2,684,891
TOTAL OTHER	\$ 7,074,238	\$ 2,258,045	\$ 4,816,193	\$ 11	\$ 959,401	\$ 5,775,605
TOTAL REVENUE	\$ 32,190,921	\$ 13,667,653	\$ 18,523,268	\$ 32,019	\$ 11,892,032	\$ 30,447,319

ENGLAND AUTHORITY
 PROPOSED ANNUAL CAPITAL BUDGET
 FISCAL YEAR 2011 - 2012
 CAPITAL PROJECTS FUND

ACCOUNT TITLE	BUDGET FY 2010/2011	CURRENT YEAR REVENUES & EXPENDITURES	ESTIMATED BUDGET CARRYOVER	PROPOSED BUDGET ADJUSTMENTS	PROPOSED BUDGET CHANGES	% CHANGE PROPOSED BUDGET
PROJECTS:						
LANDSIDE:						
STREET LIFE EXTENSION PROGRAM	\$ 567,911	\$ -	\$ 567,911	\$ -	\$ -	\$ 567,911
BUILDING DEMOLITIONS	381,952	-	381,952	-	-	381,952
UTC/CAPPEL	1,464,276	1,046,717	417,559	-	-	417,559
GATEWAYS (2)/ ROUNDABOUT (1)	2,444,641	1,923,105	521,536	-	-	521,536
BUILDING 610 PROJECT	550,000	197,660	352,340	(247,540)	-	104,800
BUILDING 1203 IMPROVEMENTS	110,000	106,141	3,859	(3,859)	-	-
BUILDING 1150 IMPROVEMENTS	50,000	-	50,000	-	50,000	100,000
FRANK ANDREWS - PHASE I	175,390	-	175,390	-	100,000	275,390
ENGLAND DRIVE STREET LIGHTING	125,000	108,925	16,075	-	-	16,075
VANDEBURG LIFT STATION	199,659	-	199,659	-	-	199,659
BUILDING 1912 PROJECT	142,484	59,746	82,738	-	-	82,738
RENTAL CAR FACILITY	-	-	-	-	280,000	280,000
HEALTH CENTER PROJECT	-	-	-	3,859	2,115,045	2,118,904
TOTAL LANDSIDE PROJECTS	\$ 6,211,313	\$ 3,442,294	\$ 2,769,019	\$ (247,540)	\$ 2,545,045	\$ 5,066,524
AIRSIDE:						
RUNWAY OBSTACLE REMOVAL	\$ 32,497	\$ -	\$ 32,497	\$ (32,497)	\$ -	\$ -
MASTER PLAN LAND PURCHASE	797,985	108,204	689,781	-	-	689,781
NOISE MITIGATION PROGRAM	7,488,854	5,598,609	1,890,245	78	9,473,684	11,364,007
EXPANSION OF TERMINAL PARKING LOT	-	-	-	-	-	-
ARFF VEHICLE	835,866	835,243	623	(623)	-	-
RUNWAY 14/32 REHABILITATION	-	84,372	(84,372)	84,372	-	-
REHAB TAXIWAY E	46,502	26,968	19,534	(19,534)	-	-
FBO TERMINAL	32,213	32,213	-	-	-	-
FUEL FARM RELOCATION	9,477,066	3,493,143	5,983,923	-	-	5,983,923
REHABILITATION OF SOUTHWEST APRON	509,503	33,553	475,950	-	-	475,950
RUNWAY 14/32 EXTENSION	3,750,000	247,265	3,502,735	-	(750,000)	2,752,735
PAPI LIGHTS & REIL SYSTEMS	111,314	111,314	-	-	-	-
APRON LIGHTING - SOUTH RAMP	600,000	263,643	336,357	-	-	336,357
ARFF RAPID INTERVENTION VEHICLE	312,957	22,236	290,721	-	-	290,721
REHABILITATE RUNWAY 18/36 MIDFIELD	1,330,739	71,665	1,259,074	-	-	1,259,074
SOUTH RAMP/TAXIWAY A REHAB	-	-	-	-	1,578,947	1,578,947
DBE PROGRAM	22,058	22,058	-	-	31,250	31,250
MASTER PLAN UPDATE	17,004	17,004	-	-	-	-
DEBT SERVICE - PFC BONDS	615,050	615,050	-	-	618,050	618,050
TOTAL AIRSIDE PROJECTS	\$ 25,979,608	\$ 11,582,540	\$ 14,397,068	\$ 31,796	\$ 10,951,931	\$ 25,380,795
TOTALS PROJECTS	\$ 32,190,921	\$ 15,024,834	\$ 17,166,087	\$ (215,744)	\$ 13,496,976	\$ 30,447,319
OTHER:						
UNAPPROPRIATED	\$ -	\$ -	\$ 1,357,181	\$ 247,763	\$ (1,604,944)	\$ -
TOTAL OTHER	\$ -	\$ -	\$ 1,357,181	\$ 247,763	\$ (1,604,944)	\$ -
TOTAL FUND	\$ 32,190,921	\$ 15,024,834	\$ 18,523,268	\$ 32,019	\$ 11,892,032	\$ 30,447,319

ENGLAND AUTHORITY
 PROPOSED ANNUAL CAPITAL BUDGET
 FISCAL YEAR 2011 - 2012
 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 567,911	\$ 567,911
BUILDING DEMOLITIONS	-	-	-	-	-	381,952	381,952
UTC/CAPPEL	-	-	-	-	-	417,559	417,559
GATEWAYS (2)/ ROUNDABOUT (1)	-	-	-	-	146,771	374,765	521,536
BUILDING 610 PROJECT	-	-	-	-	-	104,800	104,800
BUILDING 1150 IMPROVEMENTS	-	-	-	-	-	100,000	100,000
FRANK ANDREWS - PHASE I	-	-	-	-	-	275,390	275,390
ENGLAND DRIVE STREET LIGHTING	-	-	-	-	-	16,075	16,075
VANDENBURG LIFT STATION	-	-	-	-	-	199,659	199,659
BUILDING 1912 PROJECT	-	-	-	-	-	82,738	82,738
RENTAL CAR FACILITY	-	-	-	-	280,000	-	280,000
HEALTH CENTER PROJECT	-	-	-	-	-	2,118,904	2,118,904
TOTAL LANDSIDE PROJECTS	\$ -	\$ -	\$ -	\$ -	\$ 426,771	\$ 4,639,753	\$ 5,066,524
AIRSIDE:							
MASTER PLAN LAND PURCHASE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 689,781	\$ 689,781
NOISE MITIGATION PROGRAM	10,795,729	-	568,278	-	-	-	11,364,007
FUEL FARM RELOCATION	3,358,641	-	2,625,282	-	-	-	5,983,923
REHABILITATION OF SOUTHWEST APRON	-	452,149	23,801	-	-	-	475,950
RUNWAY 14/32 EXTENSION	-	-	2,752,735	-	-	-	2,752,735
APRON LIGHTING - SOUTH RAMP	-	-	336,357	-	-	-	336,357
ARFF RAPID INTERVENTION VEHICLE	-	-	290,721	-	-	-	290,721
REHABILITATE RUNWAY 18/36 MIDFIELD	-	1,196,120	62,954	-	-	-	1,259,074
SOUTH RAMP/TAXIWAY REHAB	-	1,500,000	78,947	-	-	-	1,578,947
DBE PROGRAM	-	-	-	-	-	31,250	31,250
DEBT SERVICE - PFC BONDS	-	-	-	618,050	-	-	618,050
TOTAL AIRSIDE PROJECTS	\$ 14,154,370	\$ 3,148,269	\$ 6,739,075	\$ 618,050	\$ -	\$ 721,031	\$ 25,380,795
TOTAL PROJECTS	\$ 14,154,370	\$ 3,148,269	\$ 6,739,075	\$ 618,050	\$ 426,771	\$ 5,360,784	\$ 30,447,319