

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



West Michigan Airport Authority

Regular Meeting Agenda

March 20th, 2023

11:30 a.m. –1:00 p.m.

60 Geurink Blvd. Holland, MI 49423

<https://us06web.zoom.us/j/83777032853>

Authority Members

City of Holland

Dave Hoekstra
Scott Corbin
Charles Murray

City of Zeeland

Kevin Klynstra
Beth Blanton
Doug Barese

Park Township

Elisa Hoekwater
Skip Keeter
Ken Brandsen

Ex-officio

Jim Storey
Lucy Ebel

1. Public Comment.
2. Approval of Agenda (Action Requested).
3. Recognition of Russ Sylte for his Service to the Airport Authority:
 - A. Intro to Elisa Hoekwater and Lucy Ebel
4. Approval of February 13th Meeting Minutes (Action Requested).
5. FBO Transfer: Introduction to Av Flight (No Action).
6. Approval of Airport Rescue Grant Agreement: American Rescue Plan Act (ARPA) of 2021 Spending Plan (Action Requested).
7. FY24 Operations & Capital Improvement Budgets and Action Plan (No Action).
8. Set Public Hearing for FY24 Budget (Action Requested).
9. FBO Progress Report: (Action Requested).
10. FBO Report: (Action Requested).
11. Financial Reports (Action Requested).
12. Update on Education Initiatives (No Action).
13. Discussion: Future N/S Crosswind Runway (No Action).
14. Manager's Update:
 - A. Update on Work Based Learning Initiatives with local K-12 Partners.

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



B. Update on Runway De-icing Service Trials.

15. Updates from Board.

16. Other Business:

A. Airport Board Photos

17. Adjourn.

Next Meeting will be held April 10th, 2023

West Michigan Airport Authority

MEETING MINUTES

February 13th, 2022

*****11:30 a.m. – 1:00 p.m.*****

60 Geurink Blvd. Holland, MI

PRESENT: Doug Barensse, Dave Hoekstra, Kevin Klynstra (Chair), Skip Keeter, Beth Blanton, Scott Corbin (Co-chair), Chuck Murray,

ABSENT: Russ Sylte, Ken Brandsen

OTHERS PRESENT: Aaron Thelenwood (Director), Amanda Davio VanLaar, Lynn McCammon (Treasurer), Peter Eichleay (FlightLevel-Zoom), Alan Radlo (FlightLevel-Zoom), Ron Vanderveen, Rachel Hillegonde, Chuck Cox

Board Chair Sylte called the meeting to order at 11:30 a.m.

23.02.01 Public Comment.

None.

23.02.02 Approval of Agenda

Director Thelenwood amended the agenda to include strategic plan feedback. Hoekstra made a motion with support from Barensse to approve the agenda and its amendment.
Motion carried.

23.02.03 Approval of January 9th Meeting Minutes.

Keeter made a motion with support from Murray to approve the January 9th meeting minutes as presented.
Motion carried.

23.02.04 Approval of FBO transfer Agreement

Director Thelenwood presented to the board the FBO transfer agreement between FlightLevel Aviation and Northern Jet Management. While 49% of FBO ownership will be maintained by FlightLevel, operational and management decisions on field will. The Airport Authority has a variety of agreements and leases with FlightLevel Aviation, which will be amended and transferred to Northern Jet Management. The FBO Agreement will remain largely the same as the current FBO Agreement, running through 2041 with an option to renew, subject to approval

by and at the sole discretion of the Airport Authority Board. Negotiated amendments to the FBO Agreement with Northern Jet are as follows:

- An independent performance evaluation completed by a third party consultant agreed upon by both entities and cost split between the two
- Independent performance evaluation every five years with the exception of the first two years for an initial evaluation
- Expanded oversight by the Airport Authority to ensure critical components of services are being met

Chuck Murray raised concerns about the five year performance evaluation window being too long and suggested shortening it to two years. Rachel Hillegonde commented that Northern Jet pushed back on the 2-year evaluation and that the initial 2-year performance review with a move to a 5-year review following was the negotiated compromise. Chuck expressed concerns about the long window when millages were under consideration, but it was noted that action could be taken on a default without waiting for reviews. Scott expressed comfort in the assurance from the attorney and the close working relationship with Mr. Cox throughout the process. Amendments to the agreement included Northern Jet being included in strategic planning for present and future. Scott pushed for Aaron to communicate thoroughly with tenants, based users, and stakeholders to communicate the details of the transition.

The board took a roll call vote for approval of the Amended FBO Agreement and Omnibus Amendment, authorization of the Board Chairperson to sign the Agreements on behalf of the Authority, and any substantive changes to the Agreements to be brought back to the Authority for approval. The Agreements are subject to final approval as to form by the Authority's Attorney and contingent on certain conditions being met.

Board roll call vote:

Hoekstra - yes

Corbin - yes

Murray - yes

Blanton - yes

Barense - yes

Keeter - yes

Klynstra – yes

Motion carried.

23.02.05 Approval of Airport Authority Strategic Plan (Action Requested).

Director Thelenwood represented the strategic plan to the board after bringing the plan to each of the three airport authority committees for review. Discussions at the individual meetings and the present board meeting brought about the following amendments which shall be made to the plans final version:

- Remove numbers next to items under 1-year priorities as they are not listed in order of importance
- Spell out/define acronyms (KBIV, EVTOL, FBO) for clarity-sake
- Add a final decision on the cross-wind runway under 1-year priorities pending presentation of value to the board from authority staff
- Emphasize support initiatives for small aircraft/GA priorities

Barense made a motion with support from Murray to approve the strategic plan with the proposed amendments.

Motion carried.

23.02.06 Airport Board Staffing Committee: Manager's Contract (Action Requested)

Co-Chair Corbin proposed a revised process for reviewing the new employment contract and evaluation document for the Airport Director before mid-year 2023. The proposal details the creation of an Ad Hoc Committee to revise the Airport Director's employment contract by using the current contract as a basis and seeking feedback from Board members through a structured evaluation process. The committee will compile the evaluations into a final document for Board review. The current contract is set to expire in December 2023, and the revised contract is likely to be ready for review sometime in midsummer. Board Chair Klynstra asked if the pay scale structure would be included in the contract revision process, and Corbin confirmed that it will be incorporated into the structure of the contract.

Hoekstra made a motion with support from Keeter appoint Scott Corbin from the City of Holland, Beth Blanton from the City of Zeeland, and Ken Brandsen from Park Twp. members to the special committee, allow the use of subject matter experts, and authorize the Airport Director to make budget adjustments as necessary.

Motion carried.

23.02.07 Approval of Airport Rescue Grant Agreement: American Rescue Plan Act (ARPA) of 2021

Sustainability and Operations Specialist, Amanda VanLaar presented to the Board the ARPA Grant notice of available funding from Airport Rescue Grants program established in 2021 in response to COVID-19. The West Michigan Regional Airport Authority was allocated \$148,000 under this program, which can be used to pay for standard airport operational expenses. As the identified uses for the funding are relatively vague, Treasurer McCammon suggested approaching MDOT for specifics on spending allowance. Barense raised the question of national classification designation being necessary for spending the amount provided since the reclassification occurred so recently but it was confirmed that the grant was assigned in 2021 prior to the airport's reclassification. Co-chair Corbin made a motion seconded by Keeter to approve the 2021 ARPA Grant Agreement ensuring proper documentation and budget/spending plan when applicable.

Motion carried.

23.02.08 FBO Progress Report

FlightLevel CEO Peter Eichlaey presented the FBO progress report to the board noting sale of 25,000 gallons of fuel for the year, a number that is slightly less than what we saw for this time last year. The decrease in part can be attributed to one of the based tenants remaining on the west side of the country for the better half of the month. Special praise was given to the line crew who have worked extremely hard through inclement weather to keep the runway operational. Barensen made a motion with support from Blanton to approve the FBO progress report as presented.

Motion carried.

23.02.09 FBO Report

Tyler Vandenbrand FlightLevel Director of Michigan Operations presented the FBO report to the board. Murry asked if we can include operational numbers in FBO reports per strategic plan priorities. Amanda VanLaar noted work on an airport metric summary database which has been created for this purpose and she will consult with VandenBrand on a monthly basis for operational numbers in addition to citing FAA databases for comparative tracking.

Hoekstra made a motion with support from Murray to approve the FBO report as presented. Motion carried.

23.02.10 Financial Reports

Treasurer McCammon presented the financial reports to the Board. Barensen made a motion with support from Keeter to accept the reports as presented.

Following the motion Hoekstra inquired about the Authority's ability to make up for funds lost from reclassification. Director Thelenwood offered that there appears to be enough supplemental grant money coming in to cover those losses for upcoming projects.

23.02.11 Manager's Update

- a. **Update on Parcel K closing** Closed last week with the final sale totaling \$702,000 (sale price minus applicable closing fees). The next step will be determining what to do with those funds and Authority staff will continue to engage with MDOT to understand where any holes exist in the current project budgets. Treasurer McCammon noted that the asset is on the city's books and still needs to recognize the sale then contribute it to the airport.
- b. **Update on Hamilton Schools Project Based Learning Engagement.** Hamilton's 6th grade class final visit to the airport will be on Tuesday March 7th where they will present their project ideas for feedback
- c. **Update on Work Based Learning Initiatives with local K-12 Partners.** Education partners from Western Michigan University, Mead and Hunt, OAISD, Hamilton, Hope,

GVSU, I Am Academy, and The ODC have continued to connect on education initiatives and completed an initial design thinking session at the end of January. Hamilton School's is partnering with the Airport for their Future Prep'd middle and high school programs in June for a more developed experience based learning opportunity.

- d. Update on Runway De-icing Service Trials.** Icing trials utilizing urea – runway product – Testing product. Financially more feasible than chemical deicing products. Building out cost expectations accordingly and working with the FBO to determine expectations in applications

23.02.12 Updates from Board

- Keeter informed the board that Elissa Hoekwater, former director of the MACC (Macatawa Area Coordinating Council) and current director of the MAX (Michigan Area Council of Governments) will be filling the open Park Township position on the board. She has a background in education and transportation.
- Co-chair Corbin discussed residential expansions in West Michigan, and plans to update Zeeland and Holland Township on education priorities as they progress.
- The board discussed the reclassification. Rolling the decision back does not seem feasible at this time however, a legislative solution for notification is in process, and updates will be provided when appropriate.
- Jim Storey is in DC this week for a transportation summit and meeting with county commissioners, including connecting with Buttigieg
- Mead and Hunt is putting together a summary report on initial findings for the value and rationale of including the crosswind runway on the ALP (Airport Layout Plan). Furthermore a letter is being drafted to the FAA informing them of pushback from property owners to see if they'll fund at a minimum to procure properties.

23.02.13

e. Other Business:

- a. Airport Board Photos to be taken or updated at the next Board meeting on March 13th
- b. Airport Authority Director Vacation: February 24th through March 5th.

23.02.14

Adjourn.

Co-chair Corbin made a motion with support from Barensen to adjourn.
Motion carried.

Meeting Adjourned at 1:00 p.m.

Minutes Approved: (Secretary)

Date: _____

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



March 20th, 2023

REPORT 6

To: West Michigan Airport Authority Board.
From: Aaron Thelenwood, Director
Subject: **Approval of Airport Rescue Grant Agreement: American Rescue Plan Act (ARPA) of 2021**

In early 2021 The American Rescue Plan Act was signed awarding \$8 billion in economic assistance to eligible U.S airports. To distribute these funds, the FAA established the Airport Rescue Grants with fund allocations designed to provide key supplemental revenues to offset negative impacts of Corona Virus Pandemic. Of the total funds, \$100 million was allocated to non-primary commercial service and general aviation airports. These funds have finally become available and authorized by the state for use by the eligible airports.

Under this program, the West Michigan Regional Airport Authority has been allocated \$148,000. Similar to the CARES Act and CRSSA funds previously received by the airport, these funds can be used to pay for any standard airport operating expenses, including “personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments”.

This grant contract was presented and adopted to the Board at the February 2023 meeting of the Airport Authority Board. At that time, the Board requested that staff provide an outline of the planned allocation of the grant for the Board to approve, based on allowable uses. The Proposed allocation is outlined below. Dollar amounts reflect current Year to Date Transactions, any remaining balance unallocated will be applied to the same categories accordingly in the future, to equal \$148,000 total:

- Payroll.....\$77,019.00
- Janitorial Services.....\$6,377.00
- Snow Removal\$47,972.00
- BPW Utilities.....\$11,847.00
- Natural Gas\$4,027.00

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



All proposed final allocations will be subject to approval by MDOT and FAA and will require ongoing maintenance of records regarding use of these funds. These records will be maintained by the Treasurer and her staff.

Recommendation

It is recommended that the Airport Authority Board approve the ARPA Grant Allocation plan, as presented.

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.



Federal Aviation Administration

Airport Rescue Grants Frequently Asked Questions

This document answers frequently asked questions (FAQs) stakeholders may have related to the approximately \$8 billion in grants for airports under the American Rescue Plan Act of 2021 (ARPA).

The Federal Aviation Administration (FAA) has additional information for airport sponsors concerning COVID-19 at www.faa.gov/airports.

The guidance here is not legally binding in its own right and FAA will not rely on it as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with this guidance, as distinct from existing statutes, regulations, and grant assurances, is voluntary only, and nonconformity will not affect existing rights and obligations.

In addition to these grants, FAA is administering approximately \$10 billion in grants for airports under the Coronavirus Aid, Relief, and Economic Security (CARES) Act and approximately \$2 billion under the Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act, 2021. For information on CARES Act funding, please visit https://www.faa.gov/airports/cares_act/. For information on CRRSA Act funding, please visit <https://www.faa.gov/airports/crrsaa/>.

For questions related to all FAA COVID-relief programs, please email CARESAirports@faa.gov.

This update adds new questions Q-CR24 through Q-CR29. This update makes substantial revisions to questions Q-CR16 and Q-CR22. This update also includes clarifying edits to questions Q-GA16, Q-CR3, Q-CR4, Q-CR14, Q-CR17, Q-CR20, and Q-CR23.

These FAQs will be updated periodically.

Subjects Addressed Below

General Questions	2
Questions on Allocation of Funds	4
Questions on Use of General Grant Funding	6
Questions on Grant Application and Agreement	10
Questions on Invoicing and Payments	14
Questions on Grant Closeout	16
Questions on Environmental Review	17
Questions on Administration under the State Block Grant Program	18
Questions on Concessions Rent Relief	20
Questions on Workforce Retention	29

General Questions

Q1: How does the American Rescue Plan Act benefit airports and airport concessions?

A: On March 11, 2021, the President signed the American Rescue Plan Act of 2021 (Public Law 117-2) (ARPA). Section 7102 of ARPA provides approximately \$8 billion in economic relief to airports to prevent, prepare for, and respond to the COVID-19 pandemic, including relief from rent and minimum annual guarantees (MAG) for eligible airport concessions at primary airports.

Q2: Where is this funding coming from?

A: The funds are coming directly from the U.S. Treasury’s General Fund to prevent, prepare for, and respond to the impacts of the COVID-19 pandemic. FAA’s Office of Airports will administer these grant funds to airport sponsors.

Q3: Who is eligible to receive funding under ARPA?

A: ARPA funds are available to most sponsors as defined in section 47102 of title 49, United States Code (U.S.C.); that is, airport sponsors meeting statutory and policy requirements under this section and identified in the FAA’s current National Plan of Integrated Airport Systems (NPIAS).

Q4: Are any airports not eligible to receive funding under ARPA?

A: ARPA prohibits funding for any airport that was allocated more than four times its annual operating expenses under the CARES Act (Public Law 116-136). Like under the Coronavirus Response and Relief Supplemental Appropriation Act (Public Law 116-260) (CRRSA), FAA used airports' reported fiscal year (FY) 2018 operating expenses to make this determination. This prohibition affects 31 airports, and their respective ARPA allocations will be zero when FAA announces award allocations.

Q5: What is the period of availability for FAA to obligate ARPA funding?

A: Funds are available until September 30, 2024, and must be obligated by that date. FAA intends to award grants and obligate these funds on an expedited basis.

Q6: Are airport sponsors in the Republic of the Marshall Islands, Federated States of Micronesia, Republic of Palau, and Wake Island eligible for Airport Rescue Grants?

A: No. ARPA states only sponsors of airports in categories defined in 49 U.S.C. 47102 are eligible. Eligible airports are included in the NPIAS. Airports in the Republic of the Marshall Islands, Federated States of Micronesia, Republic of Palau, and Wake Island are not included in the NPIAS. While these airport sponsors may be eligible for some AIP discretionary funding under 49 U.S.C. 47115, they are not eligible under ARPA. FAA will award any FY 2021 AIP grant awarded to airport sponsors in the Republic of the Marshall Islands, Federated States of Micronesia, Republic of Palau, and Wake Island with a 100% Federal share. See Q-F2 for more information on 100% Federal share.

Q7: Are airports in U.S. territories eligible for Airport Rescue Grants?

A: Yes. ARPA states only sponsors of airports in categories defined in 49 U.S.C. 47102 are eligible. Eligible airports are included in the NPIAS. Airports in U.S. territories (American Samoa, Northern Mariana Islands, Puerto Rico, the U.S. Virgin Islands, and Guam) are included in the NPIAS.

Q8: Can an airport sponsor use Airport Rescue Grants and funding from other Federal programs to pay for expenses related to the COVID-19 pandemic?

A: A sponsor may use Airport Rescue Grants for airport operational expenses that arise due to the COVID-19 pandemic. FAA recognizes that several sources of COVID-19 relief funds may be available to airport sponsors. Airport sponsors may use other sources of funding consistent with the terms of those programs. However, an airport sponsor may not use ARPA funds or submit invoices under its Airport Rescue Grant for the same costs that have been reimbursed under another Federal program.

Questions on Allocation of Funds

Q-F1: How will this funding be allocated to airport sponsors?

A: ARPA divides the \$8 billion funding into four groups by formula that result in specific allocations to each eligible airport. The amounts allocated for these four groups are not discretionary; they are set by formula in ARPA. The four groups are:

- (1) 100% Federal Share for Airport Development Grants. Not more than \$608 million is available to pay a Federal share of 100% for any grant awarded in FY 2021, or in FY 2020 with less than a 100% Federal share, for an airport development project, as defined in 49 U.S.C. 47102. Any amount remaining under this paragraph will be allocated as described in Group (2) below. Additional information on how FAA intends to increase the Federal share on grants is described in Q-F2.
- (2) General Grants for Primary Airports. Primary Commercial Service Airports and Certain Cargo Airports share not more than \$6.492 billion based first on the statutory Airport Improvement Program (AIP) primary and cargo entitlement formulas. However, the \$26-million limit under 49 U.S.C. 47114(c)(1)(C)(iii) and reduction for imposing passenger facility charges under 49 U.S.C. 47114(f) do not apply to these allocations. After allocating based on the statutory entitlement formulas, the remainder is then allocated based on the number of enplanements the airport had in calendar year (CY) 2019 as a percentage of total 2019 enplanements for all primary airports. Sponsors may use these funds for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments.
- (3) General Grants for Nonprimary Airports. Nonprimary Commercial Service and General Aviation Airports share not more than \$100 million, allocated based on the categories (National, Regional, Local, and Basic) published in [the most current NPIAS](#), reflecting the percentage of the aggregate published eligible development costs for each such category, and then dividing the allocated funds evenly among the eligible airports in each category, rounded up to the nearest thousand. Any amount remaining under this paragraph will be allocated as described in Group (2) above. Sponsors may use these funds for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments.
- (4) Concessions Rent Relief Grants. Primary commercial service airports share not more than \$800 million allocated based on the number of enplanements the airport had in CY 2019 as a percentage of total CY 2019 enplanements for all primary airports. Sponsors receive 2 allocations, a proportional share of \$640 million and a proportional share of \$160 million, to provide relief to small airport concessions and large airport concessions, respectively. More information about concessions rent relief grants is available in the Questions on Concessions Rent Relief section.

Q-F2: How will FAA pay a 100% Federal share under ARPA?

A: FAA will award the 100% Federal share in a manner substantially similar to how it awarded 100% Federal share grants under CARES. Under CARES, FAA awarded a 100% Federal share for grants awarded under the FY 2020 appropriations for AIP and Supplemental Discretionary grants. All AIP grants awarded during FY 2021 will be awarded at a 100% Federal share, even if those grants are awarded with funds recovered from prior appropriations. All Supplemental Discretionary grants awarded under FAA's FY 2021 appropriation will be awarded at a 100% Federal share, regardless of when the grant is obligated. In FY 2021, amendments to FY 2020 multi-year AIP grants will be at a 100% Federal share. In FY 2022 and 2023, amendments to FY 2020 multi-year AIP grants will be at a 100% Federal share based on the amendment amounts described in the original multi-year grant agreement. In FY 2022 and 2023, amendments to FY 2021 multi-year AIP grants will be at a 100% Federal share based on the amendment amounts described in the original multi-year grant agreement, if funds remain available. If remaining funds are insufficient to cover all multi-year amendment commitments, FAA will pay the increased Federal share on a proportional basis. FAA will not award an increased Federal share for any Supplemental Discretionary grants awarded under FAA's FY 2019 appropriation or for any FY 2020 AIP grant that was funded with funds recovered from a prior fiscal year because these grants were not eligible for a 100% Federal share under the CARES Act. Airport sponsors do not have to take further action to receive 100% Federal share funds, and an airport sponsor should submit its SF-424, *Application for Federal Assistance*, with only the amount of the AIP or Supplemental Discretionary grant (i.e., the sponsor's normal Federal share). FAA will add all increased Federal share funds to the AIP or Supplemental Discretionary grant when those grants are obligated or amended.

Q-F3: How did FAA use the NPIAS airport categorization to determine ARPA allocations for nonprimary airport sponsors?

A: Under ARPA, not more than \$100 million was allocated to nonprimary airports based on the categories in the [National Plan of Integrated Airport Systems \(NPIAS\) 2021-2025](#), issued September 30, 2020, updated to reflect current status for FY 2021. [FAA Order 5090.5, Formulation of the NPIAS and ACIP](#) defines the criteria for each category or role.

Q-F4: Why do airports with a NPIAS category of Unclassified not receive an allocation under ARPA?

A: ARPA allocates funds for nonprimary airports based on the percentage of the aggregate published eligible development costs for each category that is then divided evenly among eligible airports in each category. As documented in the NPIAS 2021-2025, consistent with their role in the national airport system, unclassified airports have no development needs identified through 2025.

Q-F5: Do airport sponsors have to contribute a local match for Airport Rescue Grants?

A: No. Both general and concessions rent relief grants under Airport Rescue Grants are available at a 100% Federal share.

Questions on Use of General Grant Funding

Q-U1: How can an airport sponsor use Airport Rescue Grant funds?

A: An airport sponsor may use these funds for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. Grant recipients should follow FAA's [Policy and Procedures Concerning the Use of Airport Revenues \("Revenue Use Policy"\)](#), 64 Federal Register 7696 (64 FR 7696), as amended by [79 Federal Register 66282 \(79 FR 66282\)](#). The Revenue Use Policy document provides guidance regarding permitted and prohibited uses of airport revenue. In addition, while ARPA limits the use of funds to certain stated eligible costs, it states that funds may not be used for any purpose not directly related to the airport. Grant recipients also should review the [Information for Airport Sponsors Considering COVID-19 Restrictions or Accommodations](#) for clarifying COVID-19 revenue use guidance.

Q-U2: Can Airport Rescue Grant funds be used to reimburse operational expenses?

A: Yes. FAA will reimburse sponsors for operational expenses directly related to the airport incurred on or after January 20, 2020. Operational expenses are those expenses necessary to operate, maintain, and manage an airport. They include expenses such as payroll, utilities, service contracts, and items generally having a limited useful life, including personal protective equipment and cleaning supplies.

Q-U3: Can Airport Rescue Grant funds be used to reimburse debt service payments?

A: Yes. FAA will reimburse sponsors for debt service payments directly related to the airport that are due on or after March 11, 2021, which is the date of enactment of ARPA.

Q-U4: Can Airport Rescue Grant funds be used to reimburse monthly payments into a debt service reserve fund?

A: Yes. FAA will reimburse sponsors for monthly payments into a debt service reserve fund (also called a debt service sinking fund or similar name), which are directly related to the airport, that are due on or after March 11, 2021, which is the date of enactment of ARPA. The airport sponsor must ensure that these payments are restricted to only debt service payments. The airport sponsor will submit a detailed invoice summary with its payment request. All documentation of the payment and disbursements must be retained for three years after the grant is closed as required by 2 CFR § 200.334.

Q-U5: Can Airport Rescue Grant funds be used for new airport development on the airport?

A: Yes. However, there are limitations on the type of development for which the funding can be used. Any development-related costs must be associated with combating the spread of pathogens at the airport. Examples of eligible development would be replacing or upgrading a heating, ventilation, and air conditioning (HVAC) system; reconfiguring the terminal to accommodate increased social distancing; or reconfiguring terminal space or other facilities to accommodate health screening. A sponsor seeking to use the funds for new airport development or construction should contact its local Airports District Office or Airports Regional Office. That office will ensure that such development is consistent with requirements for airport development. The Airports District Office or Airports Regional Office also will assist the airport sponsor with executing a Development Addendum for its intended project.

Q-U6: Can Airport Rescue Grant funds be used to prepay long-term contracts (for example, shuttlebus operators, janitorial services, security services, fire, and police services)?

A: Yes, provided the prepayment is a *bona fide* transaction in which the airport sponsor receives the benefit of the prepaid services and receives some value in exchange for committing in advance.

Q-U7: Can Airport Rescue Grant funds be deposited in the airport sponsor's general reserve account (or invest them for future use)?

A: No. FAA would not be able to ensure a potential future use is a use consistent with ARPA requirements.

Q-U8: Is there a limit on using Airport Rescue Grant funds for operational expenses?

A: No. An airport sponsor may use all of its awarded funds for allowable airport operational expenses or debt service payments.

Q-U9: Can Airport Rescue Grant funds be used to reimburse for a cost associated with an aeronautical service or product provided by the airport sponsor?

A: Yes, in certain circumstances. Airport Rescue Grant funds are available to reimburse the costs associated with aeronautical products or services offered by the airport sponsor but only when the sponsor certifies it is the only provider of the same product or service at the airport. These services include aviation fuels, equipment, parts, supplies, and facilities for aircraft storage or maintenance. Costs associated with flight training or aviation training are not eligible for reimbursement.

Q-U10: Can Airport Rescue Grant funds be used to reimburse depreciation?

A: No. Depreciation is not an allowable expense under Airport Rescue Grants. Although depreciation is an allowable operating expense by both 2 CFR part 200 and the Revenue Use Policy, it does not impact cash flow because the cash or donation was considered at the acquisition of the asset, and the asset could have been financed by long-term debt, Federal grants, current funds, or donation.

Q-U11: Can the Airport Rescue Grant funds be used to reimburse charitable contributions or sponsorships?

A: No. Charitable contributions and sponsorships are not an allowable expense. All reimbursements made under Airport Rescue Grants must comply with 2 CFR part 200, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.” Section 200.434, “Contributions and Donations” states that contributions and donations, including cash, property, and services, are unallowable.

Q-U12: Can Airport Rescue Grant funds be used to reimburse economic development efforts?

A: No. Under ARPA, funds are available for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. Economic development does not fall into these categories of eligible costs.

Q-U13: Can Airport Rescue Grant funds be used to reimburse smaller invoices for items such as groceries for snack rooms or meals for airport personnel?

A: As long as the purchases are for purposes eligible under ARPA (as described in Q-U1) and comply with 2 CFR part 200, including the requirement to document the costs adequately, small purchases are eligible for reimbursement. However, it can be difficult to document that these items are directly related to airport use.

Q-U14: Can Airport Rescue Grant funds be used to reimburse debt service payments that are backed by an approved passenger facility charge (PFC) and paid with PFC funds?

A: No. If PFC funds are available, the PFC funds must be used on any approved PFC project. Airport Rescue Grant funds are not available to be deposited into PFC accounts. In accordance with 14 CFR § 158.39, public agencies cannot hold excess PFC funds in reserve for a future use. In addition, the requirements of 14 CFR part 158 apply for any new projects or changes in scope to existing projects.

Q-U15: Can Airport Rescue Grant funds be used to reimburse debt service payments that are backed by an approved PFC?

A: Yes. The airport sponsor may supplement debt service payments with other airport revenue and submit a request for payment under its grant. The invoice summary should show the amount of debt service paid with PFC collections and the amount paid with non-PFC funds. The airport sponsor can submit a request for payment under its grant at the same time it submits an amendment to an approved PFC, which decreases the total collection or deletes an approved project, to its local Airports District Office or Airports Regional Office.

Q-U16: Can Airport Rescue Grant funds be used to reimburse the defeasement of debt backed by an approved PFC?

A: Yes. The airport sponsor can defease the debt with non-PFC funds and submit a request for payment under its grant. However, the airport sponsor must amend its PFC approval, in accordance with the requirements of 14 CFR § 158.37, to reflect the change. A PFC amendment that decreases the total PFC revenue or deletes an approved project does not require airline consultation nor a public comment period. An airport sponsor can submit a request for payment under its grant at the same time it submits an amendment to an approved PFC to its local Airports District Office or Airports Regional Office.

Questions on Grant Application and Agreement

Q-GA1: Is a grant application required to receive Airport Rescue Grant funds?

A: Yes. After Airport Rescue Grant awards are announced, FAA personnel will reach out to each airport sponsor to provide an opportunity to submit a grant application. An airport sponsor may contact its Airports District Office or Airports Regional Office if it seeks specific guidance on its grant application.

Q-GA2: Will FAA use a standard grant application form or one specifically designed for this program?

A: FAA will use the SF-424, *Application for Federal Assistance*.

Q-GA3: How long after submitting a complete application should an airport sponsor expect to receive a grant?

A: FAA anticipates providing a grant agreement for execution shortly after receiving a complete application.

Q-GA4: Is there a deadline for submitting an application for an Airport Rescue Grant?

A: Yes. The deadline to apply for a grant is November 30, 2021. After that date, FAA will reallocate any unobligated general grants funds to primary airports based on CY 2019 enplanements as indicated under ARPA, and FAA will reallocate any unobligated concessions rent relief grants funds to primary airports for additional rent relief based on CY 2019 enplanements. (See Q-F1)

Q-GA5: If an airport sponsor owns or operates multiple airports, may Airport Rescue Grant funds be pooled?

A: No. An airport sponsor should apply for a separate grant for each airport under its control.

Q-GA6: Is there a deadline by which Airport Rescue Grant funds must be used?

A: Yes. The budget period for Airport Rescue Grants is four years. Pursuant to 2 CFR § 200.403(h), a sponsor may charge to the grant only allowable costs incurred during the budget period.

Q-GA7: Will FAA use a standard AIP grant agreement or one specifically designed for Airport Rescue Grants?

A: FAA will provide simplified grant agreement(s) shortly after it receives application(s). This simplified agreement includes the requirements under ARPA and makes funds immediately available for operational expenses and debt service payments.

Q-GA8: Does an Airport Rescue Grant agreement require an airport sponsor to obligate itself to the standard set of FAA Airport Sponsor Grant Assurances?

A: Generally, no. ARPA is silent on whether the requirements of 49 U.S.C. chapter 471 apply to Airport Rescue Grants. Nevertheless, FAA is implementing Airport Rescue Grants in the same manner as it implemented CARES Act Airport Grants and the Airport Coronavirus Response Grant Program. If an airport sponsor uses its grant funds for operational expenses or debt service payments, the standard FAA Airport Sponsor Grant Assurances do not apply. These grants remain subject to audit, reporting, records retention, and other requirements under 2 CFR part 200 like other Federal grant funding. In addition, other laws apply to Airport Rescue Grants, such as 49 U.S.C. 40103(e), which prohibits the grant of an exclusive right to conduct any type of aeronautical activity at an airport, and Title VI of the Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin. If an airport sponsor uses its grant for new airport development, additional requirements apply (see Q-U5). Additionally, Airport Rescue Grant funds may be used only for the capital and operational costs of the airport. Examples of expenditures that FAA has found to be allowable are provided in the [FAA Revenue Use Policy](#), as clarified by [Information for Airport Sponsors Considering COVID-19 Restrictions or Accommodations](#). ARPA does not, however, void assurances made in prior grant agreements; therefore, a sponsor's pre-existing grant assurances and Federal obligations continue to apply.

Q-GA9: How long do the grant assurances remain in effect for an Airport Rescue Grant agreement?

A: The grant assurances remain in effect for four years from the date of acceptance of the grant offer, which is consistent with the budget period.

Q-GA10: How does an airport sponsor use Airport Rescue Grant funds for airport development?

A: Funding eligibility under ARPA for airport development is limited (as discussed in Q-U5). However, an airport sponsor seeking to use its grant funds for eligible near-term airport development may amend its initial Grant Agreement and execute a Development Addendum. This process ensures that a sponsor understands the additional reviews and requirements involved. An airport sponsor should be able to complete airport development projects within the four-year budget period of its initial grant. An airport sponsor should not delay or forgo expenditure of grant funds for ongoing airport operational expenses and debt service payments, which are the primary purposes of funds under ARPA.

Q-GA11: Should an airport sponsor request its full General Airport Rescue Grant award amount even if it intends to use a portion of those funds for airport development?

A: Yes. An airport sponsor should include the full award amount in its grant application. All funds then would be available immediately for operational expenses or debt service payments. An airport sponsor can later request a Development Addendum and use some of those funds for airport development.

Q-GA12: What information is required for a Development Addendum?

A: An airport sponsor seeking to use its grant funds for airport development should be prepared to provide its local Airports District Office or Airports Regional Office with the following information:

- Application form (Application for Federal Assistance, SF-424) for the proposed development project;
- A description of project;
- Estimated costs; and
- Timeline for completion.

An airport sponsor should also complete the following steps for the airport development project:

- Complete any standards, airspace, and environmental reviews or approvals including airport geometry assessments, if applicable;
- Complete any other approvals required for the development with the FAA and other agencies;
- Ensure the proposed development is consistent with the approved Airport Layout Plan (ALP) and depicted on the ALP;
- Initiate safety-risk and construction phasing reviews, if applicable; and
- Bid the project to determine the amount to be amended from the initial Grant Agreement and added to the Development Addendum.

FAA recognizes that some proposed development projects have completed many or all of these steps, and those projects may be most suitable for a Development Addendum. Grant agreements for these proposed development projects will include additional requirements.

Q-GA13: Is a Development Addendum required for maintenance on existing airport facilities (e.g., a terminal building)?

A: Replacing components of a facility in-kind (dimension and material), in the same footprint, does not require a Development Addendum. Projects may include replacing roofing, carpet, or lighting. However, FAA would issue a Development Addendum if an existing facility is improved or expanded provided that project is eligible under ARPA.

Q-GA14: Do prevailing wage requirements apply to contract expenses reimbursed with Airport Rescue Grant funds?

A: Yes. Consistent with FAA's implementation of CARES Act Airport Grants and the Airport Coronavirus Response Grant Program, any contract for more than \$2,000 involving labor for constructing, repairing, or improving a public-use airport, carried out under a Grant Agreement or Development Addendum, requires contractors to pay labor minimum wage rates as determined by the Secretary of Labor under 40 U.S.C. 3141–3144, 3146, and 3147. Prevailing wage requirements apply, for example, on contracts for replacing windows, repairing equipment, or repairing HVAC. Incidental costs on existing contracts for cleaning services, maintenance, or general upkeep are not subject to prevailing wage requirements.

Q-GA15: Does FAA's Buy American requirement apply to Airport Rescue Grants?

A: Yes. Airport Rescue Grants are subject to the requirements of 49 U.S.C. 50101, and grant agreements and addenda include Buy American requirements for all projects. The Buy American provision does not apply to operational expenses (as defined in Question Q-U2) and debt service payments.

Q-GA16: Are there annual financial reporting requirements associated with Airport Rescue Grants?

A: Yes. In accordance with 2 CFR § 200.328, an airport sponsor must submit annually an SF-425, *Federal Financial Report*, for each open Grant Agreement or Development Addendum. This report is due by December 31 of each year and should cover the period from October 1 through September 30, consistent with the Federal fiscal year). An airport sponsor with a Development Addendum must also submit annually an SF-271, Outlay Report and Request for Reimbursement for Construction Program, by December 31 of each year.

Q-GA17: Are there any requirements related to mandating masks inside airports associated with Airport Rescue Grants?

A: Yes. Under the [Executive Order 13998, Promoting COVID-19 Safety in Domestic and International Travel](#), (Executive Order 13998) issued on January 21, 2021, the Secretary of Transportation must require masks to be worn in compliance with the [CDC Order](#) in airports, consistent with applicable law. To accomplish this requirement, and to achieve the legislative purposes of preventing and responding to coronavirus disease 2019 (COVID-19), each Airport Rescue Grant agreement will include a special condition that the airport sponsor implement a policy requiring all persons wear a mask, in accordance with the [CDC Order](#) and [TSA Security Directive](#), as applicable, at all times while in all public areas of the airport property, except to the extent exempted under those requirements. The CDC and TSA requirements exempt certain categories of persons from the mask-wearing mandate: a child under the age of two, a person with a disability who cannot wear or safely wear a mask because of the disability, or a person for whom wearing a mask would create a risk to workplace safety, health, or job duties. This special condition requires the airport sponsor continue to require masks until Executive Order 13998 is no longer effective. Failure to comply with this special condition may result in suspension of payments or termination of the grant, consistent with 2 CFR §§ 200.339 and 200.340. For additional Department of Transportation guidance on masks, see <https://www.transportation.gov/safety/mask-travel-guidance>.

Questions on Invoicing and Payments

Q-11: How will an airport sponsor submit payment requests under a General Airport Rescue Grant?

A: FAA will use the existing U.S. Department of Transportation Delphi eInvoicing system for payment requests. FAA will review payment requests manually. An airport sponsor may submit a detailed invoice summary with its payment request. The invoice summary should include the:

- Grant Number
- Airport Name
- Airport City
- Airport Location Identifier
- Services Rendered Dates
- Invoice Paid Date
- Vendor Name
- Billed Amount
- Payment Request Amount
- Short summary of expenses billed, including, for example:
 - Payroll
 - Utilities/communications (electric, water, phone)
 - Supplies and materials (include a list of all items purchased)
 - Contractual services (include type of work)
 - Insurance
 - Equipment
 - Debt Service Payment (identify whether this is a semi-annual bond payment or monthly payment into a debt service reserve fund)
 - Concessions rent relief
 - Other (explanation of costs and how they are eligible and related to the airport)

The invoice summary should include enough detail to permit FAA to verify compliance with the FAA's Revenue Use Policy. Sponsors must be prepared to submit any invoices, upon request, during the review process as well as retain those invoices and other supporting documentation for three years after the grant is closed as required by 2 CFR § 200.334.

Q-I2: If, during review of a request for payment, FAA requires additional documentation to confirm the eligibility of a particular expense, what documentation could be requested?

A: Examples of underlying payment request documentation are:

- Invoices (demonstrating that the goods or services provided directly relate to the airport);
- Bills (demonstrating that the goods or services provided directly relate to the airport);
- Payroll reports from the payroll system of record;
- General ledger reports and subsidiary ledger reports for services provided by the sponsor;
- Current and approved indirect cost rate agreement; or
- Most recently approved local or statewide cost allocation plan.

Q-I3: Can an airport sponsor request 100% of the available General Airport Rescue Grant funds and use the funds to pay expenses over the next several months?

A: No. An airport sponsor must submit payment requests for incurred expenses only. Requesting funds for reimbursement prior to incurring the invoiced expense is not consistent with the [FAA's Payment Policy](#) and will result in an improper payment that may have to be repaid.

Questions on Grant Closeout

Q-C1: What are the procedures for closing out an Airport Rescue Grant for non-development expenses?

A: An airport sponsor will submit a signed closeout report via the U.S. Department of Transportation Delphi eInvoicing system. The report summarizes the categories of expenses covered under the grant and the associated amounts and certifies all:

- Expenses were incurred in accordance with the [FAA's Revenue Use Policy](#) and [2 CFR part 200](#);
- Relief from rent and minimum annual guarantees for concessions, if applicable, was provided on or after March 11, 2021;
- Operational expenses, if applicable, reimbursed were paid on or after January 20, 2020;
- Debt service payments, if applicable, reimbursed were due on or after March 11, 2021;
- Terms and conditions of the Airport Rescue Grant and subsequent addenda were complied with; and
- Expenses requested for reimbursement that were included in an approved PFC application were reimbursed only after a PFC amendment was submitted to FAA.

An airport sponsor will submit a signed closeout report and a completed Standard Form 425, *Federal Financial Report*, with its final payment request. FAA will review these documents prior to processing the final reimbursement. A [sample Airport Rescue Grants Closeout Report](#) is available.

Q-C2: Will an airport sponsor be notified that its Airport Rescue Grant is closed?

A: An airport sponsor will receive a grant closeout letter from FAA stating the grant has been closed. After the grant is closed, it remains subject to audit. The airport sponsor must retain grant documentation for three years after the grant is closed as required by 2 CFR § 200.334.

Questions on Environmental Review

Q-E1: Are there any environmental review requirements associated with non-construction grants for airport operational expenses and debt service payments?

A: No. These types of grants have no potential to impact the environment and are not subject to NEPA review.

Q-E2: Are there any environmental review requirements associated with projects funded under a Development Addendum?

A: Yes. FAA will conduct environmental review as necessary consistent with the requirements of the Council on Environmental Quality (CEQ) regulations in 40 CFR parts 1500 through 1508 and the FAA's NEPA implementation procedures. An airport sponsor should contact its Airports District Office or Airports Regional Office to determine the appropriate scope and level of environmental analysis.

Q-E3: Are there any environmental review requirements associated with increases to 100% Federal share of AIP and Supplemental Discretionary grants?

All projects funded under FY 2020 and FY 2021 AIP and Supplemental Discretionary grants continue to be subject to environmental requirements. However, no additional environmental analysis is required for the Federal share increase.

Questions on Administration under the State Block Grant Program

Q-SB1: What is the State Block Grant Program (SBGP)?

A: In 1987, Congress authorized FAA to use State block grants to provide AIP funds to airport sponsors. Through the State Block Grant Program (SBGP), FAA provides funds directly to States that participate in the program. In turn, SBGP participants fund and oversee AIP projects at nonprimary commercial service, reliever, and general aviation airports. The program currently includes the following 10 States: Georgia, Illinois, Michigan, Missouri, New Hampshire, North Carolina, Pennsylvania, Tennessee, Texas, and Wisconsin.

Q-SB2: How will FAA Administer ARPA funding for States participating in the SBGP?

A: The FAA Airport Improvement Program Branch (APP-520) will use its existing relationships with the States participating in the SBGP for administration of the Airport Rescue Grants. These participants have relationships with airport sponsors within their States and currently provide grant management and internal controls. Leveraging this infrastructure will facilitate efficient and expedient distribution of funds.

Q-SB3: Will FAA Regional and Airport District Offices remain the points-of-contact for Airport Rescue Grants?

A: Yes. States participating in the SBGP should continue to work with their local Airports District Office or Airports Regional Office throughout implementation and administration.

Q-SB4: Do Airport Rescue Grant funding allocations work differently for the SBGP?

A: No. FAA will calculate each airport sponsor's allocation based on formulas in ARPA. FAA will announce these award amounts along with all awards under Airport Rescue Grants.

Q-SB5: How much ARPA funding may States participating in the SBGP distribute?

A: ARPA provides for specific allocations to each airport sponsor. FAA will aggregate the amounts announced for each airport sponsor into one State award.

Q-SB6: How may States participating in the SBGP allocate Airport Rescue Grant funds?

A: States participating the SBGP must make sub-awards to each airport sponsor based on that sponsor's allocation under ARPA. FAA expects States to make these sub-awards on an expedited basis, and for airport sponsors to spend funds quickly, to reduce the adverse impacts of the current pandemic. States must follow 2 CFR part 200 requirements for grant awards and sub-awards. Funds not expended within the four-year budget period are subject to recovery by FAA.

Q-SB7: What application and grant agreement will be used for sub-grants?

A: States participating in the SBGP will use a streamlined application and grant agreement process similar to what FAA is using for all grants under Airport Rescue Grants. FAA will provide States with template documents after these grants are announced.

Q-SB8: What if my State legislature needs to approve the acceptance of ARPA funding?

A: FAA recommends that States participating in the SBGP use their usual State processes to approve, accept, and administer Federal funds.

Q-SB9: Can Airport Rescue Grants be sub-awarded to airport sponsors that had previously opted out of the SBGP?

A: No. States participating in the SBGP do not have to make sub-awards to airport sponsors that opted out in FY 2021 or do not participate in the SBGP. FAA will administer grants for those airport sponsors.

Q-SB10: What are the reporting requirements for Airport Rescue Grants?

A: States participating in the SBGP will continue the current practice of providing sub-award reporting information on grants to FAA upon request.

Q-SB11: Will Airport Rescue Grants require end-of-fiscal-year reporting like other AIP funding?

A: Yes. Airport Rescue Grant funds will be included in the Annual Report of Federal Funding at the end of FY 2021.

Q-SB12: How will payment requests be submitted for Airport Rescue Grants?

A: FAA will use the existing U.S. Department of Transportation Delphi eInvoicing system for payment requests. States participating in the SBGP will continue the current practice of retaining all underlying payment request documentation and complete records.

Q-SB13: Will FAA audit Airport Rescue Grants administered by States participating in the SBGP?

A: Yes. FAA will include audits of Airport Rescue Grants in its annual audit process.

Q-SB14: What documentation is needed for SBGP Airport Rescue Grant drawdown requests?

A: States participating in the SBGP should provide the same documentation outlined in Q-I1 and Q-I2. States participating in the SBGP must ensure invoices contain only eligible items under ARPA, as detailed throughout this document.

Questions on Concessions Rent Relief

Q-CR1: How does an airport sponsor claim its allocation available to provide rent relief to airport concessions?

A: An airport sponsor seeking to use ARPA funds to provide relief from rent and minimum annual guarantee (MAG) obligations to eligible airport concessions may apply for that allocation in an application for a Concessions Rent Relief Airport Rescue Grant. FAA personnel will reach out to each airport sponsor to provide an opportunity to submit a grant application. An airport sponsor wishing to decline its concessions rent relief allocation should not submit application(s), but rather notify its local ADO of its intent to decline.

Q-CR2: How do airport sponsors provide rent relief to airport concessions?

A: If an airport sponsor accepts its ARPA allocations for concession relief, the sponsor must provide relief from rent and MAG to eligible small airport concessions and eligible large airport concessions. ARPA requires an airport sponsor taking a concession relief grant to provide such relief on a proportional basis (see Q-CR-18) to eligible small airport concessions and eligible large airport concessions, respectively, until the sponsor has provided relief equaling the total allocation amount. More information about the concession relief plan and proportional relief is provided in Q-CR16 and Q-CR18, respectively. Only relief associated with rent due for concession occupancy or commercial use after March 11, 2021, which is the date of enactment of ARPA, is eligible for grant payment.

Q-CR3: What is an “eligible small airport concession”?

A: Under ARPA, an “eligible small airport concession” is a concession (as defined in 49 CFR § 23.3) that is in-terminal and either a small business with gross receipts, averaged over the previous 3 fiscal years, of less than \$56,420,000 or a joint venture (as defined in 49 CFR § 23.3). A concession that operates locations at several airports should use the entity’s total gross receipts rather than gross receipts for an individual location. Joint ventures with one or more ACDBE partners are a small airport concession regardless of gross receipts.

Q-CR4: What is an “eligible large airport concession”?

A: Under ARPA, “eligible large airport concession” is a concession (as defined in 49 CFR § 23.3) that is in-terminal and has gross receipts, averaged over the previous 3 fiscal years, of more than \$56,420,000. A concession that operates locations at several airports should use the entity’s total gross receipts across all of its locations.

Q-CR5: Are on-airport car rental and on-airport parking concessions eligible for rent relief under ARPA?

A: The definitions of eligible small airport concession and eligible large airport concession limit eligibility to in-terminal concessions. ARPA, unlike CRRSA, does not list on-airport car rental and on-airport parking concessions for rent relief eligibility. Accordingly, these types of concessions are not eligible to share in this relief. However, to the extent these concessions fall under the definition of in-terminal concession (through either a physical operation in the terminal building or advertising in the terminal building), an airport sponsor may allocate a portion of the concession's total rent that reflects that in-terminal presence.

Q-CR6: What is a "joint venture"?

A: A "joint venture" is defined in 49 CFR § 23.3 as an association of an airport concession disadvantaged business enterprise (ACDBE) firm and one or more other firms to carry out a single, for-profit business enterprise, for which the parties combine their property, capital, efforts, skills and knowledge, and in which the ACDBE is responsible for a distinct, clearly defined portion of the work of the contract and whose shares in the capital contribution, control, management, risks, and profits of the joint venture are commensurate with its ownership interest. Joint venture entities are not certified as ACDBEs.

Q-CR7: What constitutes "rent" for the purpose on relief under a Concessions Rent Relief Airport Rescue Grant?

A: ARPA does not define "rent". FAA acknowledges there are a variety of contractual arrangements between airports and airport concessions. For that reason, FAA defines "rent" broadly to include any payment to the airport in exchange for operating a concession business at the airport. In consideration of unique circumstances, an airport sponsor may narrow that definition for its airport concessions rent relief plan, but the sponsor must apply that narrowed definition to all concessions at the airport, identify the unique circumstances in its relief plan, and consult with concessions stakeholders on the narrowed definition.

Q-CR8: What if State laws, local laws, or applicable trust indentures prohibit an airport sponsor from providing relief from rent and MAG to airport concessions?

A: If an airport sponsor is prohibited from providing relief from rent and MAG, it should decline the allocated funds before executing a Concessions Rent Relief Airport Rescue Grant agreement.

Q-CR9: Can an airport sponsor recover its administrative expenses for providing rent or MAG relief to airport concessions?

A: No. Unlike the Coronavirus Response and Relief Supplemental Appropriation Act, 2021 (CRRSA), administrative expenses are not provided for under ARPA.

Q-CR10: Can an airport sponsor mix its Airport Rescue Grant concessions rent relief allocations among the primary airports under its control?

A: No. The Airport Rescue Grant allocations for concession relief are specific to each primary airport and must be used by the airport sponsor in a manner consistent with the conditions and requirements of ARPA.

Q-CR11: Can an airport sponsor mix its Airport Rescue Grant concession rent relief allocations with its general Airport Rescue Grant allocation?

A: No. An airport sponsor must use the Concessions Rent Relief Airport Rescue Grant to forgive rent and MAG obligations of eligible airport concessions. Conversely, it must submit eligible costs for reimbursement under its General Airport Rescue Grant.

Q-CR12: Beyond the definitions of eligible concessions, are there additional eligibility requirements for a concession to receive relief from rent and MAG?

A: Eligible concessions must be subject to a valid agreement to remit rent or MAG at the specific airport after March 11, 2021, and remain ready, able, and available to provide relevant services, regardless of operating levels of service.

Q-CR13: Can an airport sponsor provide relief from rent and MAG in excess of the Airport Rescue Grant award?

A: Yes. An airport sponsor must account for proportionality on 100% of each grant allocation to administer the relief to eligible small airport concessions and eligible large airport concessions, respectively. An airport sponsor may provide additional relief, and that relief does not have to be provided on a proportional basis or to airport concessions eligible under ARPA.

Q-CR14: Are there requirements for an airport concession to obtain rent or MAG relief from an airport sponsor?

A: Although ARPA is silent with respect to concessions that participate in the Small Business Administration's Payroll Protection Program, ARPA funds may not be used for the same purposes that have been covered under another Federal program. For that reason, an airport concession must certify to the airport sponsor that it has not received a second draw or assistance for a covered loan under section 7(a)(37) of the Small Business Act (15 U.S.C. 636(a)(37)) that has been applied toward rent or MAG. An airport sponsor should collect these certifications, retain them as supporting documentation, and report the dates of these certifications in its relief plan. A [sample Airport Concession Certification](#) is available.

If an airport sponsor becomes aware that a concession is ineligible for concessions rent relief under an Airport Rescue Grant, the airport sponsor is responsible for addressing any improper relief benefit. The airport sponsor must notify the FAA at CARESAirports@faa.gov as soon as practicable after becoming aware of the improper relief benefit, and FAA will provide additional guidance on how to proceed.

Q-CR15: Can an airport sponsor apply some requirements upon concessions and accept a Concessions Rent Relief Airport Rescue Grant?

A: Yes. Sponsors may include some valuable considerations in exchange for rent relief, even if that rent relief is to be funded under a Concessions Rent Relief Airport Rescue Grant, provided these considerations are equitably applied to all concessions at the airport. For example:

- Sponsors may require certifications that each eligible concession continues operating (or remains ready, able, and available to operate) at the airport.
- Sponsors may include phased reopening schedules and expect cooperation with regard to varying levels of service during periods of changing demand.
- Sponsors may provide rent relief to a concession that is in arrears for rent, if the concession is providing minimum acceptable services, or demonstrating that it is ready, able, and available to provide minimum acceptable services, and the airport sponsor elects to provide forbearance. However, any relief provided under a Concessions Rent Relief Airport Rescue Grant must be for rent or MAG due after March 11, 2021.
- Sponsors may require recipients of rent relief to equitably share that relief among other entities that form a business relationship to provide concessions services at the airport to promote readiness to operate and avoid disruption of service or quality of services offered.

Sponsors should not request concession relief reimbursement for concessions that are not operating (or ready, able, and available to operate) at the airport. Sponsors should not impose or induce lease terms unrelated to those valuable and necessary considerations to enhance coordination of operations during the pandemic and recovery. Sponsors should not compel new lease agreements, or extensions to leases beyond the duration of occupancy correlated to the amount of rent relief provided unless the sponsor and concession mutually agree that a longer extension is necessary.

Q-CR16: What should an airport sponsor include in an airport concessions rent relief plan to facilitate FAA review of payments under a Concessions Rent Relief Airport Rescue Grant?

A: An airport concessions rent relief plan describes how an airport sponsor plans to use its Concessions Rent Relief Airport Rescue Grant. That plan should identify:

- Each concession name, including business legal name and trade (or doing business as) name;
- Whether concession is eligible for rent relief;
- ACDBE and joint venture concessions;
- Concession's contractual relationship with the airport sponsor (e.g., direct contract, concession developer, prime contract, sub-contract)
- Date(s) of consultation with eligible concessions (see Q-CR20);
- Base-line time period and rent income from each concession used to calculate proportional share (see Q-CR18);
- Proportional share of rent or MAG for each concession (see Q-CR18);
- Any consideration received in exchange for relief (see Q-CR15);
- Date of airport concession certification (see Q-CR14);
- Any concession that certified to taking a PPP second draw loan, and whether that PPP second draw loan was used for rent or MAG, if applicable (see Q-CR14); and
- Any special circumstances or adjustments made to the allocation (see Q-CR19).

A payment request should include the information identified above. A [sample Airport Concessions Rent Relief Plan](#) is available.

Q-CR17: If an airport sponsor has no concessions that satisfy the definition of either eligible small airport concession or eligible large airport concession, can both allocations be used to provide relief from rent and MAG to all in-terminal airport concessions on a proportional basis?

A: FAA anticipates that, in rare circumstances, an airport may have either no eligible small concessions or no eligible large concessions. The airport would certify to those circumstances on its concessions rent relief plan (see Q-CR16), include that certification as part of its consultation with airport concessions stakeholders, and then allocate both concessions rent relief allocations proportionally among all eligible concessions at the airport. The airport sponsor should identify each concession's proportional share of each allocation on the airport concessions rent relief plan.

Q-CR18: How does an airport sponsor calculate the proportional share for eligible concessions?

A: An airport sponsor first determines its population of eligible concessions for each concessions rent relief allocation. An airport sponsor should choose an appropriate baseline time period to calculate the proportional share. That baseline time period should be relevant to the expected duration of relief to be provided and reflect a normal operating environment. Examples of a baseline time period are calendar year 2019, first quarter of 2020, or February 2020, but the baseline time period should not be after the first quarter of 2020. An airport sponsor should calculate the proportional share based on rent collected during the baseline time period. If an airport sponsor chooses a period shorter than a full year, it may make adjustments based on a percentage of contractual MAG obligation, but those adjustments should be identified in the concessions rent relief plan. An airport sponsor then uses the calculated proportional share to determine the amount of rent relief available for each concession.

Q-CR19: Can an airport sponsor apply some adjustments to its proration of rent relief due to special circumstances?

A: Yes. There are certain circumstances justifying adjustments to the rent relief proration. For example, these include:

- Only concessions paying rent at each airport for occupancy or commercial-service activity after March 11, 2021, can receive ARPA relief. As such, a concession that is no longer operating (or ready, able, and available to provide relevant services, regardless of operating levels of service) at the airport should not be included in the proportional share calculation, or in the total rent income baseline, unless a new entity has replaced a departed entity with a similar location and activity.
- If a current concession operating and paying rent at the airport replaced a concession operating in the baseline time period, in a like manner, the relief proportion should be applied to the new concession.
- If a current concession operating and paying rent at the airport replaced a concession operating in the baseline time period, in a like manner, but with differing lease rates or square footage, the sponsor may make reasonable adjustments to its proportional ratios to reflect the difference.
- If a concession is replaced in a similar location, but as a different service or on significantly differing business terms, the sponsor should explain reasonable adjustments it makes for such circumstances when requesting reimbursement.

Sponsors should make short comments relevant to simple adjustments per the examples above. More complex adjustments for multifactor circumstances, such as change in tenant or change in rate and change in use-type, may require more explanation. See Q-CR16 for examples of comments in the airport concessions rent relief plan.

Q-CR20: Should an airport sponsor consult with its concession stakeholders on its rent relief program?

A: Yes, an airport sponsor should consult with its concession community, generally, to gather suggestions, and preview its plan. The sponsor cannot alter proportionality of relief provided but may adjust timing or format of relief to benefit a particular concession. An airport sponsor should consider ACDBE's requests to adjust timing and format to maximize the relief benefits to those concessions.

Q-CR21: Can an airport sponsor use a Concessions Rent Relief Airport Rescue Grant for rent relief if it agreed to provide rent relief before March 11, 2021?

A: Yes, but only to the extent that an airport sponsor is forgiving rent or MAG due for periods of occupancy and/or commercial-use after March 11, 2021 (for example, rent due for April 2021). An airport sponsor must demonstrate that rent relief is provided on a proportional basis to all eligible small airport concessions and all eligible large airport concessions. An airport sponsor also must demonstrate that the relief provided equals at least the proportional share for the concession.

Q-CR22: Can an airport sponsor apply the proportional share for each concession as a credit against rent due after March 11, 2021?

A: Yes. An airport sponsor can apply an eligible concession's proportional share as a credit against future rent due and maintain that credit until it is exhausted by the concession. An airport sponsor should require the concession to agree to continue operating (or agree to remain ready, able, and available to operate) at the airport until the rent credit is exhausted. Although an airport sponsor may provide a partial rent credit (e.g., 75% credit for monthly rent due), over a period of time until the proportional share is exhausted, the sponsor must provide that credit equally for all concessions in each group of eligible large or small concessions, unless an individual concession requests an adjustment or timing or format to maximize its relief benefit (see Q-CR20).

Q-CR23: How will an airport sponsor submit payment requests under a Concessions Rent Relief Airport Rescue Grant?

A: FAA will use the existing U.S. Department of Transportation Delphi eInvoicing system for payment requests. FAA will review payment requests manually. An airport sponsor may submit an Airport Concessions Rent Relief Plan that includes the information detailed in Q-CR16 with its payment request. An airport sponsor may submit a payment request for the full or partial amount on the concessions rent relief grant provided the plan demonstrates the total amount of rent relief provided equals at least the grant amount. When requesting the full grant amount, an airport sponsor also should include a signed SF-425, *Federal Financial Report*, and signed closeout report. A [sample Airport Rescue Grants Closeout Report](#) is available. Sponsors must be prepared to submit additional documentation, upon request, during the review process as well as retain all supporting documentation for three years after the grant is closed as required by 2 CFR § 200.334.

Q-CR24: What is “in-terminal”?

A: Consistent with the definition in 49 CFR part 23, an in-terminal airport concession is a business that is physically located in the airport terminal building and engaged in the sale of consumer goods or services to the traveling public under an agreement with the airport sponsor, another concessionaire, or the owner or lessee of a terminal.

Q-CR25: Are master or prime concessionaires, developers, or lessees eligible for rent relief?

A: Only master or prime concessionaires, developers, or lessees who operate a concession at the airport are eligible for rent relief. If the master or prime concessionaire, developer, or lessee (“first tier entity”) does not operate a concession at the airport, only the sub-contracted or sub-lessee concessionaires (“second tier entities”) are eligible for rent relief. For these arrangements, an airport sponsor, working with the first tier entity: should ensure all second tier entities are identified; should ensure correct categorization of second tier entities as small or large airport concessions; should apply the correct proportionality for each second tier entity based on its rent paid; and should ensure rent relief flows to the second tier entities. These special circumstances should be explained in the airport concessions rent relief plan (see Q-CR16). An airport sponsor may consider lower tier entities when developing its rent relief plan, or lower tier entities when developing its rent relief plan when the first tier entity operates a concession at the airport.

Q-CR26: Can an airport sponsor modify its contractual relationship with an airport concession to change the concession’s applicable definition (eligible large airport concession or eligible small airport concession)?

A: No. An airport sponsor should categorize airport concessions based on the contractual relationship in place as of March 11, 2021, which is the date of enactment of ARPA. Although there is no prohibition against modifying the contractual relationship between an airport and its concessions, changes made after enactment should not be for the purpose of re-categorizing a concession as either a large or small airport concession (for example, assignment of a sub-concession contract with a prime/developer to be a direct concession contract with the airport sponsor).

Q-CR27: Does an airport sponsor have any options if the proportional allocation results in a concession receiving a rent relief benefit that continues for a year or several years?

A: The FAA acknowledges, in limited circumstances, that the ARPA definitions for eligible small and large airport concessions can result in a small number of eligible concessions in one or both groups based on an airport's unique circumstances. Consequently, some concessions could receive large allocations as compared to other eligible concessions or contractual rent obligations. ARPA requires rent relief provided to be proportional among each group of eligible concessions. Nevertheless, an airport sponsor may provide relief from only the anticipated rent due from March 11, 2021, through either the expiration of the concession's current agreement (not including any options, amendments, or holdovers to extend the term of the agreement) or the 4-year period of performance of the grant agreement, whichever is earlier. A sponsor may not provide relief in excess of the concession's financial obligation and must complete performance within the terms of the grant agreement. The sponsor may estimate this amount of future rent relief based on contractual terms and historical activity. The sponsor must allocate proportionally any remaining funds first to other eligible concessions in the same group and then to eligible concessions in the other group. In these circumstances, the sponsor should provide sufficient detail in its airport concessions rent relief plan.

Q-CR28: Can an airport sponsor exclude a newly operating concession from the relief allocation?

A: An airport sponsor may exclude from the rent relief allocation any concession that began operations at the airport after November 24, 2021, the date this guidance was published. The FAA presumes new entrants have negotiated terms that account for the COVID-19 pandemic.

Q-CR29: How does an airport sponsor handle a partially unexpended rent relief credit?

A: The FAA acknowledges, in limited circumstances, an eligible concession may receive benefit of only a portion of its proportional allocation and be unable to receive benefit from the rest (e.g., the concession ceases operations at the airport before the full rent credit is expended). The sponsor must allocate proportionally any remaining funds among other eligible concessions in the same small or large group. In these circumstances, the sponsor should update its airport concessions rent relief plan explaining the changed circumstances and adjusted allocations and submit it to the FAA at CARESAirports@faa.gov as soon as practicable.

Questions on Workforce Retention

Q-WF1: Are there specific workforce retention requirements for accepting Airport Rescue Grant funds?

A: Yes. A sponsor of a small, medium, or large hub airport must continue to employ, through September 30, 2021, at least 90% of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) as of March 27, 2020. This requirement is an extension of the workforce retention requirement under the Coronavirus Aid, Relief, and Economic Security (CARES) Act and CRRSA. An airport sponsor must certify compliance with the CARES, CRRSA, and ARPA workforce retention requirements at the time of execution of its Airport Rescue Grant. The workforce retention requirement does not apply to non-hub or non-primary airports.

Q-WF2: When do small, medium, and large hub airport sponsors report their respective compliance with the employee retention requirement?

A: Provided an airport sponsor is current with its workforce retention reporting under CARES and CRRSA, it must report quarterly employment totals as of June 30 and September 30, 2021. All reports are due to FAA within 15 days of the end of each quarter.

Q-WF3: Where should ARPA workforce retention reports be submitted?

A: ARPA workforce retention reports should be submitted to CARESAirports@faa.gov. Please include “Workforce Retention Report” and your airport’s city, State, and three-letter airport location identifier in the email subject line.

Q-WF4: What information must be included in a workforce retention report and certification?

A: That report and certification should include the number of full-time equivalent (FTE) employees working at the airport as of March 27, 2020, as the baseline comparison. Airport sponsors do not need to count contractors providing services other than airport management, tenants, or concessionaires. Airport sponsors may make adjustments for employees who perform duties at both the airport and other facilities operated by the airport sponsor. Airport sponsors also may make adjustments for retirements or voluntary employee separations when calculating the workforce retention percentage. If an airport sponsor has unique circumstances (such as using seasonal employees or contractors for airport management or operations), it should report that information in as much detail as possible in the initial report so any subsequent retention reporting can be substantiated.

Q-WF5: What format is required for ARPA workforce retention reports?

A: There is no particular format for reporting baseline and quarterly workforce retention counts but a total number of airport employees should be included in the submission. Airport sponsor personnel with appropriate knowledge or authority, such as the human resources director, chief financial officer, or payroll officer should validate the information.

Q-WF6: Are payroll records or any other documentation required for workforce retention reports?

A: Airport sponsors do not need to submit payroll records. However, airport sponsors must retain all supporting documentation for three years after the grant is closed as required by 2 CFR § 200.334.

Q-WF7: Are waivers from the ARPA workforce retention requirement available?

A: The Secretary of Transportation may waive the workforce retention requirement if the Secretary determines that the sponsor is experiencing economic hardship as a direct result of the requirement, or that the requirement reduces aviation safety or security. To request a waiver of the ARPA workforce retention requirement, an airport sponsor should send a waiver request to CARESAirports@faa.gov no less than 30 days before the quarterly report due date. The waiver request should come from a person authorized to sign AIP grants and describe how the workforce retention requirement causes a direct economic hardship on the airport or reduces aviation safety or security. The airport sponsor should include any additional documentation that supports its request. FAA will respond expeditiously.

Q-WF8: What are the consequences for failing to meet workforce retention reporting requirements?

A: If a sponsor of a small, medium, or large hub airport does not meet the workforce retention reporting requirements under either CARES, CRRSA, or APRA, reimbursements under the sponsor's Airport Rescue Grant(s) may be suspended. FAA will continue to work with the sponsor to meet these reporting requirements, but continued non-compliance may result in termination of the grant and recovery of reimbursements.

West Michigan Airport Authority

270 South River Avenue, Holland, MI 49423
P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



March 20th, 2023

REPORT 7

To: West Michigan Airport Authority Board.
From: Aaron Thelenwood, Airport Authority Director.
Subject: **Schedule Public Hearing on Fiscal Year 2023 Operating and Capital Budgets.**

Annually, the Airport Authority Director prepares and submits the proposed operating and capital budgets for the next fiscal year to the Authority Board for consideration. The Airport Board reviews the budgets and schedules a Public Hearing during either the March or April Board meetings to adopt the final budgets.

Coming out of the COVID-19 pandemic, traffic at the airport has begun to rebound. Additionally, our FBO, FlightLevel Aviation has been able to maintain key staff related to FBO and ramp side services while also stabilizing maintenance services with a full-time service technician and a new Director of maintenance coming online as well. As a result, the estimated fuel flowage and landing fees are still being budgeted conservatively, though we are optimistic they will improve over the prior fiscal year. The estimated operating budget revenues for FY24 are \$676,800. Additionally, the Airport is entitled to \$249,000 in Bipartisan Infrastructure funding, in response to the pandemic, to offset standard expenses of the Airport. In addition, FY21 ARPA funds are now available and will be applied to FY23 expenses. These funds will be released on a reimbursement basis. Further, the Airport Authority saw over \$700,000 in revenues derived from the sale of Parcel K. Property Tax revenues are expected to remain strong as real estate markets remain strong. The millage rate is recommended to remain at one-tenth of a mil, though the Airport Board has set a goal of pursuing new millage campaigns in potential airport authority partner communities.

Costs for staffing are expected to increase by \$49,000 due to increased staff time allocated to the Sustainability and Operations Coordinator position and annual contractual increases for the Director role. Budgeted legal expenses are recommended to remain at \$20,000 in FY23 due to ongoing anticipated development interest and other key initiatives of the Board. Legal expenses were substantially higher in FY23, but the majority of these are expected to be reimbursed following the final transfer of the FBO agreement, when that occurs. This budget also reflects ongoing consulting fees with the Airport's consultant, Mead & Hunt, related to ongoing strategic support services.

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

270 South River Avenue, Holland, MI 49423
P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



It is recommended that \$100,000 from revenues be placed in reserves to provide the local match for future Capital Projects.

There are five Capital Projects currently scheduled for FY24:

- Deicing Equipment
- T-hangar Repairs
- Runway Stairs/Ramp
- Reimbursement Hangar Park EA
- Reimbursement Hangar Taxilane PE
- Wetland Mitigation
- Construction for Hangar Park
- Design for Taxiway A Rehab

Recommendation

1. That the Board Approve the Budget documents as presented
2. Approve the Public Resolution Approving the FY 24 Budget, as presented.

Attachment: Resolution to Set a Public Hearing

FY24 Action Plan

FY24 Operating Budget

FY24 Capital Budget

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



March 20th, 2023

To: West Michigan Airport Authority Board.

From: Aaron Thelenwood, Authority Director

Subject: **FY24 Action Plan**

I. Stabilize FBO Services:

Finalize FBO Transfer agreement and bring FBO services back in-line with both the parameters as outlined in the existing FBO agreement and the expectations of airport users. Work closely with the FBO to expand maintenance service operations on-field.

II. Get operations back to and maintained at National GA Designation Level

Work to increase the number of instrument rated operations on-field to 5,000 and above on annual basis, in-line with the requirements under the FAA's National GA classification. Ensure number of based jets and interstate/international flights are maintained well above FAA minimum requirements. Increase outreach to based users regarding the importance of filing a flight plan when possible and the direct impact on the airport's designation. Plan accordingly for future projects to ensure impacts on operations are minimized and that disruptive projects are not scheduled during FAA assessment years. Establish living dashboards to track relevant classification metrics month to month and report back to the Board.

III. Increase operations to 40,000 (July 1st, 2023- June 30th, 2024)

Work with FBO to expand operations on-field. Continue to press marketing initiatives that build awareness of the airport and its amenities and new development opportunities and business partnerships which promote operations.

IV. Increase staffing- 2 FTE

Continue working to ensure the Airport Authority is staffed appropriately to meet the challenges of today and the opportunities of the future. New partnerships, development, and stakeholder expectations will continue to put pressure on the Airport Authority staff. Appropriate staffing levels will ensure the Authority remains adaptable and able to meet these demands. Expanding current hybrid

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



positions to fulltime will also work to promote stability, retention, and return on investment of ongoing training and skill development.

V. Flight school established

Following approval by the Airport Authority in December of 2022, 4One Air has been operating their flight school successfully with goals to expand and add new instructors.

VI. Establish a KPI Dashboard for monitoring metrics

Having a living database that is easily accessible to the Board, staff, and community will be critical in ensuring ongoing stewardship of the West Michigan Regional Airport and will help to identify trends across separate data. Additionally, this will allow the airport authority to more readily monitor key operational metrics tied to classification and funding. Amanda VanLaar is making great progress developing the baseline framework of the database.

VII. North Taxi Lane construction complete

Due to the timing of available MDOT grant funding and recent changes to MDOT's project approval process, which now requires completion of the Environmental Assessment and Design Phase before construction bidding can begin, construction will likely need to be moved to spring of 2024. The North Taxilane Project is still scheduled for FY23 funding. This project will be instrumental in getting parcels B&C development ready, and will lay the foundation for the Airport Business Development park and a whole host of new economic opportunities on field.

VIII. Millage campaign for additional municipalities in full swing for November ballot

Expanding support for the airport authority to other communities will be critical in both bringing new perspectives and expertise to the Board while also expanding support for critical capital projects. Identifying a strategic partner for a campaign will be the first major step. Leveraging existing partnerships, the expertise of Boileau & Co., local economic development organizations, and support like JET will be critical in driving messaging.

IX. Complete Baseline Feasibility study for eVTOL

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



Identify advanced air mobility options and feasibility on field is becoming more and more important as the state of Michigan expands investment in this new sector. A good first step will be evaluating the merits of a vertiport on field and planning for future siting on WMRAA's ALP.

X. Community engagement & visioning process ½ way complete

This process would focus on brining relevant community perspectives to the table regarding the airport, the ser4vices it provides, and the role it serves in the community. Like a smaller master planning process, the objective would be to set a much more targeted long-term vision for the Airport Authority.

XI. Established clear directions for North Business Park Taskforce

Provide clear directives tot her taskforce regarding the specific type of business and opportunities the airport authority is looking to attract to the Airport Business Development Taskforce. From there, the Taskforce can establish objectives and strategies in attracting new businesses as well as supporting outreach and marketing efforts.

XII. Complete on-ground transportation study

One pressing challenge the airport currently faces is transit to and from the airport. With limited taxi service a lack of Uber or similar ride share services, and no public transit options, travel from the airport can prove tricky. COVID had a negative impact on rental car services as well which we are starting to see some return to normalcy. The airport will work to expand its role as a multimodal transit hub by partnering with local transit experts and organizations. A transportation study can help the airport authority identify potential resources and solutions. Staff is in early conversations with regional transit partners to outline possible collaborations in this space.

XIII. Identify targeted goals for diversifying revenues on field

As opportunities and expectations of the airport authority continue to grow, along with development and maintenance costs, it will be more and more important for the Airport Authority to establish diverse and sustainable revenue streams. Partnering with a consulting firm to benchmark other airports may prove an effective and efficient approach to identify effective revenue models.

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 368-3023

Comprising City of Zeeland, Park Township and City of Holland



XIV. Letter of Intent with Educational Partner

Ongoing educational partner engagements will likely quickly lead to official commitments to support ongoing education on-field. Airprot Staff have begun extensive outreach and engagement with regional

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

Account Number	Account Description	2021 Actual Amount	2022 Actual Amount	2023 Amended Budget	2023 Actual Amount	2023 Estimated Amount	2024 Dept Request	Dept Request Comments
Fund: Z01 - WMAA (Airport) General Fund								
REVENUES								
Department: 000 - General Revenues								
FEDERAL GRANTS - FEDERAL GRANTS								
420528	Federal Grant - Other	157,000.0000	57,000.0000	0.0000	0.0000	0.0000	0.0000	
Account Classification Total: FEDERAL GRANTS - FEDERAL GRANTS		\$157,000.00	\$57,000.00	\$0.00	\$0.00	\$0.00	\$0.00	
STATE REV SHARE - STATE REVENUE SHARING								
440573	State-Reim Local PPT Tax Loss	21,516.1500	20,138.2900	19,400.0000	13,019.7300	15,000.0000	15,000.0000	
Account Classification Total: STATE REV SHARE - STATE REVENUE SHARING		\$21,516.15	\$20,138.29	\$19,400.00	\$13,019.73	\$15,000.00	\$15,000.00	
LOCAL UNIT CONTR - LOCAL UNIT CONTRIBUTIONS								
450582.C	Contributions from Other Govts From City of Holland	111,559.6000	115,811.8400	123,100.0000	119,229.3600	123,100.0000	125,000.0000	
450582.P	Contributions from Other Govts From Park Township	115,640.9200	116,989.7200	120,000.0000	66,912.6000	120,000.0000	120,000.0000	
450582.ST	Contributions from Other Govts City of Holland-Other	0.0000	0.0000	0.0000	703,356.0000	0.0000	0.0000	
450582.Z	Contributions from Other Govts From City of Zeeland	77,715.0500	80,177.5800	63,000.0000	59,476.1700	60,830.0000	65,000.0000	
Account Classification Total: LOCAL UNIT CONTR - LOCAL UNIT CONTRIBUTIONS		\$304,915.57	\$312,979.14	\$306,100.00	\$948,974.13	\$303,930.00	\$310,000.00	
CHGS FOR SERVICE - CHARGES FOR SERVICES								
460626.Y	Fees-Finance/Mgmt Treas Fee-Recovery Court Costs	0.0000	84.4000	0.0000	0.0000	0.0000	0.0000	
460647.7	Sales Sale of Merchandise-Taxable	0.0000	10.6000	0.0000	0.0000	0.0000	0.0000	
460654.1	Franchise Fees FBO Franchise Fees	23,470.3200	24,909.6000	25,500.0000	16,029.5100	27,500.0000	27,600.0000	
460654.5	Franchise Fees Fuel Flowage Fee	62,505.6300	82,764.6600	70,000.0000	50,832.8700	80,000.0000	82,000.0000	
460654.7	Franchise Fees Landing Fees	24,280.0700	29,296.9100	30,000.0000	18,774.3500	30,000.0000	30,000.0000	
Account Classification Total: CHGS FOR SERVICE - CHARGES FOR SERVICES		\$110,256.02	\$137,066.17	\$125,500.00	\$85,636.73	\$137,500.00	\$139,600.00	
INTEREST & RENTS - INTEREST AND RENTS								
480665.0	Investment Income General	9,433.3000	7,694.7800	8,000.0000	9,757.6400	9,757.0000	9,800.0000	
480665.X	Investment Income Market Adjustment	0.0000	(29,236.7300)	0.0000	0.0000	0.0000	0.0000	
480669.24	Rental Hangar Land Lease	101,550.5100	64,330.4400	116,000.0000	105,209.5200	116,000.0000	120,000.0000	
480669.25	Rental Agricultural Land Lease	12,608.5200	13,363.7400	12,600.0000	12,209.2100	13,528.0000	13,500.0000	
480669.26	Rental T-Hangars	57,717.4100	57,653.3300	58,000.0000	43,520.0000	58,000.0000	60,000.0000	
480669.A	Rental Airport Business Center	8,244.4800	8,750.1600	8,800.0000	5,630.7300	8,800.0000	8,900.0000	
480671	Lease Interest	0.0000	15,871.0000	0.0000	0.0000	0.0000	0.0000	
Account Classification Total: INTEREST & RENTS - INTEREST AND RENTS		\$189,554.22	\$138,426.72	\$203,400.00	\$176,327.10	\$206,085.00	\$212,200.00	
OTHER - OTHER								
490685.1	Recoveries Insurance	3,725.0000	2,789.6100	0.0000	0.0000	0.0000	0.0000	
490685.2	Recoveries Other Parties	0.0000	1,656.7400	3,000.0000	2,702.9600	0.0000	0.0000	
490692.0	Miscellaneous General	0.0000	212.5400	0.0000	3.4800	0.0000	0.0000	
Account Classification Total: OTHER - OTHER		\$3,725.00	\$4,658.89	\$3,000.00	\$2,706.44	\$0.00	\$0.00	
Department Total: 000 - General Revenues		\$786,966.96	\$670,269.21	\$657,400.00	\$1,226,664.13	\$662,515.00	\$676,800.00	
Department: 999 - Airport Capital Projects								
FEDERAL GRANTS - FEDERAL GRANTS								
420502.24	Federal Grant FAA Capital	3,749,641.1100	245,019.7400	0.0000	0.0000	0.0000	0.0000	
Account Classification Total: FEDERAL GRANTS - FEDERAL GRANTS		\$3,749,641.11	\$245,019.74	\$0.00	\$0.00	\$0.00	\$0.00	
STATE GRANTS - STATE GRANTS								
430502.24	State Grant MDOT State Capital	164,237.1100	42,233.3500	0.0000	0.0000	0.0000	0.0000	
Account Classification Total: STATE GRANTS - STATE GRANTS		\$164,237.11	\$42,233.35	\$0.00	\$0.00	\$0.00	\$0.00	
Department Total: 999 - Airport Capital Projects		\$3,913,878.22	\$287,253.09	\$0.00	\$0.00	\$0.00	\$0.00	
REVENUES Total		\$4,700,845.18	\$957,522.30	\$657,400.00	\$1,226,664.13	\$662,515.00	\$676,800.00	
EXPENSES								
Department: 540 - Airport Operations								
PERSONNEL SVCS - PERSONNEL SERVICES								
710701.0	Payroll-Regular General	48,477.5400	74,295.5600	141,737.0000	45,297.4500	0.0000	112,040.0000	
710707.0	Payroll-Temporary Help General	26,381.9700	18,172.5000	0.0000	16,917.5000	0.0000	67,180.0000	
711702.0	Payroll-Vacation/PTO General	1,759.0100	8,233.9100	11,150.0000	5,393.8900	0.0000	0.0000	
711703	Payroll-Holidays	1,175.2100	2,149.4500	4,800.0000	3,515.6000	0.0000	0.0000	
711716.1	Insurance Health	5,321.6300	3,000.0000	18,000.0000	1,750.0000	0.0000	0.0000	
711716.2	Insurance Dental	38.0200	0.0000	420.0000	0.0000	0.0000	0.0000	

Budget Worksheet Report

Account Number	Account Description	2021 Actual Amount	2022 Actual Amount	2023 Amended Budget	2023 Actual Amount	2023 Estimated Amount	2024 Dept Request	Dept Request Comments
711716.4	Insurance Health Care Savings Plan	210.4300	0.0000	0.0000	0.0000	0.0000	0.0000	
711717	Insurance-Life & AD&D	18.9200	0.0000	0.0000	0.0000	0.0000	0.0000	
711718.1	Retirement Contribution MERS	3,718.2200	6,774.3100	12,810.0000	4,221.3600	0.0000	0.0000	
711720	Insurance-Income Protection	458.5800	779.9500	1,670.0000	(138.7500)	0.0000	0.0000	
712715	Employer FICA/Medicare Contribution	5,890.4600	8,097.6300	12,250.0000	5,574.9200	0.0000	0.0000	
712723	Unemployment Comp Insurance	38.8100	1.9000	48.0000	0.0000	0.0000	0.0000	
712724	Workers Comp Insurance	11.1800	0.1000	715.0000	94.0000	0.0000	0.0000	
Account Classification Total: PERSONNEL SVCS - PERSONNEL SERVICES		\$93,499.98	\$121,505.31	\$203,600.00	\$82,625.97	\$0.00	\$179,220.00	
OTHER CURR EXP - OTHER CURRENT EXPENDITURES								
721730.0	Postage General	0.0000	62.0300	0.0000	21.3800	100.0000	100.0000	
721740.0	Operating Supplies General	2,326.3600	3,136.6800	1,000.0000	1,244.2600	1,500.0000	2,000.0000	
721740.CAP	Operating Supplies Controlled Items-Capital Type	2,473.3400	0.0000	1,600.0000	0.0000	1,000.0000	1,000.0000	
721905.0	Photocopies/In-House Printing General	0.0000	0.0000	0.0000	0.0000	100.0000	0.0000	
721931.0	Bldg & Grnds Maint General	1,738.0000	5,532.5600	8,000.0000	9,813.1300	9,813.1300	9,800.0000	
721933.0	Equipment Maintenance General	9,504.7500	22,085.7900	16,000.0000	8,000.0000	0.0000	0.0000	
721933.INS	Equipment Maintenance Repairs-Insurance Claims	0.0000	2,789.6100	0.0000	0.0000	0.0000	0.0000	
722801.9010	Contr-Printing/Promo Advertising/Promotional	40,527.5000	52,221.4700	40,000.0000	32,184.4600	40,000.0000	45,000.0000	
722804.0	Contractual-Legal General	27,274.1200	18,179.0000	20,000.0000	19,910.0000	20,000.0000	20,000.0000	
722805.1	Contractual-Finance Independent Audit	7,700.0000	7,900.0000	7,900.0000	8,100.0000	8,100.0000	8,200.0000	
722805.4	Contractual-Finance Financial Service Fees	833.3500	2,000.0000	2,000.0000	2,000.0000	2,000.0000	2,000.0000	
722807.2	Contractual-Architect/Engineer Plan Development	0.0000	8,962.7500	0.0000	3,137.0000	0.0000	0.0000	
722807.5	Contractual-Architect/Engineer Engineering	5,604.5000	6,591.1300	15,000.0000	73,052.4100	15,000.0000	15,000.0000	
722808.1	Contr-Bldgs&Grnds Janitorial	598.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
722808.8	Contr-Bldgs&Grnds Tree Clearing	0.0000	40,300.0000	0.0000	0.0000	40,300.0000	5,000.0000	
722808.MOW	Contr-Bldgs&Grnds Mowing	49,001.3300	44,593.1300	30,000.0000	25,120.6400	30,000.0000	40,000.0000	
722808.MTCE	Contr-Bldgs&Grnds Maintenance-General Repairs	32,170.8600	25,446.7800	23,000.0000	15,322.8900	23,000.0000	23,000.0000	
722808.SNOW	Contr-Bldgs&Grnds Snowplowing	40,457.2000	56,970.5100	50,000.0000	23,430.2500	40,000.0000	50,000.0000	
722809.61	Contractual-Misc Management Services	26,476.3500	27,831.3700	28,000.0000	23,255.9600	28,000.0000	28,000.0000	
722809.62	Contractual-Misc Airport Manager-Tulip City Air	2,266.7500	1,657.4900	2,000.0000	667.5000	2,000.0000	2,000.0000	
723850.0	Communications Telephone	442.2000	441.9700	600.0000	258.9900	0.0000	0.0000	
723850.CELL	Communications Cellular	900.0000	1,200.0000	1,200.0000	600.0000	1,200.0000	1,300.0000	
723860.0	Travel, Conf, Seminars General	3,200.0000	2,405.5700	3,000.0000	3,088.2300	3,100.0000	3,200.0000	
723910.0	Commercial Insurance Premiums General	18,966.0000	27,308.0000	31,800.0000	31,794.0000	31,794.0000	32,000.0000	
723920.GAS	Public Utilities Natural Gas	0.0000	0.0000	0.0000	58.3600	60,000.0000	61,000.0000	
723920.GATE	Public Utilities Fence Gates	571.8100	526.0300	500.0000	308.0600	500.0000	500.0000	
723920.LAND	Public Utilities Landing Lights & System	4,079.6400	3,311.5100	3,500.0000	2,185.2600	4,500.0000	3,500.0000	
723920.PLOT	Public Utilities Parking Lot Lights	923.5100	1,289.0800	1,000.0000	362.6400	700.0000	750.0000	
723920.RUNW	Public Utilities Runway Lights	6,989.0200	5,303.4100	5,000.0000	3,251.7200	5,000.0000	5,000.0000	
723920.THAN	Public Utilities T-Hangars	5,243.4400	6,634.2700	5,000.0000	3,226.9500	4,000.0000	4,100.0000	
723942.0	Building Rental/Lease General	2,500.0000	1,000.0000	1,000.0000	1,000.0000	1,000.0000	1,000.0000	
723955.0	Misc. General	2,276.7500	3,979.9200	3,000.0000	3,210.8600	3,500.0000	2,000.0000	
	"Catering/Hospitality"						2,000.0000	
723961.0	Dues & Subscriptions General	1,936.7800	1,665.9700	2,000.0000	2,068.9100	2,068.0000	2,200.0000	
723963.2	Write-Offs Uncoll Property Taxes	15.8400	80.7700	0.0000	0.0000	0.0000	0.0000	
723963.3	Write-Offs Court Fees A/R or PP Pursuit	0.0000	84.4000	0.0000	0.0000	0.0000	0.0000	
723964.2	Refunds Property Tax Prior Years	21.4000	58.4600	0.0000	236.1600	0.0000	0.0000	
Account Classification Total: OTHER CURR EXP - OTHER CURRENT EXPENDITURES		\$297,018.80	\$381,549.66	\$302,100.00	\$296,910.02	\$378,275.13	\$369,650.00	
CONTINGENCIES - CONTINGENCIES								
770956.0	Contingency General	0.0000	0.0000	104,200.0000	0.0000	10,000.0000	100,000.0000	
Account Classification Total: CONTINGENCIES - CONTINGENCIES		\$0.00	\$0.00	\$104,200.00	\$0.00	\$10,000.00	\$100,000.00	
Department Total: 540 - Airport Operations		\$390,518.78	\$503,054.97	\$609,900.00	\$379,535.99	\$388,275.13	\$648,870.00	
Department: 541 - Business Center								
OTHER CURR EXP - OTHER CURRENT EXPENDITURES								
721931.GRND	Bldg & Grnds Maint Grounds Maintenance	8,373.7400	6,509.9100	5,000.0000	2,532.4600	4,500.0000	5,000.0000	
721933.0	Equipment Maintenance General	4,707.2800	2,342.7000	5,000.0000	0.0000	5,000.0000	5,000.0000	

Budget Worksheet Report

Account Number	Account Description	2021 Actual Amount	2022 Actual Amount	2023 Amended Budget	2023 Actual Amount	2023 Estimated Amount	2024 Dept Request	Dept Request Comments
722808.1	Contr-Bldgs&Grnds Janitorial	10,739.1000	10,164.3200	7,500.0000	6,125.5000	7,500.0000	10,000.0000	
723850.0	Communications Telephone	2,160.0000	2,952.5000	2,600.0000	1,440.0000	2,000.0000	2,000.0000	
723850.WIFI	Communications WIFI Internet Connection	3,125.0000	3,677.5000	2,700.0000	2,427.5000	2,600.0000	2,700.0000	
723920.BPW	Public Utilities BPW	17,871.5100	16,663.4200	18,000.0000	10,315.3300	13,000.0000	13,500.0000	
723920.GAS	Public Utilities Natural Gas	4,393.3300	6,359.1900	4,500.0000	2,841.6100	4,500.0000	5,000.0000	
Account Classification Total: OTHER CURR EXP - OTHER CURRENT EXPENDITURES		\$51,369.96	\$48,669.54	\$45,300.00	\$25,682.40	\$39,100.00	\$43,200.00	
Department Total: 541 - Business Center		\$51,369.96	\$48,669.54	\$45,300.00	\$25,682.40	\$39,100.00	\$43,200.00	
Department: 999 - Airport Capital Projects								
Division: 045 - Runway								
CAPITAL OUTLAY - CAPITAL OUTLAY								
730974.0	Land Improvements General	4,088,338.9000	341,316.7500	0.0000	550.0000	0.0000	0.0000	
Account Classification Total: CAPITAL OUTLAY - CAPITAL OUTLAY		\$4,088,338.90	\$341,316.75	\$0.00	\$550.00	\$0.00	\$0.00	
Division Total: 045 - Runway		\$4,088,338.90	\$341,316.75	\$0.00	\$550.00	\$0.00	\$0.00	
Department Total: 999 - Airport Capital Projects		\$4,088,338.90	\$341,316.75	\$0.00	\$550.00	\$0.00	\$0.00	
EXPENSES Total		\$4,530,227.64	\$893,041.26	\$655,200.00	\$405,768.39	\$427,375.13	\$692,070.00	
Fund REVENUE	Total: Z01 - WMAA (Airport) General Fund	\$4,700,845.18	\$957,522.30	\$657,400.00	\$1,226,664.13	\$662,515.00	\$676,800.00	
Fund EXPENSE	Total: Z01 - WMAA (Airport) General Fund	\$4,530,227.64	\$893,041.26	\$655,200.00	\$405,768.39	\$427,375.13	\$692,070.00	
Fund Total: Z01 - WMAA (Airport) General Fund		\$170,617.54	\$64,481.04	\$2,200.00	\$820,895.74	\$235,139.87	(\$15,270.00)	
REVENUE GRAND Totals:		\$4,700,845.18	\$957,522.30	\$657,400.00	\$496,573.43	\$0.00	\$0.00	
EXPENSE GRAND Totals:		\$4,530,227.64	\$893,041.26	\$655,200.00	\$319,576.20	\$0.00	\$0.00	
Grand Totals:		\$170,617.54	\$64,481.04	\$2,200.00	\$176,997.23	\$0.00	\$0.00	

Finance Comments

Department Response

Recommended Changes

Finance Comments

Department Response

Recommended Changes

Finance Comments

Department Response

Recommended Changes

West Michigan Airport Authority
Proposed Capital Projects for FY2024
Adopted: DRAFT

<u>Fiscal Year 2023 Actual</u>	<u>Total Cost</u>		<u>FAA</u>	<u>State</u>	<u>WMAA</u>	<u>Other Local</u>						
Design for Hangar Park Taxilane	\$	50,000	\$	45,000	\$	2,500	\$	2,500				
Wetland Mitigation N. Hangar Taxilane	\$	103,500	\$	93,150			\$	10,350				
Runway/Taxiway Painting	\$	15,000					\$	15,000				
Total Fiscal Year 2024	\$	168,500	\$	45,000	\$	2,500	\$	27,850	\$	-		
<u>Fiscal Year 2024 Proposed</u>	<u>Total Cost</u>		<u>FEDERAL AIG</u>	<u>FAA</u>	<u>State</u>	<u>WMAA</u>	<u>Other Local</u>					
Deicing Equipment	\$	10,600.00				\$	10,600.00					
Runway Staris.Ramp	\$	5,000.00				\$	5,000.00					
Reimbursement Hangar Park EA	\$	168,000.00		\$	166,204.00	\$	902.00	\$	903.00			
Reimbursement Hangar Taxilane PE	\$	41,760.00		\$	39,282.00	\$	1,239.00	\$	1,239.00			
Wetland Mitigation	\$	103,500.00	\$	98,325.00		\$	5,175.00	\$	5,175.00			
Construction for Hangar Park	\$	1,735,900.00	\$	1,369,787.00		\$	76,100.00	\$	290,013.00			
Design for Taxiway A Rehab	\$	217,500.00	\$	9,307.00	\$	186,443.00	\$	10,875.00	\$	10,875.00		
Total Fiscal Year 2024	\$	2,282,260	\$	1,477,419	\$	391,929	\$	94,291	\$	323,805	\$	-
Total Expenses	\$	2,450,760	\$	1,477,419	\$	436,929	\$	96,791	\$	351,655	\$	-

West Michigan Airport Authority

60 Geurink Blvd, Holland, MI 49423
P (616) 368-3021 F (616) 546-7056

Comprising City of Zeeland, Park Township and City of Holland



RESOLUTION TO PRESENT THE PROPOSED ANNUAL BUDGET FOR FISCAL YEAR 2024

Whereas, the West Michigan Airport Authority annual budget for the fiscal year July 1st, 2023 through June 30th, 2024 as proposed by the Airport Authority Director, was presented to the Authority on March 20th, 2023; and

Whereas, the Authority has reviewed, considered and revised the proposed budget;

Now, Therefore Be It Resolved, that the West Michigan Airport Authority presents this proposed budget to the public; and

Be It Further Resolved, that the proposed budget be placed on file for public inspection in the Offices of the Airport Director, Park Township Clerk, City of Holland Clerk, and City of Zeeland Clerk; and

Be It Further Resolved, that the Airport Authority will hold a public hearing concerning the proposed budget at 11:30 am on Monday April 10th, 2023 at the Airport Business Center; 60 Geurink Blvd. Holland, MI 49423; and

Be It Further Resolved, that a property tax millage rate recommendation to support the proposed budget will be part of this hearing; and

Be It Further Resolved, that the Airport Authority Director is instructed to publish a notice of public hearing on the proposed budget in a local newspaper, no later than Monday, April 3rd, 2023.

Kevin Klynstra
Chairperson

Beth Blanon
Secretary

WMAA MONTHLY FBO REPORT

West Michigan Regional Airport FBO Report FlightLevel BIV February 2023

Total Fuel Gallons Delivered		Current Month Feb 2023	One Year Ago Feb 2022	Fiscal Year To Date 01/01/23-12/31/23	F/Y to Date Compared 01/01/22-12/31/22	
	Avgas	1,171	965			
	Jet Fuel	32,034	39,369			
Total Gallons Delivered		33,205	40,334	58,756	69,886	-11130

Transplant/Ambulance Flights	1
Wings Of Mercy Operations	2
Freight Flights From/To Holland	2
Freight Weight	1,240
Number of Parts if Known	2 skids & 21 boxes

West Michigan Airport Authority

Meeting Date: March 16, 2023

Agenda Item:

Subject: Financial Reports for Seven Months Ended February 28, 2023

Prepared By: Julie Ziurinskas, City Finance

Recommendation: Accept Financial Reports as information

The West Michigan Airport Authority is eight months into fiscal year 2023. The mid-year budget amendments approved at the December meeting were recorded and are reflected on the reports. Attached are Budget Performance Reports for the eight months ended February 28, 2022 (66.67% of year), and the Trial Balance Listing and Fund Equity Reports through February 28, 2023.

Revenues

Operating revenues for the first eight months totaled \$1,278,791, or 195% of budget. The large increase in revenues from January is due to the transfer of funds from the sale of parcel K.

Expenses

Operating expenses for the first eight months totaled \$488,247, or 75% of budget, and are in line with expectations.

Capital Budget

Capital expenses for the first eight months includes \$550 in final costs paid toward the Runway reconstruction and lighting project capitalized in prior years, but otherwise does not reflect current project activity as funding information will be obtained from MDOT at fiscal year-end and the related transactions will be recorded then.

Trial Balance/Fund Equity

The West Michigan Airport Authority began FY 2023 with a fund balance of \$1,238,950.

Assets totaled \$4,717,251 at February 28th, comprised mostly of accounts and lease receivables. The current cash balance is \$2,047,607.

Liabilities totaled \$2,688,307 at February 28th and primarily represent accounts payable, unearned revenue, and deferred inflow of resources-lease (GASB 87).

The fund balance at February 28 is \$2,028,944.

WMAA Fund Balance as of 6/30/2022					\$ 1,238,949.84
-----------------------------------	--	--	--	--	-----------------

	<u>Operating</u>	<u>Capital 999/Z403</u>	<u>EEC Project (546)</u>	<u>Capital Funds (999)</u>	
Year to date Revenues	1,278,790.92	-	-	-	\$ 1,278,790.92
Year to date Expenses	488,246.64	550.00	-	-	<u>\$ 488,796.64</u>

Estimated Fund Balance as of 2/28/2023					<u>\$ 2,028,944.12</u>
--	--	--	--	--	------------------------

	<u>Budget</u>	<u>YTD</u>		
Remaining Operating Revenues	657,400.00	1,278,790.92		\$ (621,390.92)

	<u>Budget</u>	<u>YTD</u>	<u>Encumbrances</u>	
Remaining Operating Expenses (excluding contingences)	655,200.00	488,246.64	-	<u>\$ 166,953.36</u>

Contingency Account (Reserves for Capital Projects):

Contingency - General		10,000.00	
T Hangar Repairs		5,000.00	
Reserves for ABC Mnct/Repairs		-	
Reserves for Capital Projects		<u>89,200.00</u>	<u>\$ 104,200.00</u>

Ending Fund Balance as of 2/28/2023				<u>\$ 1,136,399.84</u>
-------------------------------------	--	--	--	------------------------

Other Expected Expenses:

	<u>Estimated amount</u>	<u>Spent</u>	
FY23 Design for Hangar Park Taxilane	2,500.00		\$ 2,500.00
FY23 Wetland Mitigation N. Hangar Taxilane	10,350.00		\$ 10,350.00
FY23 Approach Light - Gravel Path	40,000.00		\$ 40,000.00
FY23 Runway/Taxiway Painting	15,000.00		\$ 15,000.00
FY23 Entryway Improvements	<u>5,000.00</u>		<u>\$ 5,000.00</u>

Ending Fund balance after expected capital expenses			<u>\$ 1,063,549.84</u>
---	--	--	------------------------

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund Z01 - WMAA (Airport) General Fund										
REVENUE										
Department 000 - General Revenues										
440573	State-Reim Local PPT Tax Loss	19,400.00	.00	19,400.00	.00	.00	13,019.73	6,380.27	67	13,268.74
450582.C	Contributions from Other Govts From City of Holland	123,100.00	.00	123,100.00	268.21	.00	119,497.57	3,602.43	97	115,357.57
450582.P	Contributions from Other Govts From Park Township	120,000.00	.00	120,000.00	38,763.86	.00	118,693.10	1,306.90	99	98,608.07
450582.Z	Contributions from Other Govts From City of Zeeland	63,000.00	.00	63,000.00	38.08	.00	59,514.25	3,485.75	94	77,333.08
450582.ST	Contributions from Other Govts City of Holland-Other	.00	.00	.00	703,356.00	.00	703,356.00	(703,356.00)	+++	.00
460626.Y	Fees-Finance/Mgmt Treas Fee-Recovery Court Costs	.00	.00	.00	.00	.00	.00	.00	+++	84.40
460647.7	Sales Sale of Merchandise-Taxable	.00	.00	.00	.00	.00	.00	.00	+++	10.60
460654.1	Franchise Fees FBO Franchise Fees	25,500.00	.00	25,500.00	2,289.93	.00	16,029.51	9,470.49	63	14,530.60
460654.5	Franchise Fees Fuel Flowage Fee	70,000.00	.00	70,000.00	2,810.61	.00	50,832.87	19,167.13	73	50,977.52
460654.7	Franchise Fees Landing Fees	30,000.00	.00	30,000.00	1,283.31	.00	18,774.35	11,225.65	63	17,637.51
480665.0	Investment Income General	8,000.00	.00	8,000.00	.00	.00	9,757.64	(1,757.64)	122	4,413.44
480669.A	Rental Airport Business Center	8,800.00	.00	8,800.00	804.39	.00	5,630.73	3,169.27	64	5,104.26
480669.24	Rental Hangar Land Lease	116,000.00	.00	116,000.00	1,782.01	.00	105,209.52	10,790.48	91	95,087.18
480669.25	Rental Agricultural Land Lease	12,600.00	.00	12,600.00	.00	.00	12,209.21	390.79	97	13,363.74
480669.26	Rental T-Hangars	58,000.00	.00	58,000.00	40.00	.00	43,560.00	14,440.00	75	44,360.00
490685.1	Recoveries Insurance	.00	.00	.00	.00	.00	.00	.00	+++	2,789.61
490685.2	Recoveries Other Parties	.00	3,000.00	3,000.00	.00	.00	2,702.96	297.04	90	1,656.74
490692.0	Miscellaneous General	.00	.00	.00	.00	.00	3.48	(3.48)	+++	.00
Department 000 - General Revenues Totals		\$654,400.00	\$3,000.00	\$657,400.00	\$751,436.40	\$0.00	\$1,278,790.92	(\$621,390.92)	195%	\$554,583.06
REVENUE TOTALS		\$654,400.00	\$3,000.00	\$657,400.00	\$751,436.40	\$0.00	\$1,278,790.92	(\$621,390.92)	195%	\$554,583.06
EXPENSE										
Department 540 - Airport Operations										
710701.0	Payroll-Regular General	141,737.00	.00	141,737.00	9,389.00	.00	51,191.95	90,545.05	36	40,837.50
710707.0	Payroll-Temporary Help General	.00	.00	.00	1,680.00	.00	16,917.50	(16,917.50)	+++	11,662.50
711702.0	Payroll-Vacation/PTO General	11,150.00	.00	11,150.00	720.00	.00	5,393.89	5,756.11	48	5,962.50
711703	Payroll-Holidays	4,800.00	.00	4,800.00	.00	.00	3,515.60	1,284.40	73	1,800.00
711716.1	Insurance Health	18,000.00	.00	18,000.00	250.00	.00	2,000.00	16,000.00	11	2,000.00
711716.2	Insurance Dental	420.00	.00	420.00	.00	.00	.00	420.00	0	.00
711718.1	Retirement Contribution MERS	12,810.00	.00	12,810.00	559.12	.00	4,500.92	8,309.08	35	3,648.00
711720	Insurance-Income Protection	1,670.00	.00	1,670.00	(18.50)	.00	(148.00)	1,818.00	-9	644.72
712715	Employer FICA/Medicare Contribution	12,250.00	.00	12,250.00	920.99	.00	6,044.98	6,205.02	49	4,763.10
712723	Unemployment Comp Insurance	48.00	.00	48.00	.00	.00	.00	48.00	0	1.90
712724	Workers Comp Insurance	715.00	.00	715.00	.00	.00	94.00	621.00	13	.10
721730.0	Postage General	.00	.00	.00	.00	.00	21.38	(21.38)	+++	62.03
721740.0	Operating Supplies General	1,000.00	.00	1,000.00	714.45	.00	1,958.71	(958.71)	196	2,364.39
721740.CAP	Operating Supplies Controlled Items-Capital Type	1,600.00	.00	1,600.00	.00	.00	.00	1,600.00	0	.00
721931.0	Bldg & Grnds Maint General	5,000.00	3,000.00	8,000.00	96.00	.00	9,909.13	(1,909.13)	124	811.51
721933.0	Equipment Maintenance General	16,000.00	.00	16,000.00	.00	.00	8,000.00	8,000.00	50	21,982.29



Budget Performance Report

Fiscal Year to Date 02/28/23

Exclude Rollup Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund Z01 - WMAA (Airport) General Fund										
EXPENSE										
Department 540 - Airport Operations										
721933.INS	Equipment Maintenance Repairs-Insurance Claims	.00	.00	.00	.00	.00	.00	.00	+++	2,789.61
722801.9010	Contr-Printing Advertising/Promotional	40,000.00	.00	40,000.00	.00	.00	35,933.37	4,066.63	90	33,131.57
722804.0	Contractual-Legal General	20,000.00	.00	20,000.00	9,332.65	.00	29,242.65	(9,242.65)	146	7,959.00
722805.1	Contractual-Finance Independent Audit	7,900.00	.00	7,900.00	.00	.00	8,100.00	(200.00)	103	7,900.00
722805.4	Contractual-Finance Financial Service Fees	2,000.00	.00	2,000.00	.00	.00	2,000.00	.00	100	2,000.00
722807.2	Contractual-Architect/Engineer Plan Development	.00	.00	.00	.00	.00	3,137.00	(3,137.00)	+++	30,985.60
722807.5	Contractual-Architect/Engineer Engineering	15,000.00	.00	15,000.00	11,155.92	.00	101,802.33	(86,802.33)	679	14,594.12
722808.8	Contr-Bldgs&Grnds Tree Clearing	.00	.00	.00	.00	.00	.00	.00	+++	40,300.00
722808.MOW	Contr-Bldgs&Grnds Mowing	30,000.00	.00	30,000.00	.00	.00	25,120.64	4,879.36	84	26,676.38
722808.MTCE	Contr-Bldgs&Grnds Maintenance-General Repairs	23,000.00	.00	23,000.00	1,316.96	.00	17,431.85	5,568.15	76	14,989.46
722808.SNOW	Contr-Bldgs&Grnds Snowplowing	50,000.00	.00	50,000.00	13,149.13	.00	47,972.26	2,027.74	96	34,424.63
722809.61	Contractual-Misc Management Services	28,000.00	.00	28,000.00	2,580.83	.00	23,255.96	4,744.04	83	18,133.36
722809.62	Contractual-Misc Airport Manager-Tulip City Air	2,000.00	.00	2,000.00	133.50	.00	934.50	1,065.50	47	989.99
723850.0	Communications Telephone	600.00	.00	600.00	37.04	.00	296.03	303.97	49	294.80
723850.CELL	Communications Cellular	1,200.00	.00	1,200.00	.00	.00	600.00	600.00	50	600.00
723860.0	Travel, Conf, Seminars General	3,000.00	.00	3,000.00	383.20	.00	3,471.43	(471.43)	116	1,533.16
723910.0	Commercial Insurance Premiums General	27,500.00	4,300.00	31,800.00	.00	.00	31,794.00	6.00	100	27,308.00
723920.GAS	Public Utilities Natural Gas	.00	.00	.00	.00	.00	58.36	(58.36)	+++	.00
723920.GATE	Public Utilities Fence Gates	500.00	.00	500.00	344.94	.00	653.00	(153.00)	131	352.37
723920.LAND	Public Utilities Landing Lights & System	3,500.00	.00	3,500.00	345.86	.00	2,531.12	968.88	72	2,119.59
723920.PLOT	Public Utilities Parking Lot Lights	1,000.00	.00	1,000.00	50.40	.00	413.04	586.96	41	975.35
723920.RUNW	Public Utilities Runway Lights	5,000.00	.00	5,000.00	552.51	.00	3,804.23	1,195.77	76	3,394.75
723920.THAN	Public Utilities T-Hangars	5,000.00	.00	5,000.00	727.54	.00	3,954.49	1,045.51	79	4,319.99
723942.0	Building Rental/Lease General	1,000.00	.00	1,000.00	.00	.00	1,000.00	.00	100	1,000.00
723955.0	Misc. General	2,000.00	1,000.00	3,000.00	519.19	.00	3,730.05	(730.05)	124	2,246.37
723961.0	Dues & Subscriptions General	2,000.00	.00	2,000.00	99.99	.00	2,168.90	(168.90)	108	969.00
723963.3	Write-Offs Court Fees A/R or PP Pursuit	.00	.00	.00	.00	.00	.00	.00	+++	84.40
723964.2	Refunds Property Tax Prior Years	.00	.00	.00	.00	.00	236.16	(236.16)	+++	58.46
770956.0	Contingency General	104,200.00	.00	104,200.00	.00	.00	.00	104,200.00	0	.00
Department 540 - Airport Operations Totals		\$601,600.00	\$8,300.00	\$609,900.00	\$55,040.72	\$0.00	\$459,041.43	\$150,858.57	75%	\$376,670.50
Department 541 - Business Center										
721931.GRND	Bldg & Grnds Maint Grounds Maintenance	5,000.00	.00	5,000.00	.00	.00	2,532.46	2,467.54	51	3,239.97
721933.0	Equipment Maintenance General	5,000.00	.00	5,000.00	.00	.00	.00	5,000.00	0	2,342.70
722808.1	Contr-Bldgs&Grnds Janitorial	7,500.00	.00	7,500.00	846.09	.00	6,377.09	1,122.91	85	7,443.98
723850.0	Communications Telephone	2,600.00	.00	2,600.00	240.00	.00	1,680.00	920.00	65	1,680.00
723850.WIFI	Communications WIFI Internet Connection	2,700.00	.00	2,700.00	312.50	.00	2,740.00	(40.00)	101	2,187.50
723920.BPW	Public Utilities BPW	18,000.00	.00	18,000.00	1,532.45	.00	11,847.78	6,152.22	66	11,346.32
723920.GAS	Public Utilities Natural Gas	4,500.00	.00	4,500.00	1,186.27	.00	4,027.88	472.12	90	3,490.24

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund	Z01 - WMAA (Airport) General Fund									
	EXPENSE									
	Department 541 - Business Center Totals	\$45,300.00	\$0.00	\$45,300.00	\$4,117.31	\$0.00	\$29,205.21	\$16,094.79	64%	\$31,730.71
	EXPENSE TOTALS	\$646,900.00	\$8,300.00	\$655,200.00	\$59,158.03	\$0.00	\$488,246.64	\$166,953.36	75%	\$408,401.21
Fund	Z01 - WMAA (Airport) General Fund Totals									
	REVENUE TOTALS	654,400.00	3,000.00	657,400.00	751,436.40	.00	1,278,790.92	(621,390.92)	195%	554,583.06
	EXPENSE TOTALS	646,900.00	8,300.00	655,200.00	59,158.03	.00	488,246.64	166,953.36	75%	408,401.21
Fund	Z01 - WMAA (Airport) General Fund Totals	\$7,500.00	(\$5,300.00)	\$2,200.00	\$692,278.37	\$0.00	\$790,544.28	(\$788,344.28)		\$146,181.85
	Grand Totals									
	REVENUE TOTALS	654,400.00	3,000.00	657,400.00	751,436.40	.00	1,278,790.92	(621,390.92)	195%	554,583.06
	EXPENSE TOTALS	646,900.00	8,300.00	655,200.00	59,158.03	.00	488,246.64	166,953.36	75%	408,401.21
	Grand Totals	\$7,500.00	(\$5,300.00)	\$2,200.00	\$692,278.37	\$0.00	\$790,544.28	(\$788,344.28)		\$146,181.85



Budget Performance Report

Fiscal Year to Date 02/28/23

Exclude Rollup Account

Account	Account Description	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund Z01 - WMAA (Airport) General Fund										
REVENUE										
Department 999 - Airport Capital Projects										
420502.24	Federal Grant FAA Capital	138,000.00	(138,000.00)	.00	.00	.00	.00	.00	+++	.00
430502.24	State Grant MDOT State Capital	2,500.00	(2,500.00)	.00	.00	.00	.00	.00	+++	.00
Department 999 - Airport Capital Projects Totals		\$140,500.00	(\$140,500.00)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	+++	\$0.00
REVENUE TOTALS		\$140,500.00	(\$140,500.00)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	+++	\$0.00
EXPENSE										
Department 999 - Airport Capital Projects										
Division 045 - Runway										
730974.0	Land Improvements General	213,350.00	(213,350.00)	.00	.00	.00	550.00	(550.00)	+++	.00
Division 045 - Runway Totals		\$213,350.00	(\$213,350.00)	\$0.00	\$0.00	\$0.00	\$550.00	(\$550.00)	+++	\$0.00
Department 999 - Airport Capital Projects Totals		\$213,350.00	(\$213,350.00)	\$0.00	\$0.00	\$0.00	\$550.00	(\$550.00)	+++	\$0.00
EXPENSE TOTALS		\$213,350.00	(\$213,350.00)	\$0.00	\$0.00	\$0.00	\$550.00	(\$550.00)	+++	\$0.00
Fund Z01 - WMAA (Airport) General Fund Totals										
REVENUE TOTALS		140,500.00	(140,500.00)	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS		213,350.00	(213,350.00)	.00	.00	.00	550.00	(550.00)	+++	.00
Fund Z01 - WMAA (Airport) General Fund Totals		(\$72,850.00)	\$72,850.00	\$0.00	\$0.00	\$0.00	(\$550.00)	\$550.00		\$0.00
Fund Z403 - WMAA (Airport) Capital Projects										
REVENUE										
Department 595 - Airport Projects										
Division 045 - Runway										
420502.24	Federal Grant FAA Capital	.00	138,000.00	138,000.00	.00	.00	.00	138,000.00	0	.00
430502.24	State Grant MDOT State Capital	.00	2,500.00	2,500.00	.00	.00	.00	2,500.00	0	.00
Division 045 - Runway Totals		\$0.00	\$140,500.00	\$140,500.00	\$0.00	\$0.00	\$0.00	\$140,500.00	0%	\$0.00
Department 595 - Airport Projects Totals		\$0.00	\$140,500.00	\$140,500.00	\$0.00	\$0.00	\$0.00	\$140,500.00	0%	\$0.00
REVENUE TOTALS		\$0.00	\$140,500.00	\$140,500.00	\$0.00	\$0.00	\$0.00	\$140,500.00	0%	\$0.00
EXPENSE										
Department 595 - Airport Projects										
Division 045 - Runway										
730974.0	Land Improvements General	.00	213,350.00	213,350.00	.00	.00	.00	213,350.00	0	.00
Division 045 - Runway Totals		\$0.00	\$213,350.00	\$213,350.00	\$0.00	\$0.00	\$0.00	\$213,350.00	0%	\$0.00
Department 595 - Airport Projects Totals		\$0.00	\$213,350.00	\$213,350.00	\$0.00	\$0.00	\$0.00	\$213,350.00	0%	\$0.00
EXPENSE TOTALS		\$0.00	\$213,350.00	\$213,350.00	\$0.00	\$0.00	\$0.00	\$213,350.00	0%	\$0.00
Fund Z403 - WMAA (Airport) Capital Projects Totals										
REVENUE TOTALS		.00	140,500.00	140,500.00	.00	.00	.00	140,500.00	0%	.00
EXPENSE TOTALS		.00	213,350.00	213,350.00	.00	.00	.00	213,350.00	0%	.00
Fund Z403 - WMAA (Airport) Capital Projects Totals		\$0.00	(\$72,850.00)	(\$72,850.00)	\$0.00	\$0.00	\$0.00	(\$72,850.00)		\$0.00



Budget Performance Report

Fiscal Year to Date 02/28/23
Exclude Rollup Account

Grand Totals									
REVENUE TOTALS	140,500.00	.00	140,500.00	.00	.00	.00	140,500.00	0%	.00
EXPENSE TOTALS	213,350.00	.00	213,350.00	.00	.00	550.00	212,800.00	0%	.00
Grand Totals	(\$72,850.00)	\$0.00	(\$72,850.00)	\$0.00	\$0.00	(\$550.00)	(\$72,300.00)		\$0.00



Trial Balance Listing

Through 02/28/23

Detail Balance Sheet Listing

Exclude Rollup Account

Account	Account Description	Balance Forward	YTD Debits	YTD Credits	Ending Balance	Prior Year YTD Balance
Fund	Z01 - WMAA (Airport) General Fund					
	<i>CURRENT ASSETS</i>					
110001.675	Cash Due from Cash/Inv Pool	1,278,221.67	1,267,223.80	497,838.02	2,047,607.45	1,273,895.00
113040.0	Accounts Receivable General	16,604.24	279,546.95	283,237.98	12,913.21	13,023.73
11304P	Accounts Receivable In/Out	.00	.00	.30	(.30)	.00
114026.2015	Taxes Receivable 2015	.15	.00	.09	.06	.37
114026.2016	Taxes Receivable 2016	.88	.00	.18	.70	15.02
114026.2017	Taxes Receivable 2017	35.33	.00	.00	35.33	30.25
114026.2018	Taxes Receivable 2018	28.43	.00	.24	28.19	21.08
114026.2019	Taxes Receivable 2019	36.03	.00	.00	36.03	33.64
114026.2020	Taxes Receivable 2020	42.38	.00	3.33	39.05	54.09
114026.2021	Taxes Receivable 2021	50.01	.00	38.00	12.01	.00
114031	Allowance for Uncollectible Taxes	(190.64)	.00	.00	(190.64)	(116.40)
118123	Prepaid Items	1,036.33	250.00	1,036.33	250.00	.00
119073.2	Due from Local Govt Units Due from Park Township	6.48	118,699.58	79,942.20	38,763.86	39,279.31
119073.3	Due from Local Govt Units Due from Zeeland City	15.34	59,514.25	59,529.59	.00	.00
119078.0	Due from State of Michigan General	162.51	.00	162.51	.00	.00
119078.1	Due from State of Michigan Due from State-Aeronautics	36,619.68	.00	31,431.89	5,187.79	16,208.58
11D062	Lease Receivable	2,612,568.00	.00	.00	2,612,568.00	.00
	<i>CURRENT ASSETS Totals</i>	\$3,945,236.82	\$1,725,234.58	\$953,220.66	\$4,717,250.74	\$1,342,444.67
	<i>CURRENT LIABILITIES</i>					
210202.0	Accounts Payable General	(15,635.79)	379,100.98	393,316.02	(29,850.83)	(4,464.02)
211202	Contracts Payable	(18,070.47)	18,070.47	.00	.00	.00
212257.0	Accrued Wages Payable General	(3,745.05)	3,745.05	.00	.00	.00
212262.1	Accrued Fringes Payable FICA-Social Security/Medicare	(240.58)	240.58	.00	.00	.00
212262.4	Accrued Fringes Payable Pension	(251.60)	251.60	.00	.00	.00
21B339.0	Unearned Revenue General	(21,339.49)	9,887.70	.00	(11,451.79)	(17,330.00)
	<i>CURRENT LIABILITIES Totals</i>	(\$59,282.98)	\$411,296.38	\$393,316.02	(\$41,302.62)	(\$21,794.02)
	<i>OTHER LIABILITIES</i>					
230365	Deferred Inflow of Resources-Lease	(2,647,004.00)	.00	.00	(2,647,004.00)	.00
	<i>OTHER LIABILITIES Totals</i>	(\$2,647,004.00)	\$0.00	\$0.00	(\$2,647,004.00)	\$0.00
	<i>FUND BALANCE</i>					
341390.ABC	Fund Balance - Assigned (By Action) Business Center Maintenance	(100,000.00)	.00	25,000.00	(125,000.00)	(100,000.00)
342390	Fund Balance-Unassigned	(1,074,468.80)	25,000.00	.00	(1,049,468.80)	(1,074,468.80)
	<i>FUND BALANCE Totals</i>	(\$1,174,468.80)	\$25,000.00	\$25,000.00	(\$1,174,468.80)	(\$1,174,468.80)
	P/Y Fund Equity Adjustment	(64,481.04)	.00	.00	(64,481.04)	.00
	Fund Revenues	.00	2,713.79	1,281,504.71	(1,278,790.92)	(554,583.06)
	Fund Expenses	.00	494,292.93	5,496.29	488,796.64	408,401.21



Trial Balance Listing

Through 02/28/23
Detail Balance Sheet Listing
Exclude Rollup Account

Account	Account Description	Balance Forward	YTD Debits	YTD Credits	Ending Balance	Prior Year YTD Balance
Fund	Z01 - WMAA (Airport) General Fund Totals	\$0.00	\$2,658,537.68	\$2,658,537.68	\$0.00	\$0.00
	Grand Totals	\$0.00	\$2,658,537.68	\$2,658,537.68	\$0.00	\$0.00



Trial Balance Listing

Through 02/28/23
Detail Balance Sheet Listing
Exclude Rollup Account

Account	Account Description	Balance Forward	YTD Debits	YTD Credits	Ending Balance	Prior Year YTD Balance
Fund	Z403 - WMAA (Airport) Capital Projects					
	<i>CURRENT ASSETS</i>					
110001.675	Cash Due from Cash/Inv Pool	.00	.00	.00	.00	.00
	<i>CURRENT ASSETS Totals</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<i>CURRENT LIABILITIES</i>					
210202.0	Accounts Payable General	.00	.00	.00	.00	.00
	<i>CURRENT LIABILITIES Totals</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	<i>FUND BALANCE</i>					
342390	Fund Balance-Unassigned	.00	.00	.00	.00	.00
	<i>FUND BALANCE Totals</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	P/Y Fund Equity Adjustment	.00	.00	.00	.00	.00
	Fund Revenues	.00	.00	.00	.00	.00
	Fund Expenses	.00	.00	.00	.00	.00
Fund	Z403 - WMAA (Airport) Capital Projects Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Grand Totals	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

City of Holland
Payment Batch Register
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON
Batch Date: 02/16/2023

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON					
Check	02/16/2023	79117 Accounts Payable	ARR AVIATION BIV		12,870.88
	Invoice	Date	Description		Amount
	2023-00002213	01/31/2023	AIRPORT - JANUARY 2023 SERVICES		12,318.38
	23-008282	02/16/2023	AIRPORT - FEBRUARY PHONE AND INTERNET		552.50
Check	02/16/2023	79118 Accounts Payable	BOILEAU & CO.		3,748.91
	Invoice	Date	Description		Amount
	25417	01/31/2023	AIRPORT - JANUARY 2023		3,748.91
Check	02/16/2023	79119 Accounts Payable	CUNNINGHAM DALMAN P.C.		8,085.00
	Invoice	Date	Description		Amount
	319161	02/16/2023	AIRPORT - LEGAL		7,420.00
	319160	02/16/2023	AIRPORT - LEGAL		210.00
	319162	02/16/2023	AIRPORT - LEGAL		455.00
Check	02/16/2023	79120 Accounts Payable	HOLLAND CITY TREASURER		1,177.65
	Invoice	Date	Description		Amount
	2023-32	02/16/2023	AIRPORT - SERVICES RELATED TO PARCEL K		1,177.65
Check	02/16/2023	79121 Accounts Payable	MICHIGAN ASSOCIATION OF AIRPORT EXECUTIVES		300.00
	Invoice	Date	Description		Amount
	01083	02/16/2023	AIRPORT - CONFERENCE REGISTRATION		300.00
Check	02/16/2023	79122 Accounts Payable	SMALL BUSINESS ASSOCIATION OF MICHIGAN		99.99
	Invoice	Date	Description		Amount
	2023-00002214	02/16/2023	AIRPORT - MARCH 2023 ID 234212 & CID 234212		99.99
EFT	02/16/2023	10192 Accounts Payable	MEAD & HUNT INC - ACH	075000019 / 547284589	17,594.00
	Invoice	Date	Description		Amount
	JANUARY 2023	01/31/2023	AIRPORT - INV 343837 & 343898		17,594.00
CITY AP - HUNT PAYABLES ACCT-HUNTINGTON Totals:			Transactions: 7		\$43,876.43
Checks:		6	\$26,282.43		

City of Holland
Payment Batch Register
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON
Batch Date: 02/16/2023

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
EFTs:		1			\$17,594.00

City of Holland
Payment Batch Register
 Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON
 Batch Date: 03/02/2023

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON					
Check	03/02/2023	79270 Accounts Payable	ELITE ACTIVE WEAR INC		220.03
	Invoice		Date	Description	Amount
	213534		01/31/2023	AIRPORT - CLOTHING	220.03
Check	03/02/2023	79271 Accounts Payable	INTEGRITY LANDSCAPE MANAGEMENT, LLC		2,625.00
	Invoice		Date	Description	Amount
	32115		02/22/2023	AIRPORT - RUNWAY ICE CONTROL	2,625.00
Check	03/02/2023	79272 Accounts Payable	SUPERIOR SPORT STORE		70.00
	Invoice		Date	Description	Amount
	2023-00002339		02/21/2023	AIRPORT- CRYSTAL AWARD WITH ENGRAVING	70.00
CITY AP - HUNT PAYABLES ACCT-HUNTINGTON Totals:			Transactions: 3		\$2,915.03
Checks:		3	\$2,915.03		

City of Holland
Payment Batch Register
 Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON
 Batch Date: 03/09/2023

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON					
Check	03/09/2023	79357 Accounts Payable	HOLLAND BOARD OF PUBLIC WORKS		3,253.70
	Invoice	Date	Description		Amount
	2023-00002374	02/28/2023	AIRPORT - UTILITIES DUE 3/8/23		3,253.70
CITY AP - HUNT PAYABLES ACCT-HUNTINGTON Totals:			Transactions: 1		<u>\$3,253.70</u>
Checks:	1	\$3,253.70			

City of Holland
Payment Batch Register
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON
Batch Date: 03/16/2023

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON					
Check	03/16/2023	79443 Accounts Payable	ARR AVIATION BIV		12,527.09
	Invoice	Date	Description		Amount
	2023-00002446	02/28/2023	AIRPORT - FEBRUARY SERVICES		11,974.59
	23-008413	03/01/2023	AIRPORT MARCH PHONE AND INTERNET		552.50
Check	03/16/2023	79444 Accounts Payable	BOILEAU & CO.		3,935.26
	Invoice	Date	Description		Amount
	25476	03/09/2023	AIRPORT - LINKEDIN ADS 1/23 & 2/23 AND FEB RETAINER		3,935.26
Check	03/16/2023	79445 Accounts Payable	CUNNINGHAM DALMAN P.C.		2,100.00
	Invoice	Date	Description		Amount
	320115	03/13/2023	AIRPORT LEGAL		2,100.00
Check	03/16/2023	79446 Accounts Payable	FENCE CONSULTANTS OF WEST MICHIGAN INC		300.00
	Invoice	Date	Description		Amount
	55771	02/28/2023	AIRPORT SERVICE CALL		300.00
Check	03/16/2023	79447 Accounts Payable	QUALITY AIR HEATING & COOLING INC		754.75
	Invoice	Date	Description		Amount
	91048722	03/13/2023	AIRPORT - 3/1/23-5/31/23 SERVICE BILLING		754.75
Check	03/16/2023	79448 Accounts Payable	SMALL BUSINESS ASSOCIATION OF MICHIGAN		99.99
	Invoice	Date	Description		Amount
	2023-00002447	03/16/2023	AIRPORT - SBAM 234212CID 234212 APRIL SERVICES		99.99
Check	03/16/2023	79449 Accounts Payable	VHM ENTERPRISES INC.		594.50
	Invoice	Date	Description		Amount
	17911	03/01/2023	AIRPORT - MARCH SERVICES		594.50
Check	03/16/2023	79450 Accounts Payable	WEST MICHIGAN UNIFORM		251.59
	Invoice	Date	Description		Amount
	369867	02/28/2023	AIRPORT - RUGS AND SUPPLIES		251.59
EFT	03/16/2023	10291 Accounts Payable	MEAD & HUNT INC - ACH	075000019 / 547284589	11,155.92

City of Holland
Payment Batch Register
 Bank Account: CITY AP - HUNT - PAYABLES ACCT-HUNTINGTON
 Batch Date: 03/16/2023

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
<hr/>					
	Invoice		Date	Description	Amount
					<hr/>
		345193	02/28/2023	AIRPORT FEBRUARY SERVICES	11,155.92
CITY AP - HUNT PAYABLES ACCT-HUNTINGTON Totals:					
Transactions: 9					<hr/>
					\$31,719.10
Checks:		8		\$20,563.18	
EFTs:		1		\$11,155.92	

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



March 16th, 2023

REPORT 12

To: West Michigan Airport Authority Board.
From: Amanda VanLaar, Sustainability and Operations Specialist.
Subject: **Update on Education Initiatives**

In alignment with the 2023 strategic plan, the Airport Authority has been actively pursuing initiatives to support the health of the industry and drive growth at West Michigan Regional Airport. Education has been identified as a key priority in this area, and staff has made considerable strides several through continued efforts in this regard:

- Establishment of a robust Education working group comprised of educators, local organizations, and aviation professionals aiming to develop creative approaches and solutions to elevate access and education around STEM careers and aviation using WMRA as a focal point. Included in this group is:
 - Ottawa Area Intermediate School District (OAISD)
 - Hamilton Schools
 - Western Michigan College of Aviation
 - Grand Valley State University (GVSU),
 - Hope College
 - Outdoor Discovery Center
 - Career Line Tech Center
 - I Am Academy
 - Mead and Hunt
 - MiSTEM Network
- Partnership with Hamilton Schools 6th grade PBL (project-based learning) program
 - Students worked to devise unique answers to the question "How can WMRAA better engage school-aged students?"
 - Final Project Presentations taking place Monday March 20th
- Hamilton Schools Summer Work Based Learning/OAISD Future Prep'd Partnership
 - WMRA will host a group of 6-8 middle school students for a week and 10-12 high school students for two weeks in June

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



- Teachers will lead students through the design thinking/project based learning process where they will explore the industry, talk with professionals, and answer a driving question provided by the Airport Authority which they will have the opportunity to present to the Airport Authority at the end of their project time
- Participation in the Michigan Science Olympiad on Saturday March 18th, alongside FlightPath and 4One Air
- Collaboration with Hope College ExploreHope NASA Summer Camp
 - 30 elementary school students plan to visit in July to learn about West Michigan Regional Airport and careers in aviation

The progress we have made in addition to the positive response and support we have received is a testament to the need and excitement for investing in aviation-based education opportunities. We are excited to see where these partnerships will lead and how we can continue to be a leader in the industry while enhancing our member communities and supporting the long-term growth of the airport.

The West Michigan Airport Authority will provide the public with state-of-the-art global air access to strengthen the local economy and improve the area's quality of life.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



March 20th, 2023

REPORT 13

To: West Michigan Airport Authority Board.
From: Aaron Thelenwood, Director
Subject: **Discussion: Future N/S Crosswind Runway**

The Airport Layout Plan has included a future North-South crosswind runway for numerous decades. There are questions from both airport users as well as private property owners who are impacted by the potential construction of the runway as to when or whether this project will be completed. Airport staff have worked closely with MDOT, FAA and the Airport's Engineering team to review the merits of this project while also exploring the feasibility of its completion overall. Below, this report outlines the parameters in which the crosswind runway has been justified as well as the requirements that would need to be considered if construction were to be pursued.

Design Considerations

As outlined in the 2013 Master Plan, there are numerous design considerations that would need to be addressed to realize the construction of this runway.

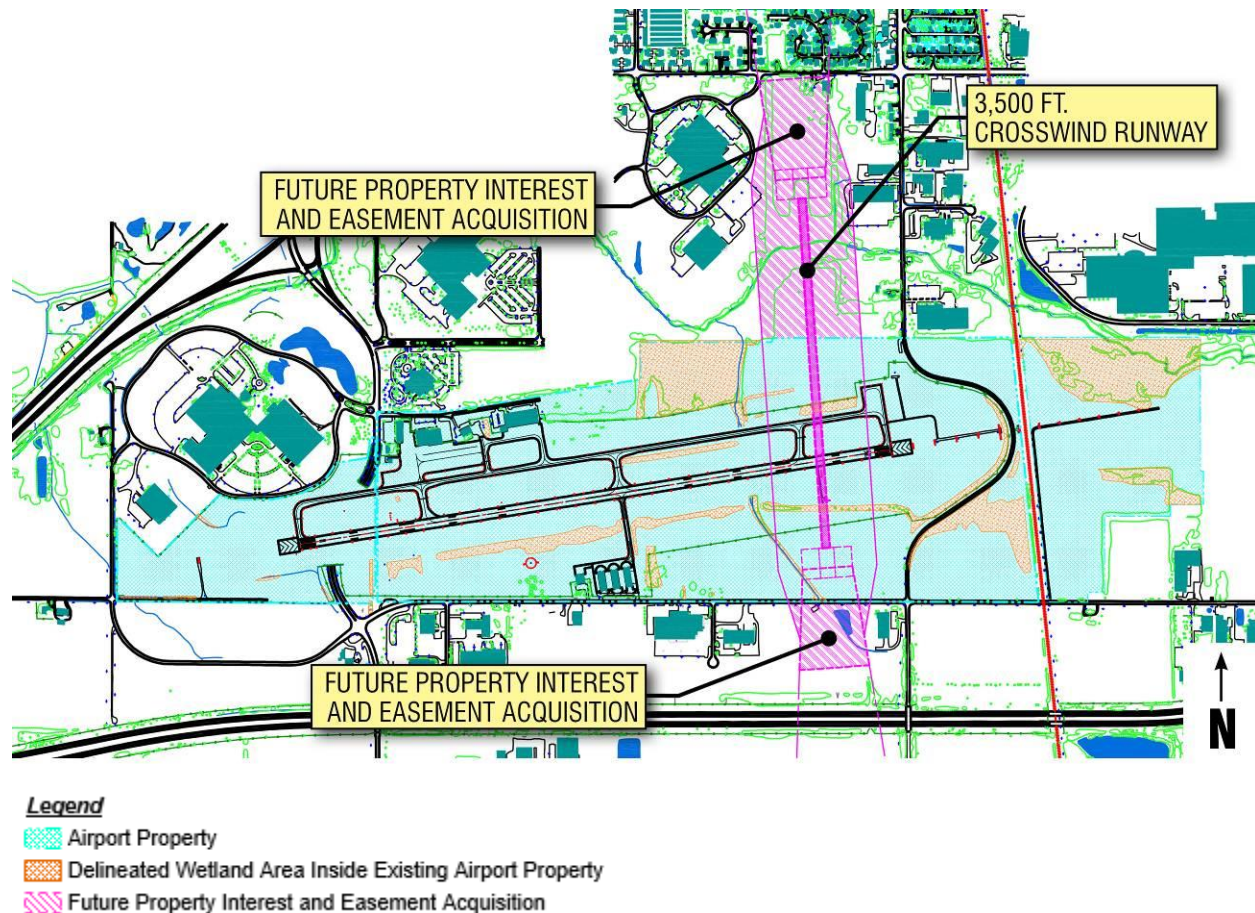
- As shown in **Figure 1**, the planned runway would be 3,500 feet long, however, this assumed that the RPZ for Runway 36 could extend across 64th Street. We understand that a RPZ analysis would likely be required to support this situation.
- Approximately 80 acres of property that would need to be acquired to support construction of the runway and provide for appropriate clearances for the building restriction line and the RPZ areas.
- A permit would need to be obtained from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) for mitigation of impacts to the North Branch of the Macatawa River as well as environmental impacts to wetland areas.
- Relocation or removal of trees, power poles, and other objects of significant height would be required to maintain a clear approach to the runway.

Figure 1 – Location of the Proposed Runway 18/36

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



Source: 2013 West Michigan Regional Airport Master Plan

Justification for the Runway

A number of based aircraft tenants are small general aviation aircraft which would benefit from the construction of a crosswind runway to support their operations when winds are out of the south or the north. However, FAA criteria for justification is based more on wind coverage and critical aircraft determination. To address the issue of justification, we have revisited the data from our last ALP update (March 2013), to investigate if things have changed. We have reviewed the critical aircraft and wind data which we know are critical to the justification of the need for a crosswind runway.

Critical Aircraft

The 2013 Master Plan Report indicated that the critical aircraft for BIV was a D-II aircraft. According to the most recent 12-month summary of the FAA Traffic Flow Management System Counts (TFMSC), a C-II designation may be more appropriate for the airport with more than 1,200 operations of the 3,139 recorded in 2022, as shown in the attached

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



TFMSC summary, **Attachment A**. This is based upon a combination the TFMSC counts of either D-I/D-II, C-I/C-II aircraft. Less than 230 of those operations were D category aircraft. There is also extensive use by B-II aircraft that combine to support the "II" designation.

Based upon the information in FAA Advisory Circular 150/5300-13B – *Airport Design*, it would appear that a designation of D-II/C-II equates to the same amount of wind coverage component at 16 knots, as shown in **Table 1** below. Additionally, there are more than 500 operations by our A-I and B-I tenants which would support the 10.5 knot component for the small aircraft.

Table 1 – FAA Allowable Crosswind Components by Runway Design Code

RDC	Allowable Crosswind Component
A-I and B-I *	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

* Includes A-I and B-I small aircraft.

Source: FAA Advisory Circular 150/5300-13B *Airport Design*

Wind Data

Based upon the FAA allowable crosswind wind components by Runway Design Code, we assume that the allowable component of 16-knots would be applicable with the critical aircraft being either the D-II as identified in the ALP, or the C-II demonstrated by 2022 TFMSC counts.

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423

P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



Figure 2 – 2013 ALP Wind Data Table

WIND COVERAGE TABLE - ALL WEATHER

RUNWAY	CROSSWIND COMPONENT - KNOTS			
	10.5	13.0	16.0	20.0
8-26	90.56	95.16	98.71	99.72
18-36	85.30	91.55	97.20	
8-26 AND 18-36	97.56	99.39	99.87	

SOURCE:
NATIONAL CLIMATIC DATA CENTER;
FAA AIRPORT DESIGN VERSION 4.2
MDOT BUREAU OF AERONAUTICS

NUMBER OF OBSERVATIONS:
72,539

PERIOD OF RECORD:
1999 - 2008

STATION:
HOLLAND, MI
STATION NUMBER: 72539

Source: Screenshot from 2013 West Michigan Regional Airport, Airport Layout Plan Data Sheet

Figure 3 – 2023 Wind Data Calculation

All Weather				
Runway	8	26	18	36
10.5 kt	92.10%		83.10%	
13 kt	96.32%		89.78%	
16 kt	99.25%		96.17%	
20 kt	99.90%		99.87%	
10.5 kt	97.74%			
13 kt	99.46%			
16 kt	99.92%			
20 kt	99.99%			
OBSERVATIONS:			126,753	

Source: National Climatic Data Center; FAA Standard Wind Analysis Tool

Eligibility and Feasibility of Funding

West Michigan Airport Authority

60 Geurink Boulevard, Holland, MI 49423
P (616) 510-2332

Comprising City of Zeeland, Park Township and City of Holland



If the runway were deemed to be justified, WMAA then has questions regarding the likelihood of the FAA and AERO funding the construction. BIV has a very robust existing capital improvement plan (CIP) that focuses heavily on maintaining the existing infrastructure of the airport. Adding in the costs to construct Runway 18/36 would certainly increase that CIP considerably. The rough order of magnitude cost estimates developed to date are shown in **Table 2**. The total, either the low or high, go well beyond our annual Non-Primary Entitlement dollars, consequently, additional funds would be required.

Table 2 – Rough Order of Magnitude Costs for Runway 18/36 Construction

Project	Rough Order of Magnitude Costs	
	Low	High
Feasibility/Funding Justification Study/RSA & RPZ Analysis	\$100,000	\$150,000
Environmental Assessment and Prelim. Engineering	\$600,000	\$800,000
Land Acquisition (60-80 acres) \$30K - \$60K/acre plus consultant costs	\$2,000,000	\$5,000,000
Wetland Mitigation (30-40 acres) \$50K - \$70K/acre	\$1,500,000	\$2,800,000
Approach Clearing (30-40 acres) @\$15K/acre	\$450,000	\$600,000
Runway Design	\$470,000	\$650,000
Runway Construction Administration	\$6,700,000	\$9,400,000
Runway Construction	\$670,000	\$940,000
Runway 26 Glideslope Relocation	\$200,000	\$400,000
ALP Update and ADIP/Aerial Photos for FAA	\$200,000	\$300,000
Total	\$ 12,890,000	\$21,040,000

In addition to compiling this report with the assistance of Mead & Hunt, staff have engaged leadership at MDOT Aeronautics and FAA for feedback on the project and to weigh in on potential justification for a crosswind runway in the near term meaning whether it would be fundable.

Recommendation:

No action requested at this time.

Attachment A

2022 FAA Traffic Flow Management System Counts

TFMSC Report (Airport)

From 01/2022 To 12/2023 | Airport=BIV | Service Type=Jet

#		Date	Airport	Flight Type	User Class	Aircraft Type	Business Jet	Business Aviation	Regional Jet	Physical Class	Weight Class	Taxiway Design Group	Airplane Design Group	Airplane Approach Category	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats	Arrival Seats	Average Arrival Seats
1	2	Jan-22	BIV - Holland	US to Foreign	Air Carrier	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	1	0	1	6	6	0	0
2	3	Jan-22	BIV - Holland	Domestic	Air Carrier	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	0	1	1	0	0	6	6
3	4	Jan-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
4	5	Jan-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	1	2	5	5	5	5
5	6	Jan-22	BIV - Holland	Domestic	Air Carrier	LJ35 - Bombardier Learjet 35/36	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	D	1	1	2	0	0	0	0
6	7	Jan-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
7	8	Jan-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	1	1	2	7	7	7	7
8	9	Jan-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	3	3	6	24	8	24	8
9	10	Jan-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	5	5	5	5
10	11	Jan-22	BIV - Holland	Domestic	General Aviation	C501 - Cessna I/SP	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
11	12	Jan-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	7	3	10	35	5	15	5
12	13	Jan-22	BIV - Holland	Domestic	General Aviation	C550 - Cessna Citation II/Bravo	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	20	10	20	10
13	14	Jan-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	6	6	12	60	10	60	10
14	15	Jan-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	10	9	19	150	15	135	15
15	16	Jan-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	5	5	10	40	8	40	8
16	17	Jan-22	BIV - Holland	Domestic	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	4	4	8	48	12	48	12
17	18	Jan-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	10	10	20	120	12	120	12
18	19	Jan-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	6	4	10	90	15	60	15
19	20	Jan-22	BIV - Holland	Domestic	General Aviation	FA10 - Dassault Falcon/Mystère 10	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	B	1	1	2	4	4	4	4
20	21	Jan-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	2	3	5	20	10	30	10
21	22	Jan-22	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
22	23	Jan-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	7	7	14	70	10	70	10
23	24	Jan-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	4	8	32	8	32	8
24	25	Jan-22	BIV - Holland	Domestic	General Aviation	PRM1 - Raytheon Premier 1/390 Premier 1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	4	3	7	24	6	18	6
25	26	Jan-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	0	1	9	9	0	0
26	27	Jan-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
27	28	Jan-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
28	29	Jan-22	BIV - Holland	Domestic	Air Taxi	E545 - Embraer EMB-545 Legacy 450	Yes	Yes	Yes	Jet	Medium Commuter Eqpt		II	B	1	1	2	8	8	8	8
29	30	Jan-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	3	3	6	24	8	24	8
30	31	Feb-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	3	3	6	20	6	20	6
31	32	Feb-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	8	9	17	112	14	126	14
32	33	Feb-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	2	3	12	12	24	12
33	34	Feb-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
34	35	Feb-22	BIV - Holland	Domestic	Air Carrier	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
35	36	Feb-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	2	4	14	7	14	7
36	37	Feb-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	1	1	2	8	8	8	8
37	38	Feb-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	2	3	5	5	10	5
38	39	Feb-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	9	9	18	45	5	45	5
39	40	Feb-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	6	6	12	60	10	60	10
40	41	Feb-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	9	9	18	135	15	135	15
41	42	Feb-22	BIV - Holland	Domestic	General Aviation	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
42	43	Feb-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	16	8	16	8
43	44	Feb-22	BIV - Holland	Domestic	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	1	1	2	12	12	12	12
44	45	Feb-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
45	46	Feb-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	6	6	12	72	12	72	12
46	47	Feb-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	4	4	8	60	15	60	15
47	48	Feb-22	BIV - Holland	Domestic	General Aviation	FA10 - Dassault Falcon/Mystère 10	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	B	1	0	1	4	4	0	0
48	49	Feb-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	4	3	7	40	10	30	10
49	50	Feb-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	9	10	19	90	10	100	10
50	51	Feb-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	8	7	15	64	8	56	8
51	52	Feb-22	BIV - Holland	Domestic	General Aviation	SBR1 - North American Rockwell Sabre 40/60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	5	5	5	5
52	53	Feb-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	4	4	8	32	8	32	8
53	54	Mar-22	BIV - Holland	US to Foreign	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	0	1	8	8	0	0
54	55	Mar-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	2	2	4	10	5	10	5
55	56	Mar-22	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
56	57	Mar-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	1	1	2	0	0	0	0
57	58	Mar-22	BIV - Holland	Domestic	Air Carrier	GALX - IAI 1126 Galaxy/Gulfstream G200	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
58	59	Mar-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	12	12	24	168	14	168	14
59	60	Mar-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	24	12	24	12
60	61	Mar-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	1	2	5	5	5	5
61	62	Mar-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
62		Mar-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	2	2	4	20	10	20	10

63	Mar-22	BIV - Holland	Domestic	Air Carrier	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
64	Mar-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	5	5	10	35	7	35	7
65	Mar-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	2	4	16	8	16	8
66	Mar-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	4	7	15	5	20	5
67	Mar-22	BIV - Holland	Domestic	General Aviation	C25A - Cessna Citation CJ2	Yes	Yes	No	Jet	Small Eqpt	1A	I	B	2	2	4	16	8	16	8
68	Mar-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	8	9	17	40	5	45	5
69	Mar-22	BIV - Holland	Domestic	General Aviation	C550 - Cessna Citation II/Bravo	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	3	3	6	30	10	30	10
70	Mar-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	2	1	3	20	10	10	10
71	Mar-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	14	14	28	210	15	210	15
72	Mar-22	BIV - Holland	Domestic	General Aviation	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	2	2	4	24	12	24	12
73	Mar-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	5	6	11	40	8	48	8
74	Mar-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	13	13	26	156	12	156	12
75	Mar-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	4	4	8	60	15	60	15
76	Mar-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	5	5	10	50	10	50	10
77	Mar-22	BIV - Holland	Domestic	General Aviation	G280 - Gulfstream G280	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	4	4	4	4
78	Mar-22	BIV - Holland	Domestic	General Aviation	GA6C - G-7 Gulfstream G600	No	No	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	1	1	2	19	19	19	19
79	Mar-22	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	1	3	24	12	12	12
80	Mar-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	8	6	14	80	10	60	10
81	Mar-22	BIV - Holland	Domestic	General Aviation	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
82	Mar-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	6	6	12	48	8	48	8
83	Mar-22	BIV - Holland	Domestic	General Aviation	PRM1 - Raytheon Premier 1/390 Premier 1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
84	Mar-22	BIV - Holland	Domestic	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	0	1	1	0	0	8	8
85	Mar-22	BIV - Holland	Domestic	Other	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	0	1	1	0	0	12	12
86	Mar-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	15	15	15	15
87	Mar-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	9	9	9	9
88	Mar-22	BIV - Holland	Domestic	Air Taxi	C700 - Cessna Citation Longitude	Yes	No	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	1	1	2	14	14	14	14
89	Mar-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	2	2	4	16	8	16	8
90	Apr-22	BIV - Holland	US to Foreign	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	2	0	2	28	14	0	0
91	Apr-22	BIV - Holland	US to Foreign	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	3	0	3	24	8	0	0
92	Apr-22	BIV - Holland	US to Foreign	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	0	1	15	15	0	0
93	Apr-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	5	5	5	5
94	Apr-22	BIV - Holland	Domestic	Air Carrier	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
95	Apr-22	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
96	Apr-22	BIV - Holland	Domestic	Air Carrier	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	9	9	9	9
97	Apr-22	BIV - Holland	Domestic	Air Carrier	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	1	2	15	15	15	15
98	Apr-22	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
99	Apr-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	8	11	19	112	14	154	14
100	Apr-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
101	Apr-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	1	2	5	5	5	5
102	Apr-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	2	2	4	20	10	20	10
103	Apr-22	BIV - Holland	Domestic	Air Carrier	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
104	Apr-22	BIV - Holland	Domestic	Air Carrier	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
105	Apr-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	3	3	6	21	7	21	7
106	Apr-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	3	3	6	24	8	24	8
107	Apr-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	5	5	5	5
108	Apr-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	7	7	14	35	5	35	5
109	Apr-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	9	10	19	90	10	100	10
110	Apr-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	14	14	28	210	15	210	15
111	Apr-22	BIV - Holland	Domestic	General Aviation	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	9	9	9	9
112	Apr-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	3	6	9	24	8	48	8
113	Apr-22	BIV - Holland	Domestic	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	0	1	1	0	0	15	15
114	Apr-22	BIV - Holland	Domestic	General Aviation	E50P - Embraer Phenom 100	Yes	Yes	No	Jet	Small Eqpt	0	I	B	1	1	2	6	6	6	6
115	Apr-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	8	8	16	96	12	96	12
116	Apr-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	6	5	11	90	15	75	15
117	Apr-22	BIV - Holland	Domestic	General Aviation	FA10 - Dassault Falcon/Mystère 10	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	B	1	1	2	4	4	4	4
118	Apr-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	3	3	6	30	10	30	10
119	Apr-22	BIV - Holland	Domestic	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	1	1	2	19	19	19	19
120	Apr-22	BIV - Holland	Domestic	General Aviation	GLF5 - Gulfstream V/G500	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	III	D	1	1	2	15	15	15	15
121	Apr-22	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
122	Apr-22	BIV - Holland	Domestic	General Aviation	LJ31 - Bombardier Learjet 31/A/B	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
123	Apr-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	13	14	27	130	10	140	10
124	Apr-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	7	7	14	56	8	56	8
125	Apr-22	BIV - Holland	Domestic	General Aviation	PRM1 - Raytheon Premier 1/390 Premier 1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
126	Apr-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	15	15	15	15
127	Apr-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
128	Apr-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	5	5	10	40	8	40	8
129	Apr-22	BIV - Holland	Domestic	Air Taxi	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	1	2	15	15	15	15
130	Apr-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
131	May-22	BIV - Holland	US to Foreign	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	1	0	1	14	14	0	0
132	May-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	2	2	4	10	5	10	5

133	May-22	BIV - Holland	Domestic	Air Carrier	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	1	2	5	5	5	5
134	May-22	BIV - Holland	Domestic	Air Carrier	G150 - Gulfstream G150	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	4	4	4	4
135	May-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	14	15	29	196	14	210	14
136	May-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
137	May-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	1	2	5	5	5	5
138	May-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
139	May-22	BIV - Holland	Domestic	Air Carrier	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
140	May-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	4	8	28	7	28	7
141	May-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	4	8	32	8	32	8
142	May-22	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	5	5	10	25	5	25	5
143	May-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	12	12	24	60	5	60	5
144	May-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	4	3	7	40	10	30	10
145	May-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
146	May-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	14	15	29	210	15	225	15
147	May-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	5	4	9	40	8	32	8
148	May-22	BIV - Holland	Domestic	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	1	2	15	15	15	15
149	May-22	BIV - Holland	Domestic	General Aviation	E50P - Embraer Phenom 100	Yes	Yes	No	Jet	Small Eqpt	0	I	B	1	3	4	6	6	18	6
150	May-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
151	May-22	BIV - Holland	Domestic	General Aviation	EA50 - Eclipse 500	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	A	2	2	4	12	6	12	6
152	May-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	5	5	10	60	12	60	12
153	May-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	8	10	18	120	15	150	15
154	May-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	2	2	4	20	10	20	10
155	May-22	BIV - Holland	Domestic	General Aviation	LJ31 - Bombardier Learjet 31/A/B	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
156	May-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	12	11	23	120	10	110	10
157	May-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	1	2	3	8	8	16	8
158	May-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	6	6	12	54	9	54	9
159	May-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	16	8	16	8
160	May-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	6	6	12	48	8	48	8
161	May-22	BIV - Holland	Domestic	Air Taxi	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	1	2	15	15	15	15
162	May-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
163	Jun-22	BIV - Holland	US to Foreign	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	1	0	1	8	8	0	0
164	Jun-22	BIV - Holland	US to Foreign	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	1	0	1	10	10	0	0
165	Jun-22	BIV - Holland	US to Foreign	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	0	2	16	8	0	0
166	Jun-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	2	2	4	10	5	10	5
167	Jun-22	BIV - Holland	Domestic	Air Carrier	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	1	2	5	5	5	5
168	Jun-22	BIV - Holland	Domestic	Air Carrier	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	3	3	6	24	8	24	8
169	Jun-22	BIV - Holland	Domestic	Air Carrier	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	15	15	15	15
170	Jun-22	BIV - Holland	Domestic	Air Carrier	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
171	Jun-22	BIV - Holland	Domestic	Air Carrier	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
172	Jun-22	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	3	3	6	24	8	24	8
173	Jun-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	2	2	4	0	0	0	0
174	Jun-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	7	6	13	98	14	84	14
175	Jun-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
176	Jun-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	3	3	6	15	5	15	5
177	Jun-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
178	Jun-22	BIV - Holland	Domestic	Air Carrier	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
179	Jun-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	2	4	14	7	14	7
180	Jun-22	BIV - Holland	Domestic	Air Carrier	PC24 - Pilatus PC-24	No	No	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	1	1	2	8	8	8	8
181	Jun-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	5	5	10	25	5	25	5
182	Jun-22	BIV - Holland	Domestic	General Aviation	C25A - Cessna Citation CJ2	Yes	Yes	No	Jet	Small Eqpt	1A	I	B	1	1	2	8	8	8	8
183	Jun-22	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	2	2	4	10	5	10	5
184	Jun-22	BIV - Holland	Domestic	General Aviation	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	2	2	4	12	6	12	6
185	Jun-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	9	8	17	45	5	40	5
186	Jun-22	BIV - Holland	Domestic	General Aviation	C550 - Cessna Citation II/Bravo	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	10	10	10	10
187	Jun-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	4	5	9	40	10	50	10
188	Jun-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
189	Jun-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	13	13	26	195	15	195	15
190	Jun-22	BIV - Holland	Domestic	General Aviation	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	9	8	17	108	12	96	12
191	Jun-22	BIV - Holland	Domestic	General Aviation	C750 - Cessna Citation X	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	28	14	28	14
192	Jun-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	8	10	18	64	8	80	8
193	Jun-22	BIV - Holland	Domestic	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	3	3	6	45	15	45	15
194	Jun-22	BIV - Holland	Domestic	General Aviation	E50P - Embraer Phenom 100	Yes	Yes	No	Jet	Small Eqpt	0	I	B	0	1	1	0	0	6	6
195	Jun-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	4	5	9	48	12	60	12
196	Jun-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	3	1	4	45	15	15	15
197	Jun-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	4	6	10	40	10	60	10
198	Jun-22	BIV - Holland	Domestic	General Aviation	FA50 - Dassault Falcon/Mystère 50	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	2	2	4	24	12	24	12
199	Jun-22	BIV - Holland	Domestic	General Aviation	GA6C - G-7 Gulfstream G600	No	No	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	2	2	4	38	19	38	19
200	Jun-22	BIV - Holland	Domestic	General Aviation	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	1	1	2	14	14	14	14
201	Jun-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	6	6	12	60	10	60	10
202	Jun-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	11	11	22	88	8	88	8

203	Jun-22	BIV - Holland	Domestic	General Aviation	PRM1 - Raytheon Premier 1/390 Premier 1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
204	Jun-22	BIV - Holland	Domestic	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	0	2	2	0	0	16	8
205	Jun-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	30	15	30	15
206	Jun-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	3	3	6	27	9	27	9
207	Jun-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
208	Jun-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	3	3	6	24	8	24	8
209	Jun-22	BIV - Holland	Domestic	Air Taxi	E545 - Embraer EMB-545 Legacy 450	Yes	Yes	Yes	Jet	Medium Commuter Eqpt		II	B	2	2	4	16	8	16	8
210	Jun-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	2	2	4	16	8	16	8
211	Jun-22	BIV - Holland	Domestic	Air Taxi	GLEX - Bombardier BD-700 Global Express	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	III	C	1	1	2	11	11	11	11
212	Jun-22	BIV - Holland	Domestic	Air Taxi	GLF5 - Gulfstream V/G500	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	III	D	1	1	2	15	15	15	15
213	Jun-22	BIV - Holland	Domestic	Air Taxi	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	1	1	2	8	8	8	8
214	Jul-22	BIV - Holland	US to Foreign	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	0	1	5	5	0	0
215	Jul-22	BIV - Holland	US to Foreign	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	1	0	1	12	12	0	0
216	Jul-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	5	5	5	5
217	Jul-22	BIV - Holland	Domestic	Air Carrier	C25A - Cessna Citation CJ2	Yes	Yes	No	Jet	Small Eqpt	1A	I	B	2	2	4	16	8	16	8
218	Jul-22	BIV - Holland	Domestic	Air Carrier	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	1	2	5	5	5	5
219	Jul-22	BIV - Holland	Domestic	Air Carrier	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	16	8	16	8
220	Jul-22	BIV - Holland	Domestic	Air Carrier	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	3	3	6	45	15	45	15
221	Jul-22	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	2	2	4	24	12	24	12
222	Jul-22	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
223	Jul-22	BIV - Holland	Domestic	Air Carrier	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	8	8	8	8
224	Jul-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	9	10	19	126	14	140	14
225	Jul-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	1	3	24	12	12	12
226	Jul-22	BIV - Holland	Domestic	Air Carrier	LJ35 - Bombardier Learjet 35/36	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	D	1	1	2	0	0	0	0
227	Jul-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
228	Jul-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	2	2	4	10	5	10	5
229	Jul-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	4	8	28	7	28	7
230	Jul-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	2	3	5	5	10	5
231	Jul-22	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	2	3	5	5	10	5
232	Jul-22	BIV - Holland	Domestic	General Aviation	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	1	0	1	6	6	0	0
233	Jul-22	BIV - Holland	Domestic	General Aviation	C501 - Cessna I/SP	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
234	Jul-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	8	8	16	40	5	40	5
235	Jul-22	BIV - Holland	Domestic	General Aviation	C550 - Cessna Citation II/Bravo	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	10	10	10	10
236	Jul-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	6	6	12	60	10	60	10
237	Jul-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
238	Jul-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	11	10	21	165	15	150	15
239	Jul-22	BIV - Holland	Domestic	General Aviation	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	4	4	8	48	12	48	12
240	Jul-22	BIV - Holland	Domestic	General Aviation	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	9	9	9	9
241	Jul-22	BIV - Holland	Domestic	General Aviation	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
242	Jul-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	9	9	18	72	8	72	8
243	Jul-22	BIV - Holland	Domestic	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	4	3	7	60	15	45	15
244	Jul-22	BIV - Holland	Domestic	General Aviation	E50P - Embraer Phenom 100	Yes	Yes	No	Jet	Small Eqpt	0	I	B	0	1	1	0	0	6	6
245	Jul-22	BIV - Holland	Domestic	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	4	5	9	48	12	60	12
246	Jul-22	BIV - Holland	Domestic	General Aviation	EA50 - Eclipse 500	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	A	1	1	2	6	6	6	6
247	Jul-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	9	11	20	108	12	132	12
248	Jul-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	3	3	6	45	15	45	15
249	Jul-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	6	5	11	60	10	50	10
250	Jul-22	BIV - Holland	Domestic	General Aviation	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	2	2	4	28	14	28	14
251	Jul-22	BIV - Holland	Domestic	General Aviation	GLF5 - Gulfstream V/G500	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	III	D	2	2	4	30	15	30	15
252	Jul-22	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
253	Jul-22	BIV - Holland	Domestic	General Aviation	LJ31 - Bombardier Learjet 31/A/B	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
254	Jul-22	BIV - Holland	Domestic	General Aviation	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
255	Jul-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	8	9	17	80	10	90	10
256	Jul-22	BIV - Holland	Domestic	General Aviation	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
257	Jul-22	BIV - Holland	Domestic	General Aviation	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
258	Jul-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	12	12	24	96	8	96	8
259	Jul-22	BIV - Holland	Domestic	General Aviation	SF50 - Cirrus Vision SF50	Yes	Yes	Unknown	Jet	Small Eqpt	No Data	No Data	No Data	1	1	2	7	7	7	7
260	Jul-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	15	15	15	15
261	Jul-22	BIV - Holland	Domestic	Air Taxi	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
262	Jul-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	4	4	8	36	9	36	9
263	Jul-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	16	8	16	8
264	Jul-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	6	6	12	48	8	48	8
265	Jul-22	BIV - Holland	Domestic	Air Taxi	E545 - Embraer EMB-545 Legacy 450	Yes	Yes	Yes	Jet	Medium Commuter Eqpt		II	B	2	2	4	16	8	16	8
266	Jul-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	9	9	18	72	8	72	8
267	Aug-22	BIV - Holland	US to Foreign	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	1	0	1	5	5	0	0
268	Aug-22	BIV - Holland	US to Foreign	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	0	1	15	15	0	0
269	Aug-22	BIV - Holland	US to Foreign	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	0	1	9	9	0	0
270	Aug-22	BIV - Holland	Domestic	Air Carrier	B734 - Boeing 737-400	No	No	No	Jet	Large Jet Eqpt	3	III	C	1	1	2	145	145	145	145
271	Aug-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	3	6	15	5	15	5
272	Aug-22	BIV - Holland	Domestic	Air Carrier	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	2	2	4	10	5	10	5

273	Aug-22	BIV - Holland	Domestic	Air Carrier	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
274	Aug-22	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	2	3	5	24	12	36	12
275	Aug-22	BIV - Holland	Domestic	Air Carrier	C750 - Cessna Citation X	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	28	14	28	14
276	Aug-22	BIV - Holland	Domestic	Air Carrier	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
277	Aug-22	BIV - Holland	Domestic	Air Carrier	CRJ2 - Bombardier CRJ-200	No	No	Yes	Jet	Large Commuter Eqpt	1B	II	C	1	1	2	50	50	50	50
278	Aug-22	BIV - Holland	Domestic	Air Carrier	DC91 - Boeing (Douglas) DC 9-10	No	No	No	Jet	Large Jet Eqpt		III	C	1	1	2	0	0	0	0
279	Aug-22	BIV - Holland	Domestic	Air Carrier	DC93 - Boeing (Douglas) DC 9-30	No	No	No	Jet	Large Jet Eqpt	0	III	C	1	1	2	130	130	130	130
280	Aug-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	6	6	12	0	0	0	0
281	Aug-22	BIV - Holland	Domestic	Air Carrier	G150 - Gulfstream G150	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	8	4	8	4
282	Aug-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	14	14	28	196	14	196	14
283	Aug-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	3	3	6	36	12	36	12
284	Aug-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
285	Aug-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	2	4	14	7	14	7
286	Aug-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	5	6	11	40	8	48	8
287	Aug-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	2	5	15	5	10	5
288	Aug-22	BIV - Holland	Domestic	General Aviation	C25A - Cessna Citation CJ2	Yes	Yes	No	Jet	Small Eqpt	1A	I	B	0	1	1	0	0	8	8
289	Aug-22	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	0	1	1	0	0	5	5
290	Aug-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	14	14	28	70	5	70	5
291	Aug-22	BIV - Holland	Domestic	General Aviation	C550 - Cessna Citation II/Bravo	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	10	10	10	10
292	Aug-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	4	3	7	40	10	30	10
293	Aug-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	16	8	16	8
294	Aug-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	8	8	16	120	15	120	15
295	Aug-22	BIV - Holland	Domestic	General Aviation	C650 - Cessna III/VI/VII	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	6	6	6	6
296	Aug-22	BIV - Holland	Domestic	General Aviation	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
297	Aug-22	BIV - Holland	Domestic	General Aviation	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
298	Aug-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	9	7	16	72	8	56	8
299	Aug-22	BIV - Holland	Domestic	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	1	2	3	15	15	30	15
300	Aug-22	BIV - Holland	Domestic	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	2	2	4	24	12	24	12
301	Aug-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
302	Aug-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	5	4	9	60	12	48	12
303	Aug-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	2	1	3	30	15	15	15
304	Aug-22	BIV - Holland	Domestic	General Aviation	FA10 - Dassault Falcon/Mystère 10	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	B	0	2	2	0	0	8	4
305	Aug-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	4	3	7	40	10	30	10
306	Aug-22	BIV - Holland	Domestic	General Aviation	G280 - Gulfstream G280	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	8	4	8	4
307	Aug-22	BIV - Holland	Domestic	General Aviation	GA6C - G-7 Gulfstream G600	No	No	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	1	1	2	19	19	19	19
308	Aug-22	BIV - Holland	Domestic	General Aviation	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	2	2	4	28	14	28	14
309	Aug-22	BIV - Holland	Domestic	General Aviation	GLF5 - Gulfstream V/G500	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	III	D	11	11	22	165	15	165	15
310	Aug-22	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	7	6	13	84	12	72	12
311	Aug-22	BIV - Holland	Domestic	General Aviation	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	3	3	6	30	10	30	10
312	Aug-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	3	6	9	30	10	60	10
313	Aug-22	BIV - Holland	Domestic	General Aviation	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
314	Aug-22	BIV - Holland	Domestic	General Aviation	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	16	8	16	8
315	Aug-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	12	14	26	96	8	112	8
316	Aug-22	BIV - Holland	Domestic	General Aviation	PRM1 - Raytheon Premier 1/390 Premier 1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	2	3	6	6	12	6
317	Aug-22	BIV - Holland	Domestic	Other	FA7X - Dassault Falcon F7X	Yes	Yes	No	Jet	Medium Commuter Eqpt		III	B	1	1	2	12	12	12	12
318	Aug-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	30	15	30	15
319	Aug-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	4	5	9	36	9	45	9
320	Aug-22	BIV - Holland	Domestic	Air Taxi	C700 - Cessna Citation Longitude	Yes	No	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	1	1	2	14	14	14	14
321	Aug-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	4	4	8	32	8	32	8
322	Aug-22	BIV - Holland	Domestic	Air Taxi	E545 - Embraer EMB-545 Legacy 450	Yes	Yes	Yes	Jet	Medium Commuter Eqpt		II	B	1	1	2	8	8	8	8
323	Aug-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	5	5	10	40	8	40	8
324	Sep-22	BIV - Holland	US to Foreign	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	2	0	2	28	14	0	0
325	Sep-22	BIV - Holland	US to Foreign	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	0	1	5	5	0	0
326	Sep-22	BIV - Holland	US to Foreign	Air Carrier	WW24 - IAI 1124 Westwind	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	I	C	1	0	1	7	7	0	0
327	Sep-22	BIV - Holland	US to Foreign	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	1	0	1	12	12	0	0
328	Sep-22	BIV - Holland	US to Foreign	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	0	2	16	8	0	0
329	Sep-22	BIV - Holland	Domestic	Air Carrier	B722 - Boeing 727-200	No	No	No	Jet	Large Jet Eqpt	4	III	C	1	1	2	150	150	150	150
330	Sep-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	3	6	15	5	15	5
331	Sep-22	BIV - Holland	Domestic	Air Carrier	C550 - Cessna Citation II/Bravo	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	10	10	10	10
332	Sep-22	BIV - Holland	Domestic	Air Carrier	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
333	Sep-22	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	0	1	12	12	0	0
334	Sep-22	BIV - Holland	Domestic	Air Carrier	E35L - Embraer 135 LR	No	No	Yes	Jet	Small Eqpt	2	II	C	1	1	2	37	37	37	37
335	Sep-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	0	1	1	0	0	10	10
336	Sep-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	10	12	22	140	14	168	14
337	Sep-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	4	5	9	20	5	25	5
338	Sep-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	2	2	4	20	10	20	10
339	Sep-22	BIV - Holland	Domestic	Air Carrier	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	0	0	0	0
340	Sep-22	BIV - Holland	Domestic	Air Carrier	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
341	Sep-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	1	3	16	8	8	8
342	Sep-22	BIV - Holland	Domestic	Air Carrier	WW24 - IAI 1124 Westwind	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	I	C	0	1	1	0	0	7	7

343	Sep-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	4	7	15	5	20	5
344	Sep-22	BIV - Holland	Domestic	General Aviation	C25A - Cessna Citation CJ2	Yes	Yes	No	Jet	Small Eqpt	1A	I	B	1	1	2	8	8	8	8
345	Sep-22	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	1	2	5	5	5	5
346	Sep-22	BIV - Holland	Domestic	General Aviation	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	1	1	2	6	6	6	6
347	Sep-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	9	9	18	45	5	45	5
348	Sep-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	8	9	17	80	10	90	10
349	Sep-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	16	8	16	8
350	Sep-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	13	13	26	195	15	195	15
351	Sep-22	BIV - Holland	Domestic	General Aviation	C750 - Cessna Citation X	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	0	1	1	0	0	14	14
352	Sep-22	BIV - Holland	Domestic	General Aviation	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
353	Sep-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	8	8	16	64	8	64	8
354	Sep-22	BIV - Holland	Domestic	General Aviation	CL60 - Bombardier Challenger 600/601/604	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	C	2	2	4	30	15	30	15
355	Sep-22	BIV - Holland	Domestic	General Aviation	E50P - Embraer Phenom 100	Yes	Yes	No	Jet	Small Eqpt	0	I	B	0	1	1	0	0	6	6
356	Sep-22	BIV - Holland	Domestic	General Aviation	E550 - Embraer Legacy 500	Yes	Yes	Unknown	Jet	Small Eqpt		I	A	0	1	1	0	0	12	12
357	Sep-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	2	2	4	16	8	16	8
358	Sep-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	6	5	11	72	12	60	12
359	Sep-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	4	5	9	60	15	75	15
360	Sep-22	BIV - Holland	Domestic	General Aviation	FA10 - Dassault Falcon/Mystère 10	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	B	1	0	1	4	4	0	0
361	Sep-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	9	10	19	90	10	100	10
362	Sep-22	BIV - Holland	Domestic	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	0	1	1	0	0	19	19
363	Sep-22	BIV - Holland	Domestic	General Aviation	GALX - IAI 1126 Galaxy/Gulfstream G200	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
364	Sep-22	BIV - Holland	Domestic	General Aviation	GLF5 - Gulfstream V/G500	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	III	D	1	1	2	15	15	15	15
365	Sep-22	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	24	12	24	12
366	Sep-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	7	6	13	70	10	60	10
367	Sep-22	BIV - Holland	Domestic	General Aviation	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	16	8	16	8
368	Sep-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	11	11	22	88	8	88	8
369	Sep-22	BIV - Holland	Domestic	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	0	2	2	0	0	16	8
370	Sep-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	15	15	15	15
371	Sep-22	BIV - Holland	Domestic	Air Taxi	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
372	Sep-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	3	3	6	27	9	27	9
373	Sep-22	BIV - Holland	Domestic	Air Taxi	C700 - Cessna Citation Longitude	Yes	No	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	4	4	8	56	14	56	14
374	Sep-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
375	Sep-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	4	4	8	32	8	32	8
376	Sep-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	4	4	8	32	8	32	8
377	Oct-22	BIV - Holland	US to Foreign	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	3	0	3	42	14	0	0
378	Oct-22	BIV - Holland	US to Foreign	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	1	0	1	8	8	0	0
379	Oct-22	BIV - Holland	US to Foreign	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	0	2	16	8	0	0
380	Oct-22	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	2	2	4	10	5	10	5
381	Oct-22	BIV - Holland	Domestic	Air Carrier	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	1	1	2	5	5	5	5
382	Oct-22	BIV - Holland	Domestic	Air Carrier	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	1	1	2	10	10	10	10
383	Oct-22	BIV - Holland	Domestic	Air Carrier	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
384	Oct-22	BIV - Holland	Domestic	Air Carrier	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	6	5	11	90	15	75	15
385	Oct-22	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
386	Oct-22	BIV - Holland	Domestic	Air Carrier	DC91 - Boeing (Douglas) DC 9-10	No	No	No	Jet	Large Jet Eqpt		III	C	1	1	2	0	0	0	0
387	Oct-22	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
388	Oct-22	BIV - Holland	Domestic	Air Carrier	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	10	13	23	140	14	182	14
389	Oct-22	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	12	12	12	12
390	Oct-22	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	2	3	5	5	10	5
391	Oct-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
392	Oct-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	3	3	6	21	7	21	7
393	Oct-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	7	7	14	56	8	56	8
394	Oct-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	1	4	15	5	5	5
395	Oct-22	BIV - Holland	Domestic	General Aviation	C25A - Cessna Citation CJ2	Yes	Yes	No	Jet	Small Eqpt	1A	I	B	2	2	4	16	8	16	8
396	Oct-22	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	2	1	3	10	5	5	5
397	Oct-22	BIV - Holland	Domestic	General Aviation	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	1	1	2	6	6	6	6
398	Oct-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	9	8	17	45	5	40	5
399	Oct-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	1	1	2	10	10	10	10
400	Oct-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	16	8	16	8
401	Oct-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	10	8	18	150	15	120	15
402	Oct-22	BIV - Holland	Domestic	General Aviation	C750 - Cessna Citation X	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	0	1	14	14	0	0
403	Oct-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	9	9	18	72	8	72	8
404	Oct-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	3	3	6	24	8	24	8
405	Oct-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	3	4	7	36	12	48	12
406	Oct-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	4	5	9	60	15	75	15
407	Oct-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	7	7	14	70	10	70	10
408	Oct-22	BIV - Holland	Domestic	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	7	7	14	133	19	133	19
409	Oct-22	BIV - Holland	Domestic	General Aviation	GA6C - G-7 Gulfstream G600	No	No	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	8	8	16	152	19	152	19
410	Oct-22	BIV - Holland	Domestic	General Aviation	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	1	1	2	14	14	14	14
411	Oct-22	BIV - Holland	Domestic	General Aviation	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	0	1	1	0	0	5	5
412	Oct-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	4	5	9	40	10	50	10

413	Oct-22	BIV - Holland	Domestic	General Aviation	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	3	3	6	24	8	24	8
414	Oct-22	BIV - Holland	Domestic	General Aviation	LJ60 - Bombardier Learjet 60	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	8	8	8	8
415	Oct-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	7	9	16	56	8	72	8
416	Oct-22	BIV - Holland	Domestic	Other	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	2	2	4	24	12	24	12
417	Oct-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	16	8	16	8
418	Oct-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
419	Nov-22	BIV - Holland	US to Foreign	Other	C650 - Cessna III/VI/VII	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	0	1	6	6	0	0
420	Nov-22	BIV - Holland	US to Foreign	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	0	1	8	8	0	0
421	Nov-22	BIV - Holland	Domestic	Air Carrier	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	30	15	30	15
422	Nov-22	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
423	Nov-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	1	1	2	0	0	0	0
424	Nov-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
425	Nov-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	4	8	28	7	28	7
426	Nov-22	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	3	3	6	24	8	24	8
427	Nov-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	3	4	7	15	5	20	5
428	Nov-22	BIV - Holland	Domestic	General Aviation	C25C - Cessna Citation CJ4	Yes	Yes	No	Jet	Small Eqpt	1B	II	B	1	0	1	6	6	0	0
429	Nov-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	7	7	14	35	5	35	5
430	Nov-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	6	6	12	60	10	60	10
431	Nov-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	0	1	1	0	0	8	8
432	Nov-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	8	8	16	120	15	120	15
433	Nov-22	BIV - Holland	Domestic	General Aviation	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	9	9	9	9
434	Nov-22	BIV - Holland	Domestic	General Aviation	C750 - Cessna Citation X	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	14	14	14	14
435	Nov-22	BIV - Holland	Domestic	General Aviation	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
436	Nov-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	4	4	8	32	8	32	8
437	Nov-22	BIV - Holland	Domestic	General Aviation	E50P - Embraer Phenom 100	Yes	Yes	No	Jet	Small Eqpt	0	I	B	1	1	2	6	6	6	6
438	Nov-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
439	Nov-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	7	7	14	84	12	84	12
440	Nov-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	5	5	10	75	15	75	15
441	Nov-22	BIV - Holland	Domestic	General Aviation	FA10 - Dassault Falcon/Mystère 10	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	B	1	1	2	4	4	4	4
442	Nov-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	3	4	7	30	10	40	10
443	Nov-22	BIV - Holland	Domestic	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	4	4	8	76	19	76	19
444	Nov-22	BIV - Holland	Domestic	General Aviation	GA6C - G-7 Gulfstream G600	No	No	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	1	1	2	19	19	19	19
445	Nov-22	BIV - Holland	Domestic	General Aviation	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	1	1	2	5	5	5	5
446	Nov-22	BIV - Holland	Domestic	General Aviation	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	1	1	2	10	10	10	10
447	Nov-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	6	6	12	60	10	60	10
448	Nov-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	5	5	10	40	8	40	8
449	Nov-22	BIV - Holland	Domestic	Other	C650 - Cessna III/VI/VII	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	0	1	1	0	0	6	6
450	Nov-22	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	30	15	30	15
451	Nov-22	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	2	2	4	18	9	18	9
452	Nov-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	2	3	8	8	16	8
453	Nov-22	BIV - Holland	Domestic	Air Taxi	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	5	6	11	40	8	48	8
454	Nov-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
455	Dec-22	BIV - Holland	US to Foreign	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	0	1	8	8	0	0
456	Dec-22	BIV - Holland	Domestic	Air Carrier	C750 - Cessna Citation X	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	14	14	14	14
457	Dec-22	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	1	1	2	8	8	8	8
458	Dec-22	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	2	2	4	20	10	20	10
459	Dec-22	BIV - Holland	Domestic	Air Carrier	LJ40 - Learjet 40; Gates Learjet	Yes	Yes	No	Jet	Small Eqpt	0	I	C	2	2	4	20	10	20	10
460	Dec-22	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	7	8	15	70	10	80	10
461	Dec-22	BIV - Holland	Domestic	Air Carrier	LJ55 - Bombardier Learjet 55	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	1	1	2	0	0	0	0
462	Dec-22	BIV - Holland	Domestic	Air Carrier	LJ70 - Learjet 70	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	2	2	4	14	7	14	7
463	Dec-22	BIV - Holland	Domestic	Air Carrier	PC24 - Pilatus PC-24	No	No	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	1	1	2	8	8	8	8
464	Dec-22	BIV - Holland	Domestic	Air Carrier	SF50 - Cirrus Vision SF50	Yes	Yes	Unknown	Jet	Small Eqpt	No Data	No Data	No Data	1	1	2	7	7	7	7
465	Dec-22	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	4	4	8	20	5	20	5
466	Dec-22	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	7	7	14	35	5	35	5
467	Dec-22	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	3	3	6	30	10	30	10
468	Dec-22	BIV - Holland	Domestic	General Aviation	C560 - Cessna Citation V/Ultra/Encore	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	8	8	8	8
469	Dec-22	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	11	13	24	165	15	195	15
470	Dec-22	BIV - Holland	Domestic	General Aviation	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
471	Dec-22	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	3	3	6	24	8	24	8
472	Dec-22	BIV - Holland	Domestic	General Aviation	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	2	2	4	16	8	16	8
473	Dec-22	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	9	9	18	108	12	108	12
474	Dec-22	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	3	3	6	45	15	45	15
475	Dec-22	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	3	5	8	30	10	50	10
476	Dec-22	BIV - Holland	Domestic	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	9	9	18	171	19	171	19
477	Dec-22	BIV - Holland	Domestic	General Aviation	GA6C - G-7 Gulfstream G600	No	No	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	1	1	2	19	19	19	19
478	Dec-22	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	9	9	18	90	10	90	10
479	Dec-22	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	3	7	32	8	24	8
480	Dec-22	BIV - Holland	Domestic	Other	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	0	1	1	0	0	8	8
481	Dec-22	BIV - Holland	Domestic	Air Taxi	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	2	2	4	16	8	16	8
482	Dec-22	BIV - Holland	Domestic	Air Taxi	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	4	4	8	32	8	32	8

483	Dec-22	BIV - Holland	Domestic	Air Taxi	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	1	1	2	14	14	14	14
484	Jan-23	BIV - Holland	US to Foreign	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	1	0	1	8	8	0	0
485	Jan-23	BIV - Holland	US to Foreign	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	1	0	1	19	19	0	0
486	Jan-23	BIV - Holland	Domestic	Air Carrier	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	5	5	5	5
487	Jan-23	BIV - Holland	Domestic	Air Carrier	C25M - Cessna Citation M2	Yes	Yes	Unknown	Jet	Small Eqpt	1A	I	B	1	1	2	8	8	8	8
488	Jan-23	BIV - Holland	Domestic	Air Carrier	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	2	2	4	30	15	30	15
489	Jan-23	BIV - Holland	Domestic	Air Carrier	C680 - Cessna Citation Sovereign	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	12	12	12	12
490	Jan-23	BIV - Holland	Domestic	Air Carrier	E55P - Embraer Phenom 300	Yes	Yes	No	Jet	Small Eqpt	0	II	B	2	2	4	16	8	16	8
491	Jan-23	BIV - Holland	Domestic	Air Carrier	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	3	3	6	30	10	30	10
492	Jan-23	BIV - Holland	Domestic	Air Carrier	GALX - IAI 1126 Galaxy/Gulfstream G200	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
493	Jan-23	BIV - Holland	Domestic	Air Carrier	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	24	12	24	12
494	Jan-23	BIV - Holland	Domestic	Air Carrier	HDJT - HONDA HA-420 HondaJet	Yes	Yes	No	Jet	?		I	B	2	1	3	10	5	5	5
495	Jan-23	BIV - Holland	Domestic	Air Carrier	LJ35 - Bombardier Learjet 35/36	Yes	Yes	No	Jet	Medium Commuter Eqpt		I	D	1	1	2	0	0	0	0
496	Jan-23	BIV - Holland	Domestic	Air Carrier	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	7	6	13	70	10	60	10
497	Jan-23	BIV - Holland	Domestic	Air Carrier	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	1	1	2	8	8	8	8
498	Jan-23	BIV - Holland	Domestic	General Aviation	BE40 - Raytheon/Beech Beechjet 400/T-1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	2	1	3	10	5	5	5
499	Jan-23	BIV - Holland	Domestic	General Aviation	C25B - Cessna Citation CJ3	Yes	Yes	No	Jet	Small Eqpt	2	II	B	2	2	4	10	5	10	5
500	Jan-23	BIV - Holland	Domestic	General Aviation	C501 - Cessna I/SP	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
501	Jan-23	BIV - Holland	Domestic	General Aviation	C510 - Cessna Citation Mustang	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	1	1	2	6	6	6	6
502	Jan-23	BIV - Holland	Domestic	General Aviation	C525 - Cessna CitationJet/CJ1	Yes	Yes	No	Jet	Medium Commuter Eqpt	1A	I	B	7	7	14	35	5	35	5
503	Jan-23	BIV - Holland	Domestic	General Aviation	C55B - Cessna Citation Bravo	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	No Data	No Data	No Data	4	3	7	40	10	30	10
504	Jan-23	BIV - Holland	Domestic	General Aviation	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	10	10	20	150	15	150	15
505	Jan-23	BIV - Holland	Domestic	General Aviation	CL30 - Bombardier (Canadair) Challenger 300	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	C	1	1	2	8	8	8	8
506	Jan-23	BIV - Holland	Domestic	General Aviation	CL35 - Bombardier Challenger 300	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	C	4	4	8	32	8	32	8
507	Jan-23	BIV - Holland	Domestic	General Aviation	EA50 - Eclipse 500	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	A	0	1	1	0	0	6	6
508	Jan-23	BIV - Holland	Domestic	General Aviation	F2TH - Dassault Falcon 2000	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	6	6	12	72	12	72	12
509	Jan-23	BIV - Holland	Domestic	General Aviation	F900 - Dassault Falcon 900	Yes	Yes	No	Jet	Medium Commuter Eqpt	1B	II	B	3	4	7	45	15	60	15
510	Jan-23	BIV - Holland	Domestic	General Aviation	FA20 - Dassault Falcon/Mystère 20	Yes	Yes	No	Jet	Medium Commuter Eqpt		II	B	2	2	4	20	10	20	10
511	Jan-23	BIV - Holland	Domestic	General Aviation	GA5C - G-7 Gulfstream G500	Yes	Yes	Unknown	Jet	Large Jet Eqpt	No Data	No Data	No Data	2	3	5	38	19	57	19
512	Jan-23	BIV - Holland	Domestic	General Aviation	GLF4 - Gulfstream IV/G400	Yes	Yes	No	Jet	Medium Commuter Eqpt	2	II	D	0	1	1	0	0	14	14
513	Jan-23	BIV - Holland	Domestic	General Aviation	H25B - BAe HS 125/700-800/Hawker 800	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	C	2	2	4	24	12	24	12
514	Jan-23	BIV - Holland	Domestic	General Aviation	LJ45 - Bombardier Learjet 45	Yes	Yes	No	Jet	Small Eqpt	0	I	C	2	2	4	20	10	20	10
515	Jan-23	BIV - Holland	Domestic	General Aviation	LJ75 - Learjet 75	Yes	Yes	Unknown	Jet	Small Eqpt	0	II	C	4	5	9	32	8	40	8
516	Jan-23	BIV - Holland	Domestic	General Aviation	PRM1 - Raytheon Premier 1/390 Premier 1	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	I	B	1	1	2	6	6	6	6
517	Jan-23	BIV - Holland	Domestic	Air Taxi	C56X - Cessna Excel/XLS	Yes	Yes	No	Jet	Medium Commuter Eqpt	0	II	B	1	1	2	15	15	15	15
518	Jan-23	BIV - Holland	Domestic	Air Taxi	C68A - Cessna Citation Latitude	Yes	Yes	Unknown	Jet	Medium Commuter Eqpt	1B	II	B	1	1	2	9	9	9	9
Total:														1,566	1,573	3,139	16,289	10	16,361	10